

**Board Officers**

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**AGENDA**

**TRANSPORTATION ADVISORY COMMITTEE**

**Monday, December 1, 2014**

**1:30 p.m.**

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. Call to Order
2. October 27, 2014 TAC Meeting Summary  
(Attachment A)

**ACTION ITEM**

3. **Motion to recommend to the Board of Directors an amendment to the 2012-2017 and 2016-2021 TIP Policy related to delayed projects.**  
(Attachment B)  
Douglas Rex

**INFORMATIONAL ITEMS**

4. Review public hearing draft of the 2040 Fiscally Constrained Regional Transportation Plan (2040 RTP).  
(Attachment C)  
Jacob Riger
5. Review revised draft Metro Vision 2040 "A Connected Multimodal Region" transportation section and discuss first draft measures and targets for Metro Vision 2040  
(Attachment D)  
Jacob Riger
6. Briefing on First Phase projects to be included in the draft 2016-2021 Transportation Improvement Program (TIP).  
(Attachment E)  
Todd Cottrell

**ADMINISTRATIVE ITEMS**

7. Member Comment/Other Matters
8. Next Meeting – December 29, 2014
9. Adjournment

Disabled attendees are asked to notify DRCOG at least 48 hours in advance of the need for auxiliary aids or services

*We make life better!*



# ATTACHMENT A

## MEETING SUMMARY

### JOINT MEETING TRANSPORTATION ADVISORY COMMITTEE (TAC) AND METRO VISION PLANNING ADVISORY COMMITTEE (MVPAC) Monday, October 27, 2014

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#### MVPAC MEMBERS PRESENT (15):

Chris Auxier	Adams County Housing Authority
Erin Fosdick	City of Longmont
Steve Gordon *	City and County of Denver
Steve Glueck (Chair)	City of Golden
Randy Harrison	RW Harrison & Associates
Patrick Horvath	Mile High Connects/The Denver Foundation
Leanne Jeffers	Reg. Instit. for Health & Environmental Leadership
Steve Klausing *	Denver South Econ. Development Partnership
Glenda Lainis	City of Thornton
Lynn Merwin	City and County of Broomfield
Katherine (Kati) Rider	Douglas County
Will Toor	Southwest Energy Efficiency Project
Cate Townley	CO Dept. of Public Health and Environment
Robert Watkins	City of Aurora
Brad Weinig	Enterprise Community Partners

\* denotes member on both MVPAC and TAC

#### TAC MEMBERS (OR VOTING ALTERNATES) PRESENT (26):

Jeanne Shreve	Adams County
Kimberly Dall	Adams County-City of Brighton
Dave Chambers	Arapahoe County – City of Aurora
Joy McGee	Arapahoe County
Tom Reed (Alternate)	Aviation Interests
George Gerstle	Boulder County
Heather Balsler	Boulder County – City of Louisville
Debra Baskett (Chair)	Broomfield, City and County
Steve Klausing *	Business/Economic Development Interests
Danny Herrmann (Alternate)	Colorado Dept. of Transportation, Reg. 1
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, Div. Transp. Dvlpmnt.
David Krutsinger (Alternate)	Colorado Dept. of Transportation, Div. Transit & Rail
Steve Gordon *	City and County of Denver
Janice Finch	City and County of Denver
Douglas Rex	Denver Regional Council of Governments
Art Griffith	Douglas County
Kathleen Osher	Environmental Interests
Greg Fischer	Freight Interests
Bob Manwaring	Jefferson County-City of Arvada
Dave Baskett (Alternate)	Jefferson County-City of Lakewood
Bert Weaver	Non-MPO Area
Ken Lloyd	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Jim Taylor	Senior Interests
Aylene McCallum	TDM/Non-motor
Richard Leffler	Weld County – City of Frederick

\* denotes member on both MVPAC and TAC

**TAC- OTHERS PRESENT (9):**

Kent Moorman (Alternate)	Adams County – City of Thornton
Bryan Weimer (Alternate)	Arapahoe County
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Phil Greenwald (Alternate)	Boulder County – City of Longmont
Flo Raitano (Alternate)	Denver Regional Council of Governments
Tom Reiff (Alternate)	Douglas County-Town of Castle Rock
Mike Salisbury (Alternate)	Environmental Interests
Kate Cooke (Alternate)	Regional Air Quality Council
Ted Heyd (Alternate)	TDM/Non-motor

Public: Ashleigh Phillips, American Medical Response; Darcie White, Clarion Associates;  
Paul Jesaitis, CDOT Reg. 1; Eugene Howard, Douglas County; Ken Van Dyne,  
City of Greenwood Village; Matt Christensen, Kiewit; Amanda Brimmer, RAQC

DRCOG staff: Jacob Riger, Brad Calvert, Steve Cook, Todd Cottrell, Matthew Helfant,  
Mark Northrop, Robert Spotts, Casey Collins

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Call to Order – Joint Session of TAC/MVPAC

TAC Chair Debra Baskett called the joint session of the meeting to order at 1:30 p.m.

Public Comments

There was no public comment.

**Joint TAC/MVPAC INFORMATIONAL ITEM**

Review of the draft Metro Vision 2040 “A Connected Region” transportation section.

Jacob Riger presented a joint discussion with members of the TAC and MVPAC to review the first draft of the Transportation section (*A Connected Region*) of Metro Vision 2040. Jacob said that the draft was prepared by staff and Clarion Consultants, with input and guidance from the TAC and MVPAC committees. This section will be the transportation policy component of both Metro Vision 2040 and the *2040 Metro Vision Regional Transportation Plan (2040 MVRTP)*.

Jacob reviewed changes made from the 2035 policy content:

- Restructured to the 2040 framework (outcomes, objectives, strategies, actions)
- Reorganized existing text, added some new text
- Made initial revisions to address TAC and MVPAC policy content input
- Made initial layout for Metro Vision 2040 document:
  - Cross-cutting topics across elements (land use, health)
  - Interconnected topics within transportation (e.g., transit and bicycle/ped)

**2040 Policy Framework**

*Outcomes:* What our main result areas are  
*Objectives:* Continuous improvements needed to get results  
*Strategies:* Methods to accomplish objectives  
*Actions:* Specific steps/tasks to be taken

Jacob noted the three Outcomes in *A Connected Region*:

- Outcome 1: A balanced, well-connected multimodal transportation system.
- Outcome 2: A dependable, safe, and efficiently operated transportation system.
- Outcome 3: A transportation system contributing to a better quality of life.

### Key Discussion Questions

1. Are draft outcomes reasonable? Are 3 outcomes sufficient?
2. Does restructuring of 2035 policy content seem reasonable?
3. Does draft element sufficiently incorporate cross-cutting topics?
4. What additional regional and local actions to include?

### Member comments:

- (Bert Weaver) In *Outcome 1-A balanced, well-connected multimodal transportation system*.
  - Add the term “region throughout” to the statement. Should evolve into an interregional plan for 9 county region, instead of just MPO/TIP region.
- (Lynn Merwin) Should refer to an Environment focus in a more pronounced way. Seems to be buried in Outcome 3.
- (Heather Balsler/Dave Baskett) Doesn’t reference completion of FasTracks. Needs to have specific reference to FasTracks (it mentions T-Rex, but not FasTracks).
- (George Gerstle) In *Objective 1.1 Provide a multimodal roadway system that enables reliable travel by automobiles, trucks, buses, pedestrians, and bicycle*.
  - Need to add reference to movement of “people”, instead of just inanimate objects.
- (Will Toor and Aylene McCallum) Asked where set of goals/metrics are in the document? Is there opportunity in future meetings to edit targets/measures? Staff noted these will be incorporated into a separate section in the front part of MV document (*A Focus on Outcomes*) that will be discussed next month during MVPAC conversation on targets and measures. .
- (Will Toor) encouraged including the strategic goals from MV 2035.
- (Ted Heyd) Should have an explanation in the front of document on the reporting-out process. How often will the progress reports be made?
- (Erin Fosdick) Thinks people like having specific numerical goals, i.e., VMT. Can be aspirational.
- (Steve Glueck) Needs a stronger introduction. Perhaps can do after targets and measures are done.
- (Debra Baskett) Introduction needs more “story” of the Denver region.
- (Will Toor) What’s important is not necessarily numbers, but goals that tell direction where we are trying to head. (i.e., trying to create a balanced multimodal system is general, whereas reduce per capita VMT by 10% and GHG by 60% is more directional.) Suggests using same policy goals as overarching goals (even if we don’t have numbers).
- (George Gerstle) Supports having clear goals included.
- (Ted Heyd) Agreed with “story-telling” and including numerical objectives in front as part of the story.
- (Janice Finch) Disagrees with theme of “*A Connected Region*”. Feels it is too vague. Need to state ultimate goals.
- (Steve Gordon) Document is not cutting edge – as a whole, document is not forward-thinking. Upcoming trends such as Google cars (and how to set up managed lanes to accommodate them), car-sharing, increased biking (and infrastructure to accommodate that), and other new ideas can be looked at.
- (Erin Fosdick) Strengthen language around innovative advances in transportation, also high frequency bus/transit corridors, bicycling to achieve Metro Vision goals.
- (Kati Rider) In Outcome 1, what does “balanced” mean? Is it for whole nine county region? What are we trying to achieve, do we expect same level of service for entire region?
- (Art Griffin) In first sentence under Outcome 1 description.
  - Suggested to state as “Will include rapid transit and integrated regional and local bus systems” (i.e., buses that address last mile or 3-6 mile shorter trips)
  - (Aylene) Suggested “interconnected regional and local bus systems” to address innovations we don’t even know about yet.
- (Erin Fosdick) In *Strategy 1.3 (a) Require pedestrian accommodations along all roadways/*

- Disagrees with calling densely developed rural communities out. Consider deleting.
- (Erin Fosdick) Suggested deleting “compact” in second sentence in the sidebar box in (i.e., *Focusing new housing and employment in compact urban centers that are.....*)
- (Bill Sirois) In *Strategy 1.4(b) Encourage multimodal commuting and carpooling*
  - May be too narrowly defined. Instead of specifically “redevelopment around park-n-Rides”, should be development around RTD facilities or stations.
- (George Gerstle) In *Strategy 2.2(g) Support the use of congestion pricing and other tolling techniques*. In Regional Actions:
  - Feels first and second bullets are in wrong place.
  - Needs stronger language on conducive congestion pricing. (such as managed lanes)
  - (Glenda) Mixed feelings about this congestion pricing strategy. Maybe have disclaimers for financially disadvantaged (equity concerns).
  - (Will) In managed lane projects or congestion pricing, suggested requiring a direct benefit to disadvantaged communities that would move towards supporting carpooling and transit in those projects, and not just movement of SOV paying tolls.
  - (Bert) Agreed, but not for just low-income, but for local population within ROW.
- (Kati Rider) Environment and Economic Vitality are not addressed strongly enough in document.
- (Debra Baskett) Needs more mention of transit hubs in suburbs, regional opportunities to strengthen transit.
- (Janice Finch) In outlying intersuburban transit hubs, need more robust multimodal parking hubs (cars and bikes).
- (Erin Fosdick) Need stronger language re: the land use/multimodal connection– didn’t go far enough.
- (Bob Watkins) It’s not just about corridors and connections in relation to urban centers, it’s a complete well developed system of pedestrian and bicycle travel.
- (John Cotten) The important thing to remember is we already have a system. System preservation is a primary concern.
- (Jeanne Shreve) Need to also be innovative in identifying different types of modes that will be needed by 2040.
- (Will Toor) Needs to identify specific Regional Action to take to maximize existing infrastructure for today and tomorrow. Suggested a Regional Action as “Should conduct an analysis of where BRT makes sense and analysis on congestion pricing”.
- (Kimberly Dall) Need to identify triggers/thresholds to be met in the targets/measures.
- (Erin Fosdick) In *Strategy 3.1(c) Focus roadway capacity increases within the urban growth boundary/area*.
  - Consider revising to include connections to free-standing communities, improvements where congestion is most severe, etc.
- (Bill Sirois) In *Strategy 3.1(e) Implement transportation improvements that enhance transit-oriented development (TOD) opportunities*:
  - Suggested removing term “rapid transit”, is already inherent.
- (Lenna Kottke) In *Strategy 3.2*, given that 1 in 4 people will be over 60 in 2040, need more positive actions, stronger language- not just “ensuring that benefits are proportional”, but a more aggressive statement of the importance of mobility to all people in all stages of life.
- (George Gerstle) Need more language on how we connect to other parts of the state outside the DRCOG region.
- (Debra Baskett) “Outlying” has a negative connotation, should use another word when referring to other regions.
- (Brad Weinig). In *Strategy 3.2*, Include language to say robust transportation system not just “considers” need, but “responds to” need.
- (Kent Moorman) Need to say somewhere that we need to coordinate with other regions.
- (Debra Baskett) Noted that some studies are specifically called out, while others are not. Should be careful how fairly referenced in document.

- (Dave Baskett) Could include reference to off-site meeting technology to replace the need for travel, Skyping, etc.). (Bert) Suggesting language like “Combining transportation corridors with communications corridors.”
- (George Gerstle) Describe more dynamics of change in how people travel, what the future looks like. How much people travel, age demographics, how technology affects travel.
- (Steve Glueck) Does this document also recognize the lack of federal funding?
- (Bob Watkins) For a comprehensive pedestrian network, you have to bring together a broad range of funding, not just TIP. Suggested adding language to require a project have a range of funding sources and perhaps a piece of TIP to leverage.
- (Debra Baskett) Agreed that public private partnerships should be included in the document.
- (Aylene McCallum) Noted it’s (mostly) a lack of federal funding, but local agencies can do innovative funding approaches, in addition to public private partnerships, i.e., streets tax or a regional tax.
- (Erin Fosdick) Put innovative funding approaches in Local Actions.
- (Will Toor) Suggested a Regional Action, “Prioritize spending a greater share of funding on bike/ped projects in fiscally constrained RTP”.
- (Lena Kottke) Bus amenities (benches and shelters) should be called out.
- (Will Toor) In *Strategy 3.3(c) Encourage the use of alternative fuel vehicles and infrastructure*
  - Suggested changing to “Encourage use of alternative fuels that lead to lower levels of criteria pollutants and GHG emissions”
  - Can be more specific in Regional Actions, i.e, “Demonstrate that the Regional Plan will meet the goal of 60% GHG emissions reduction; and develop a regional electrical vehicle infrastructure plan, and develop regional action around investing in the infrastructure plan developed”.
- (Janice Finch) Focus on more alternative fuels than just electric infrastructure.
- (Bert Weaver) Suggested combining energy and transportation infrastructure.
- (Ken Lloyd) In *Strategy 3.3(d) Support legislation that increases fuel economy standards*
  - Suggested broadening the strategy to more than legislation, because the paragraph includes more than legislation.
  - Change negative-sounding “impose” to “establish”.

**Current Schedule \*\* for Metro Vision 2040 A Connected Region**

*(\*\* Schedule below has subsequently changed.)*

November 24 TAC will further review draft *A Connected Region* if needed.  
Start developing measures and targets.

December 15 TAC will refine measures and targets  
17 MVPAC will review draft measures and targets- input to TAC

January 26 TAC will finalize measures and targets

The committee was encouraged to email any additional comments to Jacob Riger by the end of the week.

**Adjournment of the joint TAC/MVPAC session.**

The joint session ended at 2:51 p.m.

– break –

**Call to Order – Regular TAC Meeting**

Chair Debra Baskett called the TAC meeting to order at 3:05 p.m.

**September 22, 2014 TAC Meeting Summary**

The summary was accepted.

## TAC ACTION ITEM

### **Motion to recommend to the Board of Directors amending the *Policy on Transportation Improvement Program (TIP) Preparation-Procedures for Preparing the 2016-2021 TIP Policy to include second phase project selection.***

Steve Cook presented a discussion on MVIC recommendations to amend second phase project criteria for use in the 2016-2021 TIP. About \$174 million is available for new projects in the 2016-2021 TIP. Projects not selected in the first phase scoring move to second phase consideration. Second phase project selections are made by the Metro Vision Issues Committee (MVIC) based on second phase criteria factors. MVIC has determined in committee discussions since August 2014 that second phase criteria would include the following considerations:

#### **Tier 1:**

- Very small communities
- Financial equity share
  - *Defined as county revenue contribution / DRCOG dollars expended or programmed (2003-2019)*

#### **Tier 2:**

- Project TIP score
- Number of sponsor projects selected in first phase
- Project not eligible in first phase?
- Multi-jurisdictional project?
- First/Last Mile connection project
  - *bicycle and/or pedestrian projects, transit service projects or a roadway project with bike/ped elements that connect to transit.*

#### **Member comments:**

Steve Cook confirmed transit is defined as *any* transit (bus, rail, etc.)

- Ted Heyd and George Gerstle recommended using term of “viable” rather than “intuitive” in the Tier 2 table, First/Last Mile Connection definition,
- George Gerstle recommended taking out Roadway Capacity, and perhaps Roadway Reconstruction projects as eligible for First/Last Mile designation.
- Art Griffith encouraged more clarification of what First/Last Mile connection elements are. (He noted his agency is making large investments on grade separations for pedestrian to transit connections for several capacity and operational projects that aren’t necessarily defined as First/Last Mile projects.) Mr. Gerstle was concerned, though, that larger projects with only a small connection element could potentially consume second phase funding.
- George Gerstle recommended showing how many jurisdictions are involved in multijurisdictional projects.
- Janice Finch suggested also showing the number of applications submitted (i.e, “4 out of 15 projects) in the column “Number of (all) First Phase Projects”, to depict an order of magnitude.
- Art Griffith suggested showing the total funding provided to the sponsor in First Phase, for equity.
  - John Cotten suggested providing information on the county equity amount over time, and whether the county took all the funding.
- George Gerstle noted, when using the county equity funding ratio, an individual community can be penalized for being in a county that has received more overall funding. He said it could be useful to have project expenditure/revenue numbers available. Steve Cook and Todd Cottrell said it would be very difficult to calculate expenditure and revenue allocations at the city level, particularly on the revenue side.
- Debra Baskett suggested recommending to MVIC that the bigger picture of considering all funding going to the county, including CDOT and RTD, be included in the equity equation. Janice Finch suggested going back only 8 years. George Gerstle said just looking at the DRCOG funding is ignoring the total transportation funding picture. If looking at the total picture, he said he would agree with going back only 8 years.
- Dave Baskett said he agreed with the current MVIC decision to include DRCOG funding only. Art Griffith, Ted Heyd, Bryan Weimer, Kimberly Dall spoke in agreement.

- Jeanne Shreve suggested the committee be provided with the equity funding tables to the committee to understand the process better. She said it would also be beneficial to have additional information about partnerships in multijurisdictional projects listed in the equity table.
- Jeanne Shreve recommended asking that TAC assist staff to develop the second phase project scenarios. Steve Cook noted, historically, staff develops several scenario options to present to MVIC, but does not make any recommendations. TACs have historically, later approved the final TIP, which includes the first and second phase selections.
  - Art Griffith and George Gerstle agreed with Ms. Shreve.
  - Bryan Weimer disagreed, saying there needs to be some involvement, but developing multiple scenarios is very time consuming.
- There was some discussion of adding second phase consideration of letters of support, but was not pursued.
- There was discussion to consider the funding time period to look back on as 8 years, instead of 12.

The Chair asked for motion on additional considerations.

Janice Finch MOVED to recommend to the MVIC the time period to look back on in funding to date be 8 years instead of 12 years. Ted Heyd SECONDED the motion. The MOTION did not pass. (10 in favor)

Steve Cook summarized the additional second phase considerations the committee discussed to recommend to MVIC, per the Chair's request. Mr. Cook stated the revised motion as:

Move to recommend to MVIC additional second phase considerations, as follows:

- Indicate number of applications submitted, along with the number of first phase projects that were received from the sponsor (i.e., 4 out of 10 applications funded).
- Indicate total amount of money awarded to sponsor in First Phase.
- Have TAC assist with developing second phase potential scenarios for MVIC consideration.
- Note whether a multijurisdictional project also had multijurisdictional funding contributions.

George Gerstle MOVED to recommend the above motion. Art Griffith SECONDED the motion and the MOTION PASSED.

### **TAC INFORMATIONAL ITEMS**

#### **Summary of 2016-2021 TIP project submittals and recruitment of peer review participants.**

Todd Cottrell presented the summary of the 2016-2021 projects that were submitted. There were 140 total applications received for a requested total of \$573.2 million.

- 11 Roadway Capacity
- 31 Roadway Operational
- 4 Roadway Reconstruction
- 3 New Bus Service
- 5 Expanded Bus Service
- 1 Transit Passenger Facilities
- 56 New Bicycle/Pedestrian
- 11 Upgrade/Reconstruct Bicycle/Pedestrian
- 17 Transportation-Related Studies
- 1 Other Enhancements

Staff is currently reviewing all applications for eligibility, scoring inaccuracies, ineligible project elements, and uniform application of all criteria. Todd asked for volunteers to be on the TIP peer review panel (limited to 15) to be held on November 13 from 1-4 p.m. The panel will validate DRCOG staff's proposed scoring changes and application of criteria. The panel will



not be reviewing individual projects or each criterion, but will only review criteria themes where staff saw application issues.

**Current Schedule for 2016-2021 TIP**

November	13	Peer review panel meets
	24	TAC announces First Phase; projects eligible for Second Phase
December	15	TAC – Summary of CDOT/RTC projects
January	7	MVIC recommends Second Phase selections
	21	Board approves all projects for inclusion; sets Public Hearing, releases Public Hearing document
February	18	Board – Draft TIP Public Hearing
	23	TAC recommends draft TIP
March	18	Boards adopts 2016-2021 TIP

**Update on draft 2040 Fiscally Constrained Regional Transportation Plan.**

Jacob Riger updated the committee on key next steps and schedules for the updating of the Regional Transportation Plan. The *Fiscally Constrained 2040 Regional Transportation Plan* (2040 RTP) is a sub-document of the unconstrained *2040 Metro Vision Regional Transportation Plan* (2040 MVRTP). Staff is finalizing draft 2040 RTP and will provide to the committee in mid-November for initial review.

**Current Schedule for 2040 RTP**

December	15	TAC will further review of draft 2040 RTP, if needed
	16	RTC will review draft 2040 RTP (tentative)
	17	Board will set public hearing date and release 2040 RTP for public comment
January	21	Board Public Hearing
	26	TAC will make recommendation on 2040 RTP.
February		Final adoption of 2040 RTP

The TAC meeting ended at 4:27 p.m. There was possibility of changing the next TAC meeting from November 24. Staff will advise the committee of any date change.

## ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Douglas W. Rex, Director, Transportation Planning and Operations  
[drex@drcog.org](mailto:drex@drcog.org) or 303 480-6747

Meeting Date	Agenda Category	Agenda Item #
December 1, 2014	Action	3

### SUBJECT

This item concerns the Board's request to consider amending TIP Policy related to project delays.

### PROPOSED ACTION/RECOMMENDATIONS

Recommend an amendment to the TIP Policy relating to project delays.

### ACTION BY OTHERS

DRCOG Board – November 12, 2014

### SUMMARY

Current TIP policy (2012-2017 and 2016-2021) establishes that a project programmed in the TIP is delayed when a phase, as identified during the project submittal and contained within the TIP project descriptions, has not been initiated in the identified funding year. If, in the following year, the sponsor fails to achieve initiation of the delayed phase, the project will be automatically deleted from the TIP and the sponsor is required to reimburse all federal funds expended on the project. Furthermore, the action cannot be appealed to the DRCOG Board.

At its November meeting, the DRCOG Board, in response to a discussion about a Wheat Ridge project that faces the removal of funds, requested TAC to assist staff in preparing a recommendation for the Board's consideration to modify TIP Policy relating to project delays. Specifically, the Board was interested in revising the language to:

- 1) provide an opportunity for appeal to the Board;
- 2) allow an opportunity for a variance of TIP policy in the event a project has unforeseen issues or is close to, but could not meet the imposed deadline; and
- 3) remove the requirement that the sponsor would have to reimburse federal funds expended on the project.

Staff has provided Attachment 1 language for your review and consideration.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Motion to recommend to the Board of Directors an amendment to the 2012-2017 and 2016-2021 TIP Policy related to delayed projects.

### ATTACHMENTS

1. Staff recommended TIP Policy language for project delays
2. Current TIP Policy language for project delays

### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning and Operations, at [drex@drcog.org](mailto:drex@drcog.org) or 303 480-6747.

## ATTACHMENT 1

### Staff recommended TIP Policy language for project delays

If, in the following year, the sponsor fails to achieve initiation of the delayed phase, OR has breached the Board conditions placed upon that delay, the project's funding will be automatically suspended. The sponsor may appeal at the next available Board meeting to explain the reasons why the delayed phase has not been initiated. Upon hearing the appeal, the Board has the following options:

1. Deny the request. The sponsor must return all unspent federal funds allocated to the delayed project.
2. Allow a variance, if the Board believes good faith efforts and progress has been made by the sponsor to initiate the delayed project phase. The sponsor would be granted (on a case-by-case basis) an extension to initiate the delayed action. If the sponsor is unable to abide by the conditions of the Board variance, the sponsor must return all unspent federal funds allocated to the delayed project. The length of the extension shall be no greater than 90 days.

If the sponsor decides not to appeal to the Board at its next available meeting, the sponsor must return all unspent federal funds allocated to the delayed project. In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a "termination for performance" clause.

## ATTACHMENT 2

### Current TIP Policy language for project delays

#### **2012-2017 TIP Policy** (pg. 14)

If, in the following year, the sponsor fails to achieve completion of the particular phase or entire project that encountered the one year delay, OR has breached the one year delay Board conditions, the project will be automatically deleted from the TIP (and the sponsor required to reimburse all federal funds expended on the project). This action cannot be appealed to the DRCOG Board. In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a “termination for performance” clause.

#### **2016-2021 TIP Policy** (pg. 12)

If, in the following year, the sponsor fails to achieve initiation of the delayed phase, OR has breached the Board conditions placed upon that delay, the project will be automatically deleted from the TIP and the sponsor is required to reimburse all federal funds expended on the project. This action cannot be appealed to the DRCOG Board. In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a “termination for performance” clause.

## ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Transportation Planning Coordinator  
303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
December 1, 2014	Information	4

### SUBJECT

The draft *2040 Fiscally Constrained Regional Transportation Plan* (2040 RTP) for public hearing is presented for initial TAC review.

### PROPOSED ACTION/RECOMMENDATIONS

No formal action required. This item is for information; TAC's review is sought prior to releasing the draft 2040 RTP for public hearing.

### ACTION BY OTHERS

N/A

### SUMMARY

The *2040 Fiscally Constrained Regional Transportation Plan* (2040 RTP) is a federal requirement and must identify individual regionally significant (major) roadway capacity and rapid transit projects anticipated to be implemented over the next 25 years. Revenues must be reasonably expected to fund construction of these major projects, as well as to maintain and operate the transportation system. Future revenues are also preserved for transit service, bicycle, pedestrian, and other types of projects. DRCOG must show that the 2040 RTP will not cause a violation of federal air quality conformity standards.

The draft 2040 RTP is based on the goals and policy direction of Metro Vision 2035 along with input received to date for Metro Vision 2040. Specifically, the process for selecting regionally significant roadway capacity projects used updated Metro Vision-based criteria adopted by the DRCOG Board in April 2014.

To meet federal requirements and timeframes relating to air quality conformity, DRCOG must adopt the 2040 RTP in early 2015; final adoption is scheduled for February. After adoption, the 2040 RTP will be folded into the *2040 Metro Vision Regional Transportation Plan* (2040 MVRTP) in mid-2015. At that time, the 2040 MVRTP will be adopted together with Metro Vision 2040.

The schedule for adopting the 2040 RTP is:

December 15	TAC	Further review of draft 2040 RTP (if needed)
17	Board	Set public hearing date and release 2040 RTP for comment
January 21	Board	Public Hearing for 2040 RTP
26	TAC	Recommendation on 2040 RTP
February 18	Board	Adopt final 2040 RTP

### PREVIOUS DISCUSSIONS/ACTIONS

TAC: [June 16, 2014](#) (recommended fiscally constrained projects for air quality conformity modeling)

Board: [July 16, 2014](#) (approved fiscally constrained projects for air quality conformity modeling)

RTC: [July 22, 2014](#) (concurred with Board's approval of fiscally constrained projects for air quality conformity modeling)

PROPOSED MOTION
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N/A

ATTACHMENTS
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Links:

- [TAC Review Draft](#) of the *2040 Fiscally Constrained Regional Transportation Plan* (2040 RTP)
- [2035 MVRTP](#)

ADDITIONAL INFORMATION
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If you need additional information, please contact Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org).

## ATTACHMENT D

To: Chairs and Members of the Transportation Advisory Committee

From: Jacob Riger, Transportation Planning Coordinator  
303-480-6751 or [jriger@drco.org](mailto:jriger@drco.org)

Meeting Date	Agenda Category	Agenda Item #
December 1, 2014	Information	5

### SUBJECT

TAC will review a revised draft of the transportation element of Metro Vision 2040, *A Connected Multimodal Region*, and discuss first draft measures and targets for Metro Vision 2040.

### PROPOSED ACTION/RECOMMENDATIONS

No formal action is requested. This item is for information.

### ACTION BY OTHERS

N/A

### SUMMARY

At the October 27, 2014 joint TAC/MVPAC meeting, both committees reviewed the first draft of *A Connected Multimodal Region*, focusing on policy structure and content. Based on feedback received, staff significantly revised the text, particularly the introduction, the “mode-based” objectives and strategies under Outcome 1, the objectives and strategies under Outcome 3, and proposed regional and local actions throughout the element. The revised draft element is shown in Attachment 1.

The revised draft element includes first draft measures and targets compiled by staff. Measures will track progress on specific topics over time (“what is the trend?”), while targets are key endpoints we desire to achieve by 2040. Not every measure will have a target. Additionally, staff is proposing that select measures become “Metro Vision Foundational Measures” emphasized at the front of Metro Vision 2040, similar to the Metro Vision 2035 goals. This was a point of emphasis at the TAC/MVPAC joint meeting.

Proposed measures and targets are intended to:

- Have readily-available, reliable, and meaningful data, and
- Focus on regional outcomes and trends, not track regional or local actions.

The Regional Transportation Plan and other DRCOG plans also report a wide variety of data not presented formally as measures. The measures and targets in Attachment 1 are limited in number and will undergo ongoing progress tracking and reporting.

At the December 1, 2014 TAC meeting, staff will highlight major changes to the draft *A Multimodal Connected Region* and seek initial feedback and guidance on the draft measures and targets. TAC input on additional regional and local actions is also desired. Staff will ask for informal concurrence to transmit the revised draft element (including draft measures and targets) to MVPAC for review at its December 17, 2014 meeting. TAC will take further action on the element, anticipated in late December or in January.

### PREVIOUS DISCUSSIONS/ACTIONS

TAC - [October 27, 2014](#) (joint meeting with MVPAC)

PROPOSED MOTION

N/A

ATTACHMENT

1. Metro Vision 2040 – Revised draft *A Connected Multimodal Region* element

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org).



## Attachment 1

### A Connected Multimodal Region

#### Introduction

The nine-county DRCOG region aspires to have a connected multimodal transportation system that increases mobility and provides viable travel choices for everyone. The region will have a multimodal approach to move people and goods, with transportation solutions tailored to the desires of each community. The region's transportation system must address and adapt quickly to major trends affecting the region, such as a rapidly aging population, new technology, changing residential and workplace styles, and others. Transportation and land use planning will be integrated to achieve coordinated outcomes that improve the region's quality of life. Transportation needs far outweigh available funding. This necessitates difficult tradeoffs and choices, such as balancing the need for additional capacity with maintenance and preservation needs. The region must continue to use a range of funding solutions, such as public-private partnerships, innovative local funding strategies, and other methods.

The region will have a multimodal system of regional roadways and local streets to serve people and goods via all modes of travel. The roadway system will be managed and operated to optimize capacity and enable safe travel for all users. New capacity (new roads and widening projects) will address Metro Vision outcomes as much as possible, and primarily address traffic congestion within the Urban Growth Boundary/Area and along major statewide connections. Managed lanes will be considered as part of new capacity projects where feasible. New and reconstructed roadways will enable mode choices to optimize person-movement capacity.

Public transit will play a crucial role in moving people, and the region will build and maintain a comprehensive public transportation network. This includes completing RTD's FasTracks rapid transit system and envisioning future intra- and inter-regional rapid transit connections. Regional, local, and specialized transit services will be provided, particularly to meet the needs of the region's growing older adult and limited-mobility populations. Finally, the region and local jurisdictions will invest in transit solutions tailored to specific community needs, such as first and last mile connections, access to transit stations, and new or expanded transit service where needed.

Walking and bicycling are valued travel choices in the DRCOG region, with their mode share steadily increasing. The region and local jurisdictions will increase the viability of walking and bicycling by expanding the bicycle and pedestrian network and providing additional supportive infrastructure. The network will also be accessible for persons with mobility devices.

Transportation demand management and other mobility innovations are also key transportation strategies. Carshare, rideshare, and bikeshare programs are increasingly important travel options within the region. Emerging technological innovations, such as connected and driverless cars, also have potential to influence personal mobility in the future. Technology and other innovations play an important role in a connected multimodal transportation system (e.g., broadband, smartphones) and strategies to avoid or manage travel, such as teleworking, flexible work hours, virtual meetings, etc.

This element outlines an overall policy framework and vision for the transportation system through the year 2040, organized around three outcomes:

- A well-connected, regional multimodal transportation system;
- A safe, dependable, and efficiently operated transportation system, and
- A transportation system contributing to a better environment and quality of life.

Supporting objectives and strategies will help the region achieve these outcomes. There are measures to track progress over time and specific key targets to strive for. Key foundational measures are identified for Metro Vision. They are the most important measures representing what the region aspires to achieve for transportation and the other Metro Vision elements.

The companion 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) implements the transportation element of Metro Vision. The 2040 MVRTP also contains the fiscally constrained transportation plan, which defines the specific transportation elements and services the region anticipates being able to fund with expected revenues. The fiscally constrained plan is amended frequently to reflect ongoing system changes and must be demonstrate conformance with Federal Air Quality standards.

**(SIDEBAR) CONNECTING THE DOTS: WHY IS THIS IMPORTANT?** (Linkages to other sections/issues)

**An Efficient and Predictable Development Pattern.** Maintaining an integrated approach to land use and transportation planning in the region is essential. Focusing new housing and employment in urban centers that are well-connected to other destinations helps promote efficiency in the provision of transit services, increases transportation options for area residents and employees, and creates less reliance on motor vehicle trips. Likewise, encouraging infill and redevelopment in established parts of the region and limiting urban development outside of the urban growth boundary/area minimizes the need to extend new transportation infrastructure or upgrade existing infrastructure.

**Healthy, Inclusive, and Livable Communities.** A well-connected transportation system plays a direct role in the health and wellness of the region’s population. By reducing vehicle miles traveled, ground level ozone and other air pollutants can be reduced. This in turn will help reduce chronic and acute respiratory diseases, including asthma. In addition, people who have the option of walking or bicycling to meet many of their daily needs are more likely to incorporate regular physical activity into their daily lives and maintain better health. Lastly, transit can help ensure people of all ages, income levels, and abilities have the means to access needed medical services.

**A Vibrant Economy.** Ensuring people, goods, and services can move through the region safely, efficiently, and predictably is essential to our economic health. Providing a range of multimodal travel options will help ensure the Denver region remains competitive with other major metropolitan areas for new employers and residents seeking a high quality of life, lower transportation costs, and diverse lifestyle choices.

**A Safe and Resilient Built and Natural Environment.** The region’s multimodal transportation system plays a direct role in the quality of our built and natural environment. Minimizing growth in vehicle miles traveled and providing multimodal travel options are key components to reducing ground level ozone, greenhouse gas emissions, and other pollutants. The design and proper use of transportation facilities can reduce the number of fatalities and serious injuries caused by traffic crashes. Likewise, designing roadways and other transportation facilities using stormwater Best Management Practices can help minimize the effects of runoff on the region’s water quality.

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**Outcome 1: A well-connected, regional multimodal transportation system.**

A balanced, well-connected, multimodal transportation system will include regional transit, an integrated regional and local bus system, a regional roadway system, local streets, bicycle and pedestrian facilities, as well as air and freight rail linkages. The integrated components of this system will provide reliable mobility choices to all users throughout the DRCOG region: residents and visitors of all ages, incomes, and abilities, as well as businesses that provide services and manufacture or sell goods. Users will find the transportation system easy to access, safe and secure, and it will permit efficient state and nationwide connections for people and freight. Finally, the transportation system will evolve to address future technology and mobility innovations as appropriate.

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**OBJECTIVE 1.1: PROVIDE A MULTIMODAL ROADWAY SYSTEM THAT ENABLES PEOPLE TO TRAVEL SAFELY AND RELIABLY BY AUTOMOBILES, TRUCKS, BUSES, WALKING, AND BICYCLING****Strategy 1.1(a): Maintain and enhance a regional roadway system**

Maintain and enhance a regional roadway system comprised of freeways, tollways, major regional arterials, and principal arterials that provide regional and statewide multimodal connectivity for the movement of people and goods.

**Strategy 1.1(b): Incorporate multimodal facilities or treatments into all roadways and streets**

Build new streets and roadways, and retrofit existing facilities, with applicable multimodal (aka Complete Street) elements where feasible that enable safe, convenient, and comfortable travel and access for people using all modes—driving, transit, walking, and bicycling.

**Strategy 1.1(c): Expand the capacity of existing regional roadways in the most critically congested corridors**

Expand the capacity of existing regional roadways in the most critically congested corridors, at key traffic bottlenecks, and along major statewide connections only after applying demand management strategies and implementing operational efficiencies to first optimize the use of existing capacity. Consider the use of managed lanes in new capacity projects where feasible.

**REGIONAL ACTIONS**

- Coordinate with the Colorado Department of Transportation (CDOT), Regional Transportation District (RTD), local governments, and other regional stakeholders to cooperatively manage the existing multimodal roadway system and to plan for future roadway needs.
- Consider the use of managed lanes in new capacity projects where feasible.
- Maintain a fiscally-constrained regional transportation plan that identifies regional priorities and fiscal realities for roadway system improvements.

- Adopt TIP project funding and selection policies that address Metro Vision outcomes and encourage provision of pedestrian, bicycle, and transit facilities within road projects.

#### **LOCAL ACTIONS**

- Adopt and implement street and development standards to improve multimodal connectivity in a variety of contexts—urban, suburban, and rural, considering unique land use settings—schools, parks, offices, etc.
- Fund roadway projects through local capital improvement programs that include multimodal connectivity components.

Insert 2040 Metro Vision Regional Roadway System map

### **OBJECTIVE 1.2: EXPAND TRANSIT FACILITIES AND SERVICES TO ALL PEOPLE**

#### **Strategy 1.2(a): Complete FasTracks**

Continue to implement strategies to accelerate the completion of FasTracks' remaining components.

#### **Strategy 1.2(b): Develop an expanded metropolitan rapid transit system**

Develop an expanded metropolitan rapid transit system comprised of FasTracks and future rail lines, Bus Rapid Transit (BRT) corridors, and transit-capable managed lane facilities that provide connectivity for passengers traveling throughout the region.

#### **Strategy 1.2(c): Provide a comprehensive fixed-route bus system**

Provide a comprehensive fixed-route bus system that includes high frequency bus corridors, regional bus service, feeder routes to rapid transit lines, and local route service.

#### **Strategy 1.2(d): Provide demand response service for targeted needs**

Provide demand-response transit service to serve targeted needs, such as for older adults and persons with disabilities, travelers in less densely developed areas, or feeder service to rapid transit lines.

#### **Strategy 1.2(e): Incorporate bicycle and pedestrian support facilities**

Provide bicycle and pedestrian support facilities by accommodating bicycles on transit facilities, and by providing amenities such as secure bicycle parking (racks, lockers, bike stations), bicycle repair kiosks, and infrastructure that supports bicycle and pedestrian movement to and from stations, park-and-rides, and major transit stops.

#### **Strategy 1.2(f): Add transit service in areas lacking adequate transit service**

Encourage the establishment of new or increased transit service in, or to underserved, communities and major activity nodes.

## **REGIONAL ACTIONS**

- Coordinate with the Regional Transportation District (RTD) and other transit service providers to implement major projects and services.
- Coordinate with Denver Regional Mobility and Access Council (DRMAC) and transit operators to provide transportation services to older adults, persons with disabilities, and low income populations to expand availability, improve the quality of service, and increase efficiency.
- Encourage and support pricing structures and subsidy programs that keep transit service affordable to all users.
- Maintain a fiscally-constrained regional transportation plan that identifies regional priorities and fiscal realities for transit system improvements.
- Develop a regionwide evaluation of potential BRT corridors via a joint effort of RTD, DRCOG, CDOT, and other stakeholders.

## **LOCAL ACTIONS**

- Adopt transit-supportive policies and development regulations.
- Implement bicycle and pedestrian facility connections to transit service (e.g., first and last mile connections).
- Consider the needs of mobility-limited populations in transportation planning activities.
- Coordinate with DRCOG, the Regional Transportation District (RTD) and other transit service providers on the provision of transit facilities and infrastructure in development projects.

Insert 2040 Metro Vision Rapid Transit System map

## **OBJECTIVE 1.3: PROVIDE ROBUST BICYCLE AND PEDESTRIAN ACCESSIBILITY THROUGHOUT THE REGION**

### **Strategy 1.3(a): Require pedestrian and bicycle accommodations along all roadways**

Require sidewalks or other pedestrian accommodations, and bicycle accommodations, that meet or exceed applicable standards along all roadways and within private developments in the region's urbanized area and in rural communities.

### **Strategy 1.3(b): Develop local and regional bicycle facilities**

Develop well-connected regional off-street and on-street bicycle corridor facilities and encourage the provision of local facilities throughout the region.

### **Strategy 1.3(c): Provide bicycle and pedestrian support facilities and services**

Provide bicycle and pedestrian support facilities and services, such as bikesharing, wayfinding, and bicycle parking in association with major multi-use trails, transit stations, and other popular destinations.

**Strategy 1.3(d): Provide first and last mile connections to transit**

Provide specific bicycle and pedestrian facilities that connect transit services and stations to nearby residential, employment, school, office, shopping, park, and other major destinations.

**REGIONAL ACTIONS**

- Facilitate coordination between jurisdictions in expanding the region’s bicycle and pedestrian network.
- Support public and private bicycle sharing programs throughout the region.
- Maintain a fiscally-constrained regional transportation plan that identifies regional priorities and fiscal realities for bicycle and pedestrian system improvements.
- Provide tools, educational forums, and resources to jurisdictions on bicycle and pedestrian design, guidance, and implementation.

**LOCAL ACTIONS**

- Adopt and implement local street standards that address multimodal connectivity objectives in a variety of land use contexts, and other development codes/standards, such as cul-de-sac cut-throughs.
- Fund projects that address multimodal connectivity objectives through local capital improvement programs.
- Establish wayfinding signage, bicycle parking, and other supportive infrastructure in high traffic areas to assist pedestrians and bicyclists.
- Provide first and last mile bicycle and pedestrian facilities and connections to transit, such as sidewalks and bicycle facilities; and bikesharing, wayfinding, bicycle parking and shelters, and carsharing at transit stations.
- Implement striped and/or protected bike lanes (on-street and separated by a barrier from traffic) with proper consideration of how users transition to and from the lanes.
- Implement off-street sidewalks and multi-use paths that are more comfortable to a wide array of users by providing separation (by landscaping, etc) from traffic.
- Conduct education and promotional events to encourage bicycling and walking.
- Partner with local law enforcement agencies and advocacy groups on education and enforcement activities.
- Ensure ADA standards are met or exceeded in constructing or retrofitting facilities, such as curb cuts, ramps, etc.

**OBJECTIVE 1.4: PROVIDE EFFICIENT INTERCONNECTIONS OF THE TRANSPORTATION SYSTEM WITHIN THE REGION AND TO THE REST OF THE STATE AND NATION**

**Strategy 1.4(a): Facilitate the movement of goods and services throughout the region**

Facilitate the movement of goods and services throughout the region by reducing obstructions such as congestion, bottlenecks, and disconnections between facilities, while providing sufficient opportunities for intermodal freight connection to destinations outside of the region.

**Strategy 1.4(b): Encourage multimodal commuting and carpooling**

Provide location-appropriate balances of parking and development at park-and-ride lots to encourage transit ridership and carpooling.

**Strategy 1.4(c): Provide safe and convenient access for pedestrians and cyclists**

Provide safe and convenient access for pedestrians and bicyclists to access rapid transit stations, bus stops, and park-and-ride lots. Also provide secure bicycle parking and bike sharing at these locations and maintain and expand the capability of transit vehicles to carry bicycles.

**Strategy 1.4(d): Support and maintain Denver Union Station (DUS) as the region’s primary multimodal hub and further develop other transit hubs**

Support and maintain DUS as the primary multimodal hub of the region’s transportation system. Further develop transit hubs to support other urban centers and major destinations across the region.

**Strategy 1.4(e): Improve transportation linkages to major destinations and attractions outside the region**

Continue to plan for future intercity bus and rail linkages to destinations outside of the region as articulated in CDOT State Transit and Rail Plans and applicable studies.

**Strategy 1.4(f): Encourage multimodal access to Denver International Airport**

Encourage convenient access to Denver International Airport (DIA) for all modes of travel, and maintain DIA’s important role in connecting the Denver region to the rest of the world.

**Strategy 1.4(g): Maintain and enhance airport capacity throughout the region**

Maintain the capacity of DIA and aviation airports throughout the region by supporting the provision of facility enhancements in response to air transportation demands, consistent with adopted plans.

**REGIONAL ACTIONS**

- Coordinate with CDOT and other stakeholder to include recommended projects identified through major studies into DRCOG’s fiscally constrained Regional Transportation Plan once construction funding is identified for such project recommendations.
- Support continuing activities that might eventually enable through rail freight traffic to bypass population centers.
- Provide wayfinding signage for bicyclists, pedestrians and transit users to reach key destinations.

**LOCAL ACTIONS**

- Adopt local multimodal transportation plans that address connections within and between jurisdictions and communities.
- Adopt land use standards around airports to carefully guide compatible long range development plans.
- Facilitate the provision of wayfinding signage for bicyclists, pedestrians and transit users to reach key destinations.

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## **Outcome 2: A safe, dependable, and efficiently operated transportation system.**

As the region continues to grow, maintaining the safety, dependability, and efficiency of the region’s multimodal transportation system is essential. A variety of approaches will be used to monitor and manage the flow of people and goods throughout the system and to identify ways to enhance safety and improve functionality. The region will maximize the multimodal transportation system’s capacity through coordinated operations and management. As technology and mobility innovations occur, the multimodal system will evolve accordingly.

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### **OBJECTIVE 2.1: ASSURE EXISTING AND FUTURE TRANSPORTATION FACILITIES ARE WELL-MAINTAINED**

#### **Strategy 2.1(a): Maintain the transportation system infrastructure in good condition**

Allocate transportation funds and conduct maintenance and preservation efforts to keep roadways, multi-use trails, sidewalks, transit vehicles and all supporting infrastructure in good operating condition.

#### **Strategy 2.1(b): Develop and apply asset management principles and techniques**

Develop and apply asset management principles and techniques for operating, maintaining, and improving existing transportation infrastructure.

### **REGIONAL ACTIONS**

- Collaborate with the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other regional stakeholders on a variety of asset management considerations.
- Coordinate with local governments on periodic updates to the Transportation Improvement Program.
- Maintain a fiscally-constrained regional transportation plan that identifies regional priorities and fiscal realities for transportation system maintenance and operations.
- Consider the use of managed lanes in new capacity projects where feasible.

### **LOCAL ACTIONS**

- Actively participate in periodic updates to the Transportation Improvement Program.
- Implement appropriate asset management principles and techniques.



## **OBJECTIVE 2.2: IMPLEMENT MEASURES TO ACTIVELY OPERATE, MANAGE, AND INTEGRATE SYSTEMS TO OPTIMIZE PERFORMANCE**

### **Strategy 2.2(a): Monitor and manage transportation systems**

Deploy Intelligent Transportation Systems (ITS) such as roadway and traffic monitoring systems, transit monitoring systems, and coordinated traveler information systems to improve the effectiveness and efficiency of the transportation system. Develop and deploy performance monitoring procedures and processes and integrate into system operations.

### **Strategy 2.2(b): Implement Transportation Systems Management and Operations (TSM&O) projects**

Implement transportation systems management and operations (TSM&O) processes and projects, such as intersection improvements, ramp metering, acceleration/deceleration lanes, active traffic management, and others that improve the flow of motor vehicles and transit to reduce bottlenecks while balancing considerations for all modes.

### **Strategy 2.2(c): Implement access management projects to optimize existing infrastructure, reduce conflict points, and improve safety**

Manage access (curb cuts on arterials or interchange ramps on freeways) to optimize existing infrastructure capacity, reduce conflict points, and improve safety for all users.

### **Strategy 2.2(d): Develop and deploy effective procedures and processes for incident management**

Develop and deploy procedures and processes for incident management to reduce the duration and impact of incidents such as motor vehicle crashes or stalled vehicles upon the movement of vehicles on the regional roadway system. These procedures and processes will promote interdepartmental and interagency collaboration and consistency across the region.

### **Strategy 2.2(e): Implement and operate coordinated traffic signal systems**

Implement and operate coordinated traffic signal systems across jurisdictional lines that integrate transit signal priority and pre-emption techniques for transit and emergency vehicles, respectively. Continue to research and employ innovative traffic signal system management techniques where appropriate.

### **Strategy 2.2(f): Support the use of congestion pricing and other tolling techniques**

Support congestion pricing and other tolling techniques on existing freeways, and implement a tolling component (price-management) on new freeway lane-addition projects, where feasible. Include all impacted communities in tolling decisions, considering issues of social and economic equity, and using surplus revenues for multimodal investment or system preservation. Implement other active demand management, including parking supply and pricing mechanisms, where appropriate.

### **REGIONAL ACTIONS**

- Work with CDOT, RTD, and other regional stakeholders to implement effective TSM&O projects, incident management procedures and processes, transportation demand management initiatives, and other innovative tools and techniques to safely optimize performance.
- Consider legislation that would implement VMT-based fees, pay-as-you-drive insurance, and other pricing strategies that more directly and equitably reflect the cost of vehicle travel to the user.

### **LOCAL ACTIONS**

- Develop and implement access management principles along major streets.
- Monitor and manage transportation systems (including traffic signal systems) in collaboration with neighboring jurisdictions.

## **OBJECTIVE 2.3: DEVELOP AND MAINTAIN A SAFE AND SECURE TRANSPORTATION SYSTEM**

### **Strategy 2.3(a): Identify and implement safety enhancement projects**

Identify and implement safety enhancement projects that analyses show will reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and pedestrians.

### **Strategy 2.3(b): Develop and implement strategies that enhance security**

Develop and implement projects and strategies that enhance the security of all transportation facilities and users, including air and transit passengers, and aid in the efficient movement of people and vehicles during homeland security events.

### **REGIONAL ACTIONS**

- Support legislation aimed at cost-effectively improving the safety of drivers, passengers, pedestrians, and bicyclists.
- Collaborate with public safety stakeholders to assess threats to and vulnerabilities of the transportation system, including consideration of national and regional homeland security initiatives, and establish and implement resolution processes in response.
- Coordinate with federal, state, regional, and local agencies to implement applicable homeland security plans and initiatives.
- Facilitate interagency coordination on safety and homeland security initiatives.

### **LOCAL ACTIONS**

- Accurately monitor and maintain crash and traffic safety data for all transportation modes.
- Implement projects that analyses show will reduce the likelihood and severity of crashes involving motor vehicles, freight and passenger trains, buses, bicycles, and pedestrians.
- Enforce traffic laws and ordinances as they apply to all users of the transportation system.
- Participate in federal, state, and regional initiatives related to safety and homeland security initiatives.

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**Outcome 3: A transportation system contributing to a better environment and quality of life.**

Integrated planning and decision-making for land use, transportation, and the environment will contribute to a better environment and quality of life for the region’s residents. Concentrating new housing, employment, and services near transit and in mixed-use urban centers will provide a broader range of travel options for residents of all ages, incomes, and abilities. Although specific needs will vary by location—all development will be encouraged to incorporate compact development patterns, a mix of land uses, complete streets, direct bicycle/pedestrian connections to transit and multiple land uses, and other features that can help reduce vehicle miles traveled, support aging in place, and enhance the quality of life of the region’s residents. These actions will also help to protect the region’s essential natural resources; strengthen the interconnected network of open space, parks, and trails; and conserve agricultural lands. Minimizing growth in vehicle miles traveled and providing multimodal travel options are also key components to reducing ground level ozone, greenhouse gas emissions, and other pollutants.

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**OBJECTIVE 3.1: IMPLEMENT EFFICIENT LAND USE AND DEVELOPMENT PATTERNS**

**Strategy 3.1(a): Maintain and improve efficient transportation access to downtown Denver and other regional employment hubs**

Continue to support transportation improvements that enhance access to downtown Denver and other major employment hubs within the region, such as the Denver Tech Center/South I-25 Corridor, Denver Federal Center, Anschutz Medical Campus and the Fitzsimons Life Science District, the Interlocken Business Park, and Boulder/University of Colorado.

**Strategy 3.1(b): Support mobility options within urban centers**

Provide internal pedestrian, bicycle, and transit connections between common and multiple land uses, and provide more mixed and compact land uses.

**Strategy 3.1(c): Focus roadway capacity increases within the urban growth boundary/area**

Focus roadway capacity increases and new freeway interchanges primarily in areas within the urban growth boundary/area, in the most critically congested corridors, at key traffic bottlenecks, and along major statewide connections. Link the provision of new capacity to supporting Metro Vision outcomes, and add capacity only after applying demand management strategies and implementing operational efficiencies to first optimize the use of existing capacity.

**Strategy 3.1(d): Promote multimodal connectivity**

Promote multimodal connectivity in the design of new development and the retrofitting of established communities to facilitate the efficient movement of pedestrians, bicyclists, buses, and motor vehicles within and between centers, corridors, and neighborhoods.

**Strategy 3.1(e): Implement transportation improvements that enhance transit-oriented development (TOD) opportunities**

Implement targeted bus, other transit, bicycle, pedestrian, and other transportation improvements in locations where transit-oriented development (TOD) already exists or is planned.

**Strategy 3.1(f): Consider issues of land use compatibility**

Encourage coordinated decision-making to ensure potential issues of compatibility between high intensity uses—such as airport operations, intermodal facilities, or other similar uses—and neighboring land uses can be minimized.

**REGIONAL ACTIONS**

- Promote integrated land use and transportation planning among state and regional agencies, local governments, and the development community.

**LOCAL ACTIONS**

- Integrate comprehensive plan and transportation plan updates when feasible to promote efficiency and minimize the potential for future conflicts.
- Adopt land use policies and development regulations to support compact, mixed-use development patterns where appropriate.
- Reserve adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit, and roadway facilities.

**OBJECTIVE 3.2: EXPAND TRANSPORTATION SERVICES AND ACCESS THAT ADDRESS THE NEEDS OF PERSONS WITH MOBILITY OBSTACLES OR IMPAIRMENTS**

**Strategy 3.2(a): Provide local and regional transportation services that improve personal mobility, employment access, independence, and health for those with mobility obstacles or impairments.**

Provide transportation services, such as fixed route and specialized transit, ridesharing, travel training, and other services that improve personal mobility, employment access, independence, and health for those with mobility obstacles or impairments (mobility-limited populations).

**Strategy 3.2(b): Proactively consider the transportation needs of mobility-limited populations in land use planning and development.**

Proactively consider the transportation needs of mobility-limited populations in land use planning and development.

**Strategy 3.2(c): Consider the needs of older adults and mobility-limited populations in upgrading and redeveloping existing transportation facilities.**

Ensure that traffic engineering and roadway redevelopment activities consider the needs of mobility-limited populations who are traveling on foot and/or with the use of mobility devices.

## **REGIONAL ACTIONS**

- Routinely evaluate and monitor the mobility needs of persons with mobility obstacles or impairments.
- Coordinate information and services among regional and multi-jurisdiction providers of transportation services.
- Continually assess and fill service and access gaps by streamlining eligibility processes, encouraging carpooling, assisting limited English-proficient populations, and other actions.
- Consider the transportation needs of mobility-limited populations in local and regional transportation and land use planning and decision-making.
- Continually improve transportation services to reduce trip times and increase access for low-income and mobility-limited populations to access employment and vital human services.

## **LOCAL ACTIONS**

- Facilitate connections between populations in need of transportation assistance and service providers.
- Develop transportation service options to address mobility needs within communities.
- Include criteria for evaluating transportation needs of mobility-limited populations in new developments serving or adjacent to such populations.
- Upgrade existing facilities (sidewalks, signal timing, bus stops/shelters) to promote transit accessibility for older adults and mobility-limited populations.
- Encourage local governments to use DRCOG's Boomer Bond assessment tool to help their communities address the needs of the region's rapidly increasing aging population.

## **OBJECTIVE 3.3: DEVELOP AND MAINTAIN A TRANSPORTATION SYSTEM THAT PROTECTS AND ENHANCES AIR QUALITY, ENERGY EFFICIENCY, AND THE OVERALL ENVIRONMENT**

### **Strategy 3.3(a): Implement Travel Demand Management (TDM) services and strategies**

Implement Travel Demand Management (TDM) services and strategies, including selective incentives and targeted promotions that will reduce vehicle miles traveled and the demand for single occupant motor vehicle trips, and improve personal mobility and regional air quality.

### **Strategy 3.3(b): Provide efficient, low-polluting alternatives to single occupant vehicles**

Provide a wide variety of transportation facilities, including rapid transit, bus service, high-occupancy vehicle (HOV) lanes, and bicycle and pedestrian facilities, that are more energy efficient and less polluting in aggregate than single occupant vehicles.

### **Strategy 3.3(c): Ensure traditionally underserved populations receive a proportionate share of transportation improvements**

Ensure that minority, low-income, and older adult populations, as well as individuals with disabilities are not disproportionately affected by negative impacts associated with transportation projects and facilities.

**Strategy 3.3(d): Reduce potential environmental impacts of roadway construction and maintenance activities**

Promote improvements in roadway construction and street maintenance activities to reduce dust and particulates; decrease associated energy consumption and pollutant emissions; and minimize and mitigate polluted water running off roadways.

**Strategy 3.3(e): Encourage the use of alternative fuel vehicles and infrastructure**

Encourage use of alternative fuel sources and clean-burning technology and provision of supporting infrastructure and services for alternative fuels that lead to lower levels of criteria pollutants and greenhouse gas emissions.

**Strategy 3.3(f): Support legislation that increases fuel economy standards and incentives**

Support legislation that would increase fuel economy beyond current Federal Corporate Average Fuel Economy (CAFE) standards, establish fuel economy standards for heavy duty vehicles, incentivize purchasing high fuel economy or alternative fuel vehicles, and provide incentives for accelerated retirement of inefficient and/or high-polluting personal, commercial and fleet vehicles beyond repair.

**REGIONAL ACTIONS**

- Manage a regional TDM program consisting of outreach, promotion, and marketing activities to shift commute choices to non-single occupant vehicle modes. Examples include Bike to Work Day and “Stop Being an SOV” ad campaigns.
- Facilitate and provide services for ride-sharing (e.g., carpools and vanpools).
- Prioritize transportation system improvements that minimize transportation-related fuel consumption and air pollutant and greenhouse gas emissions.
- Provide first and last mile bicycle and pedestrian facilities and connections to transit, such as sidewalks and bicycle facilities; and bikesharing, wayfinding, bicycle parking and shelters, and carsharing at transit stations.
- Monitor and coordinate with new technological applications for sharing rides and reducing single occupant vehicle trips and vehicle miles traveled.
- Provide funding, tools, educational forums, and resources to jurisdictions and TDM stakeholders on best practices.
- Support actions or regulations that reduce engine idling.
- Cooperatively develop mitigation strategies with affected regulatory or resource agencies in instances of unavoidable environmental impacts.
- Ensure that benefits are proportional and negative impacts are not disproportional to vulnerable populations (e.g., environmental justice).
- Develop and invest in regional alternative fueling station infrastructure plans focused on fuels that lead to the greatest reductions in air pollution and greenhouse gas emissions.
- Facilitate large-scale fleet conversions by local governments and shared fleets around the region.

## **LOCAL ACTIONS**

- Conduct local activities to educate and promote the use of TDM strategies and services.
- Implement parking supply and pricing mechanisms, such as shared, unbundled, managed, and priced parking in urban centers and other major activity nodes to incentivize walking, bicycling, carpooling and transit use.
- Include alternative fuel infrastructure within transportation projects as feasible.
- Develop supporting infrastructure and local regulations, policies, and ordinances regarding alternative fuels, fleet conversions, environmental preservation, and related topics.





OUTCOMES/OBJECTIVES	FOR DISCUSSION	
	POSSIBLE MEASURES	POSSIBLE 2040 TARGETS
	<ul style="list-style-type: none"> <li>• 1.2d: Annual RTD transit (bus and rail) boardings</li> <li>• 1.2e: Annual RTD Access-a-Ride boardings</li> <li>• 1.2f: RTD transit on-time performance</li> </ul>	<ul style="list-style-type: none"> <li>• 1.2d: Increase to 200 million annual RTD bus and rail boardings (est. 102 million in 2013)</li> </ul>
<b>Objective 1.3: Provide robust bicycle and pedestrian accessibility throughout the region.</b>	<ul style="list-style-type: none"> <li>• 1.3a: Bicycle and pedestrian mode share to work</li> <li>• 1.3b: Percent of population and employment within ½ mile of an off-street or on-road bike lane bicycle facility</li> <li>• 1.3c: Number of pedestrian and/or bicycle overpasses or underpasses of RRS roadways, major waterways, or railroads</li> <li>• 1.3d: Number of bikeshare stations and bicycles</li> <li>• 1.3e: Miles of off-street multi-use trails</li> </ul>	<ul style="list-style-type: none"> <li>• 1.3e: 1,500 miles of off-street multi-use trails</li> </ul>
<b>Objective 1.4: Provide efficient interconnections of the transportation system within the region and to the rest of the state and nation.</b>	<ul style="list-style-type: none"> <li>• 1.4a: Number of protected bicycle parking spaces at transit stations/park-and-ride lots</li> </ul>	
<b>Outcome 2. A safe, dependable, and efficiently operated transportation system</b>		
<b>Objective 2.1: Assure existing and future transportation facilities are well-maintained.</b>	<ul style="list-style-type: none"> <li>• 2.1a: Bridge structural ratings</li> <li>• 2.1b: CDOT roadways: Drivability Life (high or moderate)</li> <li>• 2.1c: Other arterials: pavement condition (fair/good)</li> </ul>	<ul style="list-style-type: none"> <li>• 2.1b: Maintain at least 80% Drivability Life on CDOT system</li> </ul>
<b>Objective 2.2: Implement measures to actively operate, manage, and integrate systems to optimize performance.</b>	<ul style="list-style-type: none"> <li>• 2.2a: SOV mode share to work (census) ** <b>Foundational MV Measure</b></li> <li>• 2.2b: SOV mode share of all trips (travel model)</li> </ul>	<ul style="list-style-type: none"> <li>• 2.2a: Reduce SOV mode share to work to 65% (= increase non-SOV mode share to work to 35%)</li> </ul>

OUTCOMES/OBJECTIVES	FOR DISCUSSION	
	POSSIBLE MEASURES	POSSIBLE 2040 TARGETS
	<ul style="list-style-type: none"> <li>• 2.2c: Annual avg. weekday VMT</li> <li>• 2.2d: Annual avg. weekday VMT per capita ** <b>Foundational MV Measure</b></li> <li>• 2.2e: VMT percent of total PMT</li> </ul>	<ul style="list-style-type: none"> <li>• 2.2d: Reduce VMT per capita by 10% from 2010 level</li> </ul>
<p><b>Objective 2.3: Develop and maintain a safe and secure transportation system.</b></p>	<ul style="list-style-type: none"> <li>• 2.3a: Annual # fatal crashes and fatalities</li> <li>• 2.3b: Rate of fatal crashes per VMT</li> <li>• 2.3c: Rate of fatalities per 100,000 Population ** <b>Foundational MV Measure</b> (Health Element also)</li> <li>• 2.3d: Annual # serious injury crashes and injuries</li> <li>• 2.3e: Rate of serious injury crashes per VMT</li> <li>• 2.3f: Rate per of serious injuries per population</li> <li>• 2.3g: Annual number of bicyclist and pedestrian fatalities &amp; serious injuries</li> </ul>	<ul style="list-style-type: none"> <li>• 2.3a: Reduce to less than 100 fatalities per year (166 in 2010)</li> <li>• 2.3c: Decrease rate of fatalities per 100,000 population to 2.3 (est. 5.7 in 2010)</li> <li>• 2.3g: Reduce to less than 1,000 bicyclist + pedestrian fatalities &amp; serious injuries (est. 1,300 in 2010)</li> </ul>

<b>Outcome 3. A transportation system contributing to a better environment and quality of life</b>		
<b>Objective 3.1: Implement efficient land use and development patterns.</b>	<ul style="list-style-type: none"> <li>• 3.1a: Average weekday vehicle trip length</li> </ul>	<ul style="list-style-type: none"> <li>•</li> </ul>
<b>Objective 3.2: Expand transportation services and access that address the needs of persons with mobility obstacles or impairments.</b>	<ul style="list-style-type: none"> <li>• 3.2a: Number of demand response trips provided by non-RTD public transportation service providers</li> <li>• 3.2b: Share of population in EJ areas with good transit-job accessibility</li> <li>• 3.2c: Share of bicycle facilities in low-income communities/ neighborhoods</li> </ul>	<ul style="list-style-type: none"> <li>• 3.2a: 1.2 million annual trips (600k in 2013)</li> </ul>
<b>Objective 3.3: Develop and maintain a transportation system that protects and enhances air quality, energy efficiency, and the overall environment.</b>	<ul style="list-style-type: none"> <li>• 3.3a: Transportation GHG Emissions (total annual) (and per capita) <b>** Foundational MV Measure</b></li> <li>• 3.3b: Petroleum Fuel Burned (total annual) (and per capita)</li> <li>• 3.3c: Number of CNG and Electric vehicles (also Environment element)</li> </ul>	<ul style="list-style-type: none"> <li>• 3.3a: Reduce Transportation GHG Emissions per capita by 60% from the 2010 level</li> </ul>

## ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations  
[tcottrell@drcoq.org](mailto:tcottrell@drcoq.org) or 303-480-6737

Meeting Date	Agenda Category	Agenda Item #
December 1, 2014	Information	6

### SUBJECT

This item provides a briefing on the projects selected in the First Phase of the *2016-2021 Transportation Improvement Program* (TIP) project selection process.

### PROPOSED ACTION/RECOMMENDATIONS

Recommend projects in the First Phase to be funded and included into the draft TIP.

### ACTION BY OTHERS

N/A

### SUMMARY

Requests for federal funding in the 2016-2021 TIP were submitted to DRCOG on or before September 19, 2014. A total of \$573 million in federal funds was requested. It is estimated \$178 million will be available for funding the requests after all off-the-top commitments and set-aside programs are honored.

DRCOG staff has reviewed the entire list of projects submitted for DRCOG-selected funding (CMAQ, STP-Metro, and TAP) in the 2016-2021 TIP for eligibility, completeness, and scoring.

In accordance with TIP Policy, a peer review panel was convened to assist in review of DRCOG staff interpretation of scoring criteria and subsequent adjustments. The scoring review panel met on November 13 and raised no objections to DRCOG staff's application of adopted criteria to eligible projects. Each sponsor was notified of the scoring adjustments and given an opportunity to ask questions of DRCOG staff on the changes.

Staff then assigned projects for First Phase by project type and final adjusted scores, until the established funding targets were reached. Projects funded in First Phase are highlighted in green in Table 1. As with past TIPs, staff contacted sponsors if a project next in line on the list for each project type exceeded the target available and asked if they would accept a lower federal amount. If they accepted, the difference between the amount available and their original federal request was placed back into the list for Second Phase consideration (highlighted in blue).

Table 1 also reveals an unallocated amount of \$7.8 million available as a result of funding targets not being met in several project types. A decision will be made by MVIC to rollover this amount to Second Phase or redistribute within First Phase. If the decision is to rollover, it will increase the amount available in Second Phase to \$51.5 million.

Per MVIC action, TAC will assist DRCOG staff in developing Second Phase project funding scenarios at its December 29 meeting. Each scenario will contain a list of projects that could be funded in Second Phase selection. On January 7, MVIC will

consider the Second Phase scenarios and recommend projects to be funded in the TIP. Table 2 outlines the funding available for Second Phase.

The draft 2016-2021 TIP is scheduled to be released for public review following the January DRCOG Board meeting. A public hearing will be held on February 18. TIP adoption is anticipated to take place in March 2015.

<b>PREVIOUS DISCUSSIONS/ACTIONS</b>
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N/A

<b>PROPOSED MOTION</b>
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N/A

<b>ATTACHMENTS</b>
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Table 1 - 2016-2021 TIP: Projects Selected for First Phase; Eligible for Second Phase  
Table 2 - 2016-2021 TIP Funding Availability

<b>ADDITIONAL INFORMATION</b>
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If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations, at [tcottrell@drcog.org](mailto:tcottrell@drcog.org) or 303 480-6737.

**Table 1: Preliminary Projects Selected in Phase I, Eligible for Phase II**

11/25/2014

**Legend**

	Selected in First Phase
	Partially Funded in First Phase (Remaining Shown)
	Eligible for Second Phase

Grand Total Phase I ("75%")	\$131,118
Total Unallocated Balance (moves to Phase II)	\$7,791
Total Funding Available in Phase II	\$51,497

**Bicycle and Pedestrian Projects**

(First Phase Target- \$20,979)

Agency	Project Title	COG ID	Funding Request	Project Score	1st Phase Funded	Running Cost	
Aurora	N - Toll Gate Creek Trail: Chambers Rd to Montview Ave	Aura-2014-001	\$5,683	89.9	\$5,683	\$5,683	
Aurora	N - Metro Center Station Area Bike/Ped Connector Facility	Aura-2014-003	\$1,832	85.6	\$1,832	\$7,515	
Aurora	N - Westerly Creek Trail to Toll Gate Creek Trail Connector	Aura-2014-014	\$8,507	82	\$8,507	\$16,022	
Lakewood	N - Multi-Use Path on D-10: Wadsworth Blvd to Zephyr St and Kipling St to Oak St	Lakw-2014-003	\$1,920	79.3	\$1,920	\$17,942	
Univ of Col - Boulder	N - East Campus Bridge and Trail Connection	UoCB-2014-004	\$386	76.7	\$386	\$18,328	
Boulder	N - Boulder Slough Path: 30th St to 3100 Pearl	Bldr-2014-007	\$480	75.3	\$480	\$18,808	
Aurora	N - 23rd Ave Bike/Ped Path at Fitzsimons Station	Aura-2014-004	\$1,492	74	\$1,492	\$20,300	
Boulder	N - 30th St/Colorado Ave Bike/Ped Underpass	Bldr-2014-016	\$6,000	73.7		\$26,300	
Superior	N - Superior Trail: McCaslin BRT Station to Coal Creek	Supr-2014-002	\$600	72.2		\$26,900	
Univ of Col - Boulder	N - 19th Street Trail and Bridge	UoCB-2014-002	\$4,798	70.5		\$31,698	
Boulder	U - SH-157/Foothills Pkwy Underpass at Colorado Ave	Bldr-2014-009	\$3,200	68.3		\$34,898	
Denver	U - South Platte Greenway Access: Iowa Ave RR Underpass to Santa Fe Dr	Denv-2014-024	\$1,704	68		\$36,602	
Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denv-2014-025	\$7,980	68		\$44,582	
Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails	UoCB-2014-003	\$7,305	67.6		\$51,887	
Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arvd-2014-034	\$628	67.2		\$52,515	
Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denv-2014-026	\$1,950	66.9		\$54,465	
Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	\$2,240	66.9		\$56,705	
Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denv-2014-035	\$5,254	66.3		\$61,959	
Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave	Lakw-2014-006	\$2,720	66.1		\$64,679	
Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denv-2014-028	\$2,131	65.6		\$66,810	
Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	\$2,640	65.4		\$69,450	
Denver	N - Sheridan Station Sidewalks: 8th to 10th/Colfax to 17th	Denv-2014-027	\$1,972	64.7		\$71,422	
Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	\$4,674	64.2		\$76,096	
Boulder County	N - 71st Street Multimodal Pathway: Winchester Circle to Idylwild Trail	BICo-2014-006	\$860	64		\$76,956	
Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arvd-2014-029	\$1,665	63.1		\$78,621	
Golden	N - Washington Ave Complete Streets	Gold-2014-001	\$3,045	63.1		\$81,666	
Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	\$4,000	62.5		\$85,666	
Superior	N - Superior Trail: McCaslin BRT to Davidson Mesa Underpass	Supr-2014-007	\$800	62.4		\$86,466	
Westminster	N - Walnut Creek Trail: 103rd Ave to 106th Ave	West-2014-003	\$8,280	62		\$94,746	
Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	\$3,440	61.2		\$98,186	
Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltr-2014-001	\$1,500	59		\$99,686	
Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arvd-2014-018	\$1,442	58.7		\$101,128	
Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BICo-2014-007	\$312	57.9		\$101,440	
Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denv-2014-030	\$3,479	57.9		\$104,919	
Boulder County	N - Williams Fork Trail Multi-use Path	BICo-2014-008	\$632	57.8		\$105,551	
Lafayette	N - East Lafayette Multimodal Path: Commerce Ct to Lafayette PnR	Lafa-2014-005	\$999	56.3		\$106,550	
Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	\$4,880	55.2		\$111,430	
Cherry Hills Village	N - High Line Canal Trail Underpass: Hampton and Colorado Version 1 (80/20)	CHVi-2014-001	\$4,320	55.1		\$115,750	
Cherry Hills Village	N - High Line Canal Trail Underpass: Hampton and Colorado Version 2 (75/25)	CHVi-2014-002	\$4,050	55.1		\$119,800	
Boulder	N - Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	\$3,840	54		\$123,640	
Parker	N - Parker Rd Sidewalk Connection: Plaza Dr to Sulphur Gulch Trail	Park-2014-001	\$504	53.8		\$124,144	
Jefferson County	N - US-6 Shared-use Path: Colfax Ave to Johnson Rd	JfCo-2014-001	\$589	53.6		\$124,733	
Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arvd-2014-030	\$1,378	52.8		\$126,111	
Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arvd-2014-004	\$687	52.2		\$126,798	
Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	\$1,470	51.5		\$128,268	
Douglas County	N - C-470 Multi-use Trail Grade Separation at Yosemite St	DgCo-2014-002	\$2,000	51.4		\$130,268	
Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	\$541	49		\$130,809	
Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arvd-2014-017	\$2,873	48.7		\$133,682	
Denver	U - High Line Canal Trail Underpass: Parker Rd and Mississippi Ave	Denv-2014-033	\$3,201	48.6		\$136,883	
Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	\$726	48.1		\$137,609	
Boulder	N - Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	\$4,480	47.5		\$142,089	
Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	\$5,298	46.4		\$147,387	
Arvada	N - Alkire St Pedestrian Bridge	Arvd-2014-001	\$2,039	42.8		\$149,426	
Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	\$1,480	39.4		\$150,906	
Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	\$1,840	36.5		\$152,746	
Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	\$467	35.9		\$153,213	
Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	\$1,360	34.5		\$154,573	
Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	\$1,309	34.1		\$155,882	
Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	\$3,360	33.6		\$159,242	
Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	\$1,113	31.1		\$160,355	
Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BICo-2014-002	\$1,418	26.4		\$161,773	
Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	\$320	25		\$162,093	
Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	\$1,760	20.6		\$163,853	
Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	\$824	20.4		\$164,677	
Lakewood*	N - Multi-Use Path on D-10: Wadsworth Blvd to Zephyr St	Lakw-2014-002	\$0	76.2		\$164,677	
Lakewood*	N - Multiuse Path on D-10: Kipling St to Oak St	Lakw-2014-001	\$0	79.7		\$164,677	
Wheat Ridge*	N - Wadsworth Blvd Multi-use Trail: 44th Ave to Clear Creek Trail	WhRd-2014-008	\$0	59.8		\$164,677	
						Unallocated Funds	\$679

N- New Project

U- Upgrade/Reconstruction Project

\*Wheat Ridge project is removed based on assumed funding for their Roadway Capacity project

\*Lakewood's projects are removed based on assumed funding for their Bike/Ped project

**Transit Service Projects**

(First Phase Target- \$7,867)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost	
R T D	E - MetroRide Service Expansion: DUS to Civic Center	RDT-2014-003	\$1,200	92.5	\$1,200	\$1,200	
Boulder County	E - L Route Service Enhancement	BICo-2014-012	\$1,664	91	\$1,664	\$2,864	
Boulder County	E - FLEX - Route Extension: Boulder to Ft Collins	BICo-2014-013	\$1,156	86	\$1,156	\$4,020	
Univ of Col - Denver	N - Anschutz Medical Campus Shuttle Service	UoCD-2014-004	\$1,509	78.7	\$1,509	\$5,529	
Superior	N - Superior Call-n-Ride	Supr-2014-006	\$423	77.4	\$423	\$5,952	
Broomfield	N - Broomfield Call-n-Ride	BfCo-2014-002	\$369	73.6	\$369	\$6,321	
Longmont	E - RTD Route #324 Frequency Improvements	Long-2014-004	\$1,176	71.4	\$1,176	\$7,497	
Commerce City	E - Route 73 Extension: Smith Rd Station to 60th Ave and Dahlia St	CoCy-2014-002	\$1,355	65.6		\$8,852	
						Unallocated Funds	\$370

N- New Service Project

E - Expanded Service Project

**Transit Passenger Facilities Projects**

(First Phase Target- \$3,934)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost	
R T D	Colfax 15L Improvements: Potomac St to I-25	RTD-2014-001	\$2,600	92	\$2,600	\$2,600	
						Unallocated Funds	\$1,334

**Table 1: Preliminary Projects Selected in Phase I, Eligible for Phase II**

**Legend**

	Selected in First Phase
	Partially Funded in First Phase (Remaining Shown)
	Eligible for Second Phase

**Roadway Capacity Projects**

(First Phase Target- \$49,825)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
Wheat Ridge	Wadsworth Blvd Widening: 35th Ave to 48th Ave	WhRd-2014-001	\$25,280	83.1	\$25,280	\$25,280
Denver	SB I-25 On-Ramp and Broadway Reconstruct: Exposition Ave to Kentucky Ave	Denv-2014-007	\$17,373	82.0	\$17,373	\$42,653
Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St	Denv-2014-001	\$8,500	71.5	\$7,172	\$49,825
Denver	Martin Luther King Jr Blvd Extension: Havana St to Peoria St (Remaining Amount)	Denv-2014-001	\$1,328	71.5		\$51,153
Douglas County	US-85: Highlands Ranch Pkwy to Blakeland Dr Capacity Improvements	DgCo-2014-003	\$15,000	65.4		\$66,153
Lone Tree	Ridgegate Pkwy Widening: Havana St to Lone Tree City Limits	Ltre-2014-002	\$6,400	61.1		\$72,553
Douglas County	US-85: Blakeland Dr to County Line Rd Capacity Improvements	DgCo-2014-004	\$15,000	60.8		\$87,553
Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denv-2014-012	\$9,800	58.3		\$97,353
Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	\$6,000	57.4		\$103,353
Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	\$8,040	54.2		\$111,393
Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	\$28,809	50.0		\$140,202
Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	\$13,918	45.3		\$154,120
<i>Unallocated Funds</i>						\$0

**Roadway Operational Improvement Projects**

(First Phase Target- \$28,846)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	Denv-2014-034	\$11,500	87.8	\$11,500	\$11,500
Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St	ApCo-2014-004	\$21,238	83.8	\$17,346	\$28,846
Arapahoe County	Iliff Ave Corridor Operational Improvements: Parker Rd to Quebec St (Remaining Amount)	ApCo-2014-004	\$3,892	83.8		\$32,738
Douglas County	US-85 Operational Improvements: Blakeland Dr to County Line Rd	DgCo-2014-005	\$15,000	76.4		\$47,738
Denver	Colfax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denv-2014-011	\$12,004	63.8		\$59,742
Arapahoe County	Gun Club Rd and Quincy Ave Operational Improvements	ApCo-2014-003	\$6,350	61.5		\$66,092
Castle Rock	Founders Pkwy and Allen Way Intersection Operational Improvements	CRck-2014-001	\$2,638	59.4		\$68,730
Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	\$4,492	56.9		\$73,222
Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	\$1,150	55.0		\$74,372
Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	\$5,600	53.3		\$79,972
Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	\$1,664	53.1		\$81,636
Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	\$8,837	53.0		\$90,473
Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	\$2,665	50.5		\$93,138
Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arvd-2014-002	\$5,406	49.0		\$98,544
Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	\$4,178	46.5		\$102,722
Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	\$4,840	44.6		\$107,562
Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denv-2014-022	\$4,290	44.4		\$111,852
Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	\$1,730	43.4		\$113,582
Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	\$11,874	43.0		\$125,456
Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	\$2,042	34.4		\$127,498
Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	\$3,240	31.0		\$130,738
Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	\$2,640	30.0		\$133,378
Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	\$1,510	29.9		\$134,888
Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	\$2,200	24.0		\$137,088
Broomfield*	Dillon Rd Operational Improvements: 120th St to Sheridan Pkwy (ROW and CON only)	BfCo-2014-003	\$0	57.5		\$137,088
Broomfield*	Dillon Rd Operational Improvements: 120th St to Sheridan Pkwy (40% match)	BfCo-2014-004	\$0	56.9		\$137,088
Broomfield*	Dillon Rd Operational Improvements: 120th St to Sheridan Pkwy (30% match)	BfCo-2014-001	\$0	56.2		\$137,088
Denver*	Quebec St/Colfax Ave Intersection Operational Improvements	Denv-2014-003	\$0	76.6		\$137,088
Wheat Ridge*	Wadsworth Blvd Operational Improvements: 41st Ave to 46th Ave	WhRd-2014-004	\$0	86.4		\$137,088
Wheat Ridge*	Wadsworth Blvd Operational Improvements: 38th Ave to 44th Ave	WhRd-2014-003	\$0	72.6		\$137,088
Wheat Ridge*	Wadsworth Blvd Operational Improvements: 35th Ave to 41st Ave	WhRd-2014-002	\$0	72.5		\$137,088
Wheat Ridge*	Wadsworth Blvd Operational Improvements: 44th Ave to 48th Ave	WhRd-2014-005	\$0	54.3		\$137,088
<i>Unallocated Funds</i>						\$0

\*Wheat Ridge projects (Wadsworth) are removed based on assumed funding for their Roadway Capacity project  
 \*Denver's Colfax/Quebec project is removed based on assumed funding for the Quebec: 13th to 26th project  
 \*Broomfield's Dillion Rd project (all match variations) were determined to be ineligible

**Roadway Reconstruction Projects**

(First Phase Target- \$19,668)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
Arvada	Ralston Rd Reconstruction: Brentwood St to Upham St	Arvd-2014-035	\$1,903	57.7	\$1,903	\$1,903
Boulder	Broadway Reconstruction: Violet Ave to US-36	Bldr-2014-004	\$6,225	56.9	\$6,225	\$8,128
Castle Rock	Meadows Pkwy Reconstruction: US-85 to Meadows Blvd	CRck-2014-004	\$1,333	46.5	\$1,333	\$9,461
R T D*	16th St Mall Reconstruction: Arapahoe St to Lawrence St	RTD-2014-004	\$4,799	17.0	\$4,799	\$14,260
<i>Unallocated Funds</i>						\$5,408

\*PCI can't be calculated due to unique surface materials allowed by the TIP Policy

**Studies (No Funding in First Phase)**

(No Funding in First Phase)

Agency	Project Title		Funding Request	Project Score	1st Phase Funded	Running Cost
Bennett	Hwy 79 and Hwy 36 Grade Separation: FA and Design Study	Benn-2014-001	\$1,176	N/A	N/A	\$1,176
Boulder County	SH-7 BRT Study: Boulder to Brighton	BfCo-2014-015	\$200	N/A	N/A	\$1,376
Centennial	Arapahoe Rd: I-25 to Parker Next Steps Operations Study	Cent-2014-001	\$400	N/A	N/A	\$1,776
Commerce City	Industrial Area Transportation Study: I-25 to I-270 to 40th Ave/Smith Rd	CoCy-2014-004	\$700	N/A	N/A	\$2,476
Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	\$180	N/A	N/A	\$2,656
Commerce City	88th Ave NEPA Study: I-76 to Hwy 2	CoCy-2014-006	\$150	N/A	N/A	\$2,806
Erie	Erie Pkwy Study: SH-287 to I-25	Erie-2014-006	\$160	N/A	N/A	\$2,966
Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	\$1,600	N/A	N/A	\$4,566
Lakewood	JeffCo Bike Wayfinding Study	Lakw-2014-008	\$120	N/A	N/A	\$4,686
Longmont	SW Longmont Subarea Operations Study	Long-2014-001	\$300	N/A	N/A	\$4,986
Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	\$160	N/A	N/A	\$5,146
Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	\$125	N/A	N/A	\$5,271
R A Q C	Ozone SIP Modeling Study	RAQC-2014-002	\$480	N/A	N/A	\$5,751
R T D	Regional BRT Feasibility Study	RTD-2014-002	\$1,200	N/A	N/A	\$6,951
R T D	SH-119 BRT NEPA Analysis: Boulder to Longmont	RTD-2014-005	\$1,000	N/A	N/A	\$7,951
R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	\$800	N/A	N/A	\$8,751

**Other Enhancements Projects (No Funding in First Phase)**

(No Funding in First Phase)

Agency	Project Title		Funding Request	Project Score	1st Phase Funding	Running Cost
Lyons	US-36 (Broadway St) and SH-7 (5th Ave) Street Enhancements	Lyon-2014-002	\$1,309	N/A	N/A	\$1,309

**Table 2**  
**Draft - 2016-2021 TIP Funding Control Totals and Targets**

(\$1,000s of federal \$)

11/25/2014

	2016	2017	2018	2019	4-Year Total
<b>Control Total Funding Levels</b>					
<b>STP-Metro Control Totals</b>	\$29,847	\$30,146	\$30,447	\$30,751	\$121,191
<i>PLUS: Carryover Funds from FY15</i>	\$10,000				\$10,000
<b>CMAQ Control Totals</b>	\$25,733	\$26,876	\$32,163	\$32,485	\$117,257
<i>PLUS: Carryover Funds from FY15</i>	\$8,161				\$8,161
<b>TAP Control Totals</b>	\$2,565	\$2,591	\$2,618	\$2,645	\$10,419
<b>Grand Total Available:</b>	<b>\$76,306</b>	<b>\$59,613</b>	<b>\$65,228</b>	<b>\$65,881</b>	<b>\$267,028</b>
<b>Off-the-Top Commitments (Metro and CMAQ Only):</b>					
I-70 East Viaduct Reconstruction		\$6,000	\$9,000	\$10,000	\$25,000
First FasTracks Commitment	\$4,000	\$4,000			\$8,000
Second FasTracks Commitment (est.)	\$6,000	\$5,591			\$11,591
Prior TIP Project Commitment (Carry Over)	\$5,504	\$1,470			\$6,974
<i>Commitments Sub-total:</i>	<i>\$15,504</i>	<i>\$17,061</i>	<i>\$9,000</i>	<i>\$10,000</i>	<i>\$51,565</i>
<b>Set-Asides / Programs (Metro and CMAQ Only):</b>					
DRCOG Way-To-Go Program	\$3,600		\$3,600		\$7,200
Regional TDM Pool - Regional Patnerships	\$1,120		\$1,120		\$2,240
Regional TDM Pool - Marketing & Infrastructure	\$2,080		\$2,080		\$4,160
Regional Transportation Operations	\$4,200	\$4,200	\$4,200	\$4,200	\$16,800
<i>PLUS: Carryover Funds from FY15</i>	<i>\$639</i>				<i>\$639</i>
Air Quality Pool	\$1,800	\$1,800	\$1,800	\$1,800	\$7,200
STAMP/Urban Center Plans	\$600	\$600	\$600	\$600	\$2,400
<i>Set-Asides Sub-total:</i>	<i>\$14,039</i>	<i>\$6,600</i>	<i>\$13,400</i>	<i>\$6,600</i>	<i>\$40,639</i>
<b>= Remaining for Call For Projects</b>	<b>\$46,763</b>	<b>\$35,952</b>	<b>\$42,828</b>	<b>\$49,281</b>	<b>\$174,824</b>
<b>First Phase (75% of Remaining):</b>	<b>\$35,072</b>	<b>\$26,964</b>	<b>\$32,121</b>	<b>\$36,961</b>	<b>\$131,118</b>
<i>First Phase Selection Targets:</i>					
Roadway Capacity - 38%	\$13,327	\$10,246	\$12,206	\$14,045	\$49,825
Roadway Operational - 22%	\$7,716	\$5,932	\$7,067	\$8,131	\$28,846
Bicycle/Pedestrian - 16%	\$5,612	\$4,314	\$5,139	\$5,914	\$20,979
Roadway Reconstruction - 15%	\$5,261	\$4,045	\$4,818	\$5,544	\$19,668
Transit Service - 6%	\$2,104	\$1,618	\$1,927	\$2,218	\$7,867
Transit Passenger Facilities - 3%	\$1,052	\$809	\$964	\$1,109	\$3,934
<b>Second Phase Selection (25% of Remaining)</b>	<b>\$11,691</b>	<b>\$8,988</b>	<b>\$10,707</b>	<b>\$12,320</b>	<b>\$43,706</b>

Grand Total Available      \$76,306      \$59,613      \$65,228      \$65,881      \$267,028

Total to Program in Call For Projects      \$46,763      \$35,952      \$42,828      \$49,281      \$174,824

11/25/2014

E-Table 2 - Funding targets and control totals for 2016-2021 TIP - November 2014 for TAC.xls