

AGENDA

REGIONAL TRANSPORTATION COMMITTEE

Tuesday, July 14, 2020

8:30 a.m.

VIDEO/WEB CONFERENCE

Denver, CO

1. Call to Order
2. Public Comment
3. June 16, 2020 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Discussion on a technical amendment to the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP)
(Attachment B) Jacob Riger
5. Discussion of the project solicitation and evaluation process for the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)
(Attachment C) Jacob Riger
6. Discussion on confirming the special interest seats on the Transportation Advisory Committee (TAC)
(Attachment D) Jacob Riger

INFORMATIONAL BRIEFINGS

7. 2020-2023 Transportation Improvement Program COVID-19 Impacts
(Attachment E) Ron Papsdorf

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
9. Next Meeting – August 18, 2020
10. Adjournment



ATTACH A

ATTACHMENT A

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, June 16, 2020 Note: Meeting held virtually via GoToMeeting

MEMBERS PRESENT:

Shannon Gifford	Colorado Department of Transportation
Karen Stuart	Colorado Department of Transportation
Don Stanton	Colorado Department of Transportation
Rebecca White (Alternate)	Colorado Department of Transportation
Douglas Rex	Denver Regional Council of Governments
Wynne Shaw	Denver Regional Council of Governments
Ashley Stolzmann (Vice Chair)	Denver Regional Council of Governments
John Diak (Chair)	Denver Regional Council of Governments
Jim Dale (Alternate)	Denver Regional Council of Governments
Jeff Kullman	Michael Baker International
Mike Silverstein	Regional Air Quality Council
Kate Williams (Alternate)	Regional Transportation District
Doug Tisdale	Regional Transportation District
Angie Rivera-Malpiede	Regional Transportation District
Vince Buzek	Regional Transportation District

Others Present:

Eula Adams (Alternate)	Colorado Department of Transportation
Paul Jesaitis (Alternate)	Colorado Department of Transportation
Joan Peck (Alternate)	Denver Regional Council of Governments
Ron Papsdorf (Alternate)	Denver Regional Council of Governments
Bill Van Meter (Alternate)	Regional Transportation District

Public: Jordan Rudel, Jan Rowe, CDOT R1; Lauren Pulver, Douglas County; Maureen McCanna, Jack Todd, Bicycle Colorado; Nathaniel Minor, CPR; Michelle Roche, Jessica Wang, Public Citizen(s)

DRCOG Staff: Jacob Riger, Todd Cottrell, Steve Cook, Alvan-Bidal Sanchez, Emily Lindsey, Beth Doliboa, Melinda Stevens, Brad Calvert, Matthew Helfant, Andy Taylor, Robert Spotts, Flo Raitano

Call to Order

Chair John Diak called the meeting to order at 8:31 a.m.

Public Comment

Maureen McCanna, Education & Safety Director for Bicycle Colorado, stated she was in support of the DRCOG Board of Director's decision to have staff specify a target of zero fatalities in the Regional Vision Zero Plan and to revisit the issue of a specific target date as part of the 2050 MVRTP planning process. Ms. McCanna also shared her view of the issue of systemic racism imbedded in law enforcement. She said that, if the Regional Vision Zero Plan receives no other updates, she is hoping that when we "work with law enforcement," as the plan states, that DRCOG promotes trying to keep all citizens safe on our shared roads, especially residents of color.

Summary of May 19, 2020 Meeting

The summary was accepted.

ACTION ITEMS

Discussion on the 2020-2023 Transportation Improvement Program (TIP) amendments

Todd Cottrell presented the amendment to the committee. DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) on an as-needed basis. These amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP.

TIP Amendment

- **2008-103** **Region 1 FASTER Bridge Enterprise Pool**
Add \$34.4 million in State-allocated FASTER Bridge Enterprise funds; increase funding for one FY20 pool project, and add three new pool projects to FY21.

Karen Stuart MOVED to recommend to the Board of Directors the attached amendment to the *2020-2023 Transportation Improvement Program (TIP)*. The motion was seconded and passed unanimously.

Discussion on revised motion for Taking Action on Regional Vision Zero Plan

Beth Doliboa presented the revised motion and plan to the committee. At the May 20th Board of Directors meeting, the Board took action on the Plan that differed from the motion recommended by the RTC. The Board acted to build on the RTC recommended motion by explicitly stating a target of zero fatalities and serious injuries for the Denver region in the Plan. The Board approved motion was as follows:

- Move to approve adoption of Taking Action on Regional Vision Zero with the caveat that staff revisit the issue of a specific target date in the 2050 process as well as to add a sentence to the "What is Vision Zero" section of the plan itself (page 1) to state that "by adopting this plan DRCOG affirms a target of zero fatalities and serious injuries on our transportation system."

Doug Tisdale MOVED to concur with the May 20, 2020 DRCOG Board action related to the adoption of the Taking Action on Regional Vision Zero plan. The motion was seconded and passed unanimously.

Member Comment/Other Matters

There were no other matters from members.

The meeting ended at 8:43 a.m. The next meeting is scheduled for July 14, 2020.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Manager, Long Range Transportation Planning
303-480-6751 or jriger@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 14, 2020	Action	4

SUBJECT

Draft amended 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) and associated air quality conformity determination documents.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the amended 2040 MVRTP and associated air quality conformity determination documents.

ACTION BY OTHERS

[June 22, 2020](#) – TAC Recommended Approval

SUMMARY

Since DRCOG is preparing the 2050 MVRTP, staff was not planning to conduct another amendment cycle for the adopted 2040 MVRTP. However, during routine coordination with the E-470 Public Highway Authority, both agencies identified the need for a technical amendment to update the completion timeframe for an E-470 project within the 2040 MVRTP. The project in question is the widening of E-470 from four to six lanes between East Quincy Avenue and I-70 (Attachment 1). To comply with federal air quality conformity requirements, the completion timeframe (air quality staging period) for the project needs to be updated in the 2040 MVRTP from the 2030-2040 staging period to the 2020-2029 staging period as the project is now anticipated to open by early 2021.

The proposed amendment includes the following documents:

- [Amendment summary document](#)
- [Denver southern subarea 8-hour ozone conformity determination](#)
- [CO and PM10 conformity determination](#)

The proposed amendment was the subject of a June 17th [public hearing](#). Comments were received from Boulder County during the public hearing and the preceding 30-day public comment period. These comments, along with DRCOG staff responses, are documented in Attachment 2.

Finally, per federal transportation planning requirements, DRCOG must show that the amended 2040 MVRTP will not cause a violation of federal air quality conformity standards. Accordingly, the 2040 MVRTP's roadway network was modeled for air quality conformity. The results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the air quality conformity documents linked above.

PREVIOUS DISCUSSIONS/ACTIONS

[May 19, 2020 RTC Meeting](#) – Briefing on proposed technical amendment.

PROPOSED MOTION

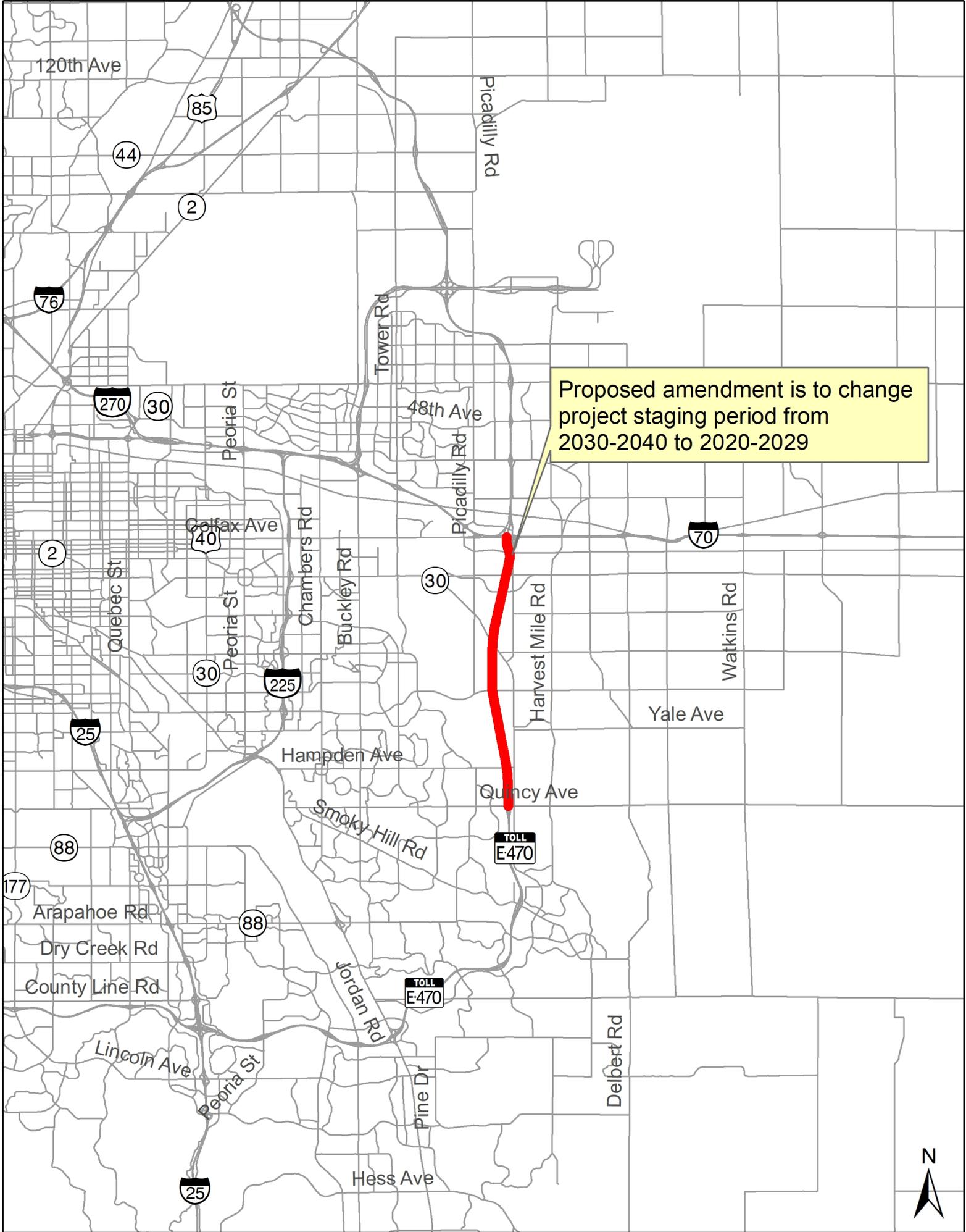
Move to recommend to the Board of Directors the amended 2040 Metro Vision Regional Transportation Plan and associated DRCOG CO and PM-10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination.

ATTACHMENT

1. Proposed amendment location and description
2. Public comments received and staff responses

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or jriger@drcog.org



Proposed amendment is to change project staging period from 2030-2040 to 2020-2029



Attachment 2

2040 MVRTP Technical Amendment – Public Comments Received and DRCOG Staff Responses

In response to DRCOG's request for comments on the proposed amendment to the DRCOG 2040 Metro Vision Regional Transportation Plan (MVRTP), Boulder County submitted the following:

- While Boulder County does not oppose the specific E-470 project that is the subject of this proposed amendment, this air quality conformity information raises serious questions about the required air quality conformity modeling methodology and how well it does - or doesn't -align with broader DRCOG MVRTP goals.
- For example, how does the DRCOG air quality conformity modeling process take into account the recent EPA designation of the Denver metro region as a serious non-attainment area for Ozone? Vehicle emissions account for a significant portion of the metro area ozone impacts and continuing to widen roads throughout the region will not create the vehicle miles traveled (VMT) reduction levels needed to achieve the region's federal air quality standards.

Response: The air quality modeling process itself does not consider the specific category of designation for an area. The air quality modeling estimates regional mobile source emissions that are compared to the emissions budgets set in the current State Implementation Plan (SIP). The Denver Metro/North Front Range Nonattainment area's reclassification from a Moderate nonattainment to Serious nonattainment triggers the development of a new State Implementation Plan (SIP), currently underway at the Regional Air Quality Council (RAQC). As part of that process, DRCOG will receive new, lower Motor Vehicle Emission Budgets for use in future air quality conformity determinations after the new SIP is adopted.

- Are there factors in the air quality modeling methodology that favor multimodal infrastructure investment, including managed express/HOV lanes more so than adding more general purpose lanes?

Response: The modeling effort looks at the entire transportation system network as a whole for future staging years, which includes dozens of future projects and services. The regional travel model results generate the regional inputs to the air quality model used to determine regional emissions. Air quality conformity modeling is done for the entire MVRTP, and produces regionwide results of mobile source emissions.

- Trying to improve air quality by building wider and wider roads is not a realistic long-term strategy as demonstrated throughout the Denver metro and Front Range communities and by other US metropolitan regions (Los Angeles, Phoenix, etc.). This continual road widening approach to improve air quality is similar to trying to lose weight by buying bigger pants.

Response: Comment noted.

- In addition, we are curious how the MVRTP air quality conformity modeling process evaluate infrastructure investments in alignment with Colorado's greenhouse gas reduction targets and climate goals as outlined in HB19-1261:
 - Colorado shall have statewide goals to reduce 2025 greenhouse gas emissions by at least 26%, 2030 greenhouse gas emissions by at least 50%, and 2050 greenhouse gas

emissions by at least 90% of the levels of statewide greenhouse gas emissions that existed in 2005.

Response: The air quality conformity modeling process, as legally defined by the US EPA, does not evaluate specific individual infrastructure or service investments or strategies. Air quality conformity modeling for the MVRTP is federally required to use the Motor Vehicle Emissions Budgets (MVEBs) contained in the most current SIP. That said, DRCOG has Metro Vision objectives and targets for reducing GHG emissions that are part of the 2050 MVRTP planning process.

- If the current federal, state, and regional air quality conformity modeling requirements are not designed to measure how well projects align with more recent MVRTP air quality and climate goals, then modified methodologies should be considered as part of the DRCOG 2050 MVRTP update process to ensure that future transportation investments work in concert with the broader MVRTP goals and support Colorado's critical environmental and public health goals.

Note: During the public hearing, Director Elise Jones of Boulder County provided commentary very similar to this point.

Response: A foundational principle for DRCOG's 2050 MVRTP planning process that DRCOG has consistently communicated to stakeholders and the public is that, since the region is not yet on track to reach the Metro Vision Plan targets for GHG reduction, non-SOV mode share increase, VMT/capita, safety and other targets, the 2050 MVRTP will identify multimodal investment priorities which help the region achieve the vision Metro Vision articulates for the region.

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Manager, Long Range Transportation Planning
303-480-6751 or jriger@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 14, 2020	Action	5

SUBJECT

Consideration of the project solicitation and evaluation process for developing the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the proposed 2050 MVRTP candidate project solicitation and evaluation process and criteria documented in Attachments 1 and 2.

ACTION BY OTHERS

[June 22, 2020](#) – TAC Recommended Approval

SUMMARY

Background

As the Metropolitan Planning Organization (MPO) for the Denver region, DRCOG is charged under federal regulations with leading a [continuing, cooperative, and comprehensive](#) (3C) multimodal transportation planning process for the Denver region, including developing a long-range transportation plan, in cooperation with the State and public transportation operators. Further, DRCOG's *Transportation Planning in the Denver Region* document specifies the roles of each of the partner agencies (DRCOG, CDOT, and RTD) in developing the MVRTP ([Exhibit 7](#)). Finally, DRCOG also has a federally required [Memorandum of Agreement \(MOA\) for Transportation Planning and Programming](#) with CDOT and RTD that further specifies how the three partner agencies work together. Accordingly, DRCOG staff has proposed a planning process for developing the 2050 MVRTP that addresses DRCOG's federal requirements to lead the region's multimodal transportation planning process while respecting the close collaboration with CDOT, RTD, and local governments.

Investment Priorities Framework

One of the most important concepts in developing the 2050 MVRTP is the "Policy Framework and Desired Outcomes" in Attachment 1. This framework is comprised of the various major plans, priorities and studies identified by DRCOG, CDOT, RTD, and local governments. Together, this framework represents the region's major multimodal transportation vision, needs, and priorities. This framework informed the development of the 2050 transportation and land use scenarios and is also proposed to inform the identification of regional investment priorities to develop the 2050 MVRTP.

Major Projects to Solicit

Regional investment priorities are expressed in the RTP in several ways: as specific projects, project categories, financial plan investment allocations, narrative content, etc.

In soliciting priorities, DRCOG staff is seeking specific projects to evaluate for inclusion in the 2050 Fiscally Constrained RTP. The specific projects/project types in question include:

- The [air quality regionally significant](#) roadway capacity, interchange, and fixed guideway transit projects that are federally required to be identified in the 2050 MVRTP.
- Other major multimodal investment priority projects consistent with the local, regional, and state plans and studies contained in the Policy Framework and Desired Outcomes.

As noted, there are many important priorities, such as maintenance, traffic operations, local bus service, smaller-scale priorities, and others that do not lend themselves to identification as specific “projects,” but will be included in the 2050 MVRTP in the other ways described above (project categories, financial plan investment allocations, narrative content, etc.).

Additionally, what about projects currently contained in the 2040 FC RTP? DRCOG staff proposes the following steps to address these projects:

- Projects that have been completed or will be completed by the end of 2020 are no longer by definition part of the MVRTP.
- Projects under construction for completion beyond 2020 will be included in the 2050 FC RTP.
- Projects that have completed or are in the federal project development (NEPA) process will be included in the 2050 FC RTP.
- Projects funded for NEPA and/or construction in the 2020-2023 TIP will be included in the 2050 FC RTP.
- Projects that have or are planning to conduct PEL, corridor planning, or other pre-NEPA activities are eligible to compete through the solicitation described above for inclusion in the 2050 FC RTP.
- Projects for which no activities have yet occurred are also eligible to compete for inclusion in the 2050 FC RTP.
- Locally funded projects within the 2040 FC RTP meeting the above guidelines are also eligible to compete for inclusion in the 2050 FC RTP.

Process to Solicit Regional Investment Priorities

DRCOG staff proposes to solicit major projects using the “dual-track” process described below. This process was developed to address CDOT’s feedback about its role in this process and to be consistent with the “3C” planning process described above. The proposed solicitation process has two parallel tracks:

- County transportation forums: DRCOG will solicit investment priority projects through each forum. The number of proposed candidate projects each forum can submit will be based on each county’s share of regional population, employment, and VMT as was done for the 2020-23 TIP (shown in Attachment 3).
- Inter-Agency Coordination Process: DRCOG, CDOT and RTD will develop draft regional investment priorities through a series of workshops based on the Policy Framework and Desired Outcomes in Attachment 1.

Evaluation of Regional Investment Priorities

DRCOG staff proposes to qualitatively evaluate major projects using the Metro Vision Plan transportation-related primary objectives and federally required FAST Act

performance measures. Attachment 2 provides draft proposed content for a project solicitation form.

Candidate projects will be evaluated via a committee comprised of DRCOG, CDOT, RTD, and a staff representative from each county transportation forum. The Inter-Agency Coordination Process will review those outcomes, along with the Draft Financial Plan and the broader Policy Framework and Desired Outcomes to develop draft program and project investment priorities. The draft will be reviewed through DRCOG's committees and Board to develop final draft investment priorities for the 2050 Fiscally Constrained RTP. This process is illustrated in Attachments 1 and 3.

Conclusion

DRCOG staff will summarize these concepts at the July 14th RTC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

RTC – [April 16, 2019](#)
[October 15, 2019](#)
[December 17, 2019](#)
[May 19, 2020](#)

PROPOSED MOTION

Move to recommend to the Board of Directors the proposed 2050 MVRTP candidate project solicitation and evaluation process and criteria documented in Attachments 1 and 2.

ATTACHMENTS

1. DRCOG 2050 Fiscally Constrained RTP Draft Investment Priorities Process
2. Draft content for solicitation of 2050 MVRTP major investment priority candidate projects
3. Staff presentation

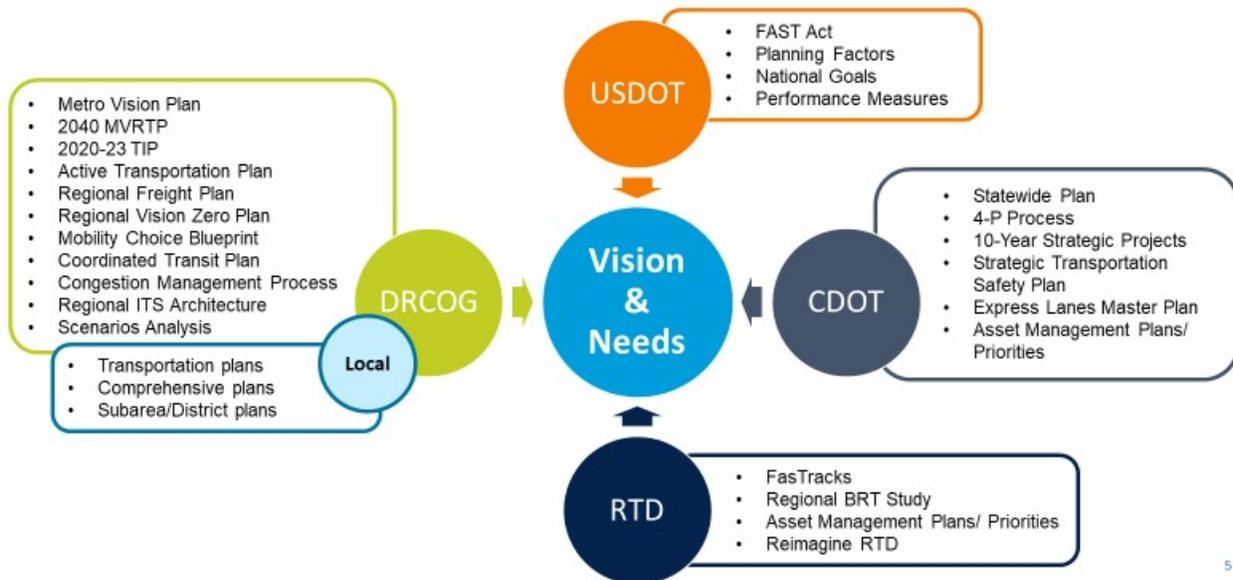
ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or jriger@drcog.org

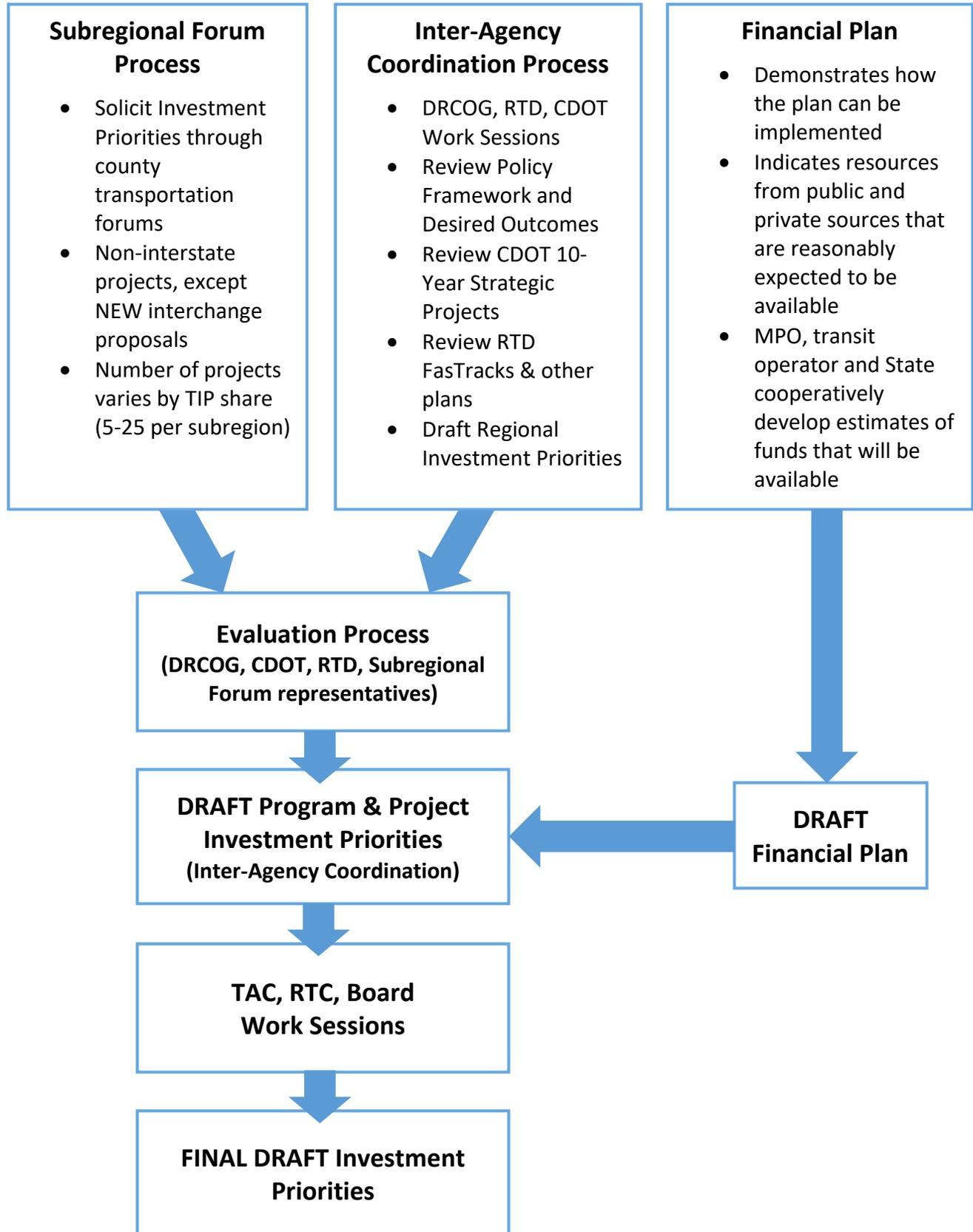
Attachment 1 - DRCOG 2050 Fiscally Constrained RTP Investments Priorities Process – DRAFT

	REGIONAL	RTD	STATE	FEDERAL
POLICY FRAMEWORK AND DESIRED OUTCOMES (“VISION & NEEDS”)	Metro Vision Plan	FasTracks	Statewide Plan	FAST Act
	2040 RTP & Coord. Transit Plan	Regional BRT Study	10-Year Strategic Projects	Planning Factors
	Active Transportation Plan	Asset Management Plans/Priorities	Strategic Transportation Safety Plan	National Goals
	Regional Freight Plan	Reimagine RTD	Express Lanes Master Plan	
	Regional Vision Zero Plan		Asset Management Plans/Priorities	
	Mobility Choice Blueprint			
	Scenarios Analysis			

Policy Framework & Desired Outcomes “Vision & Needs”



DRCOG 2050 FC RTP Investments Priorities Process – DRAFT

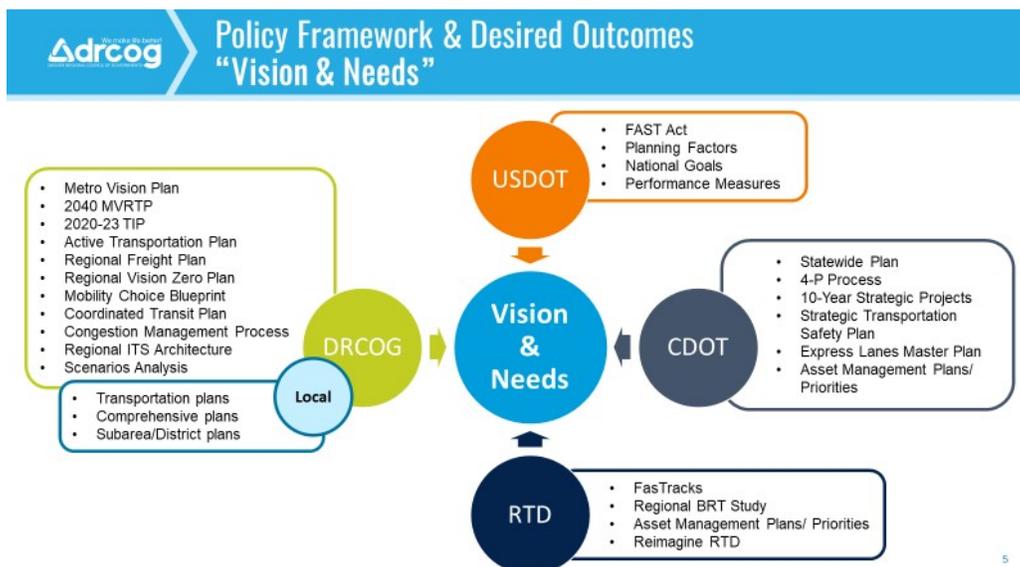


Attachment 2

2050 Metro Vision Regional Transportation Plan

DRAFT Content for Solicitation of Candidate Investment Priority Projects – June 16, 2020

- Project Sponsor (jurisdiction and contact person)
- Proposed Project Name & Location (start and end points)
- Brief Project Description:
- Estimated Total Project Cost (FY 2020 \$)
- Proposed Project Implementation Timeframe:
 - 2020-2029
 - 2030-2039
 - 2040-2044
 - 2045-2050
- Why is this project a priority for your jurisdiction?
- Is this a priority project in a local/county plan?
 - Local Plan: _____
 - County Plan: _____
- Is this a priority project within – or consistent with – a regional plan in the “Policy Framework & Desired Outcomes”?
 - Project in a Regional Plan(s): _____
 - Project consistent with a Regional Plan(s): _____



Attachment 2

Please explain how your proposed project addresses the following objectives from DRCOG's Metro Vision Plan, using qualitative and/or quantitative data as appropriate:

Metro Vision Theme: An Efficient and Predictable Development Pattern

- Increase housing and employment in urban centers.

Metro Vision Theme: A Connected Multimodal Region

- Improve and expand the region's multimodal transportation system, services and connections.
- Operate, manage and maintain a safe and reliable transportation system

Metro Vision Theme: A Safe and Resilient Natural and Built Environment

- Improve air quality and reduce greenhouse gas emissions.
- Connect people to natural resource and recreational areas.
- Reduce the risks of hazards and their impact.

Metro Vision Theme: Healthy, Inclusive, and Livable Communities

- Increase access to amenities that support healthy, active choices.
- Improve transportation connections to health care facilities and service providers.

Theme: A Vibrant Regional Economy

- Improve access to opportunity.
- Improve the region's competitive position.

Please explain how your proposed project addresses the following Transportation Performance Management requirements from the federal Fixing America's Surface Transportation (FAST) Act, using qualitative and/or quantitative data as appropriate:

(For the application form, the FAST Act measures will be combined with the Metro Vision Plan objectives.)

Safety

- Reduce fatalities and serious injuries, especially for non-motorized travel

Infrastructure Condition

- Improve pavement and/or bridge condition

System Performance (Mobility)

- Improve travel time reliability
- Improve truck travel time reliability
- Reduce peak hour delay
- Increase mode choice
- Reduce emissions

Transit

- Improve transit asset management/State of Good Repair
- Improve transit safety



Regional Transportation
Committee Meeting
July 14, 2020

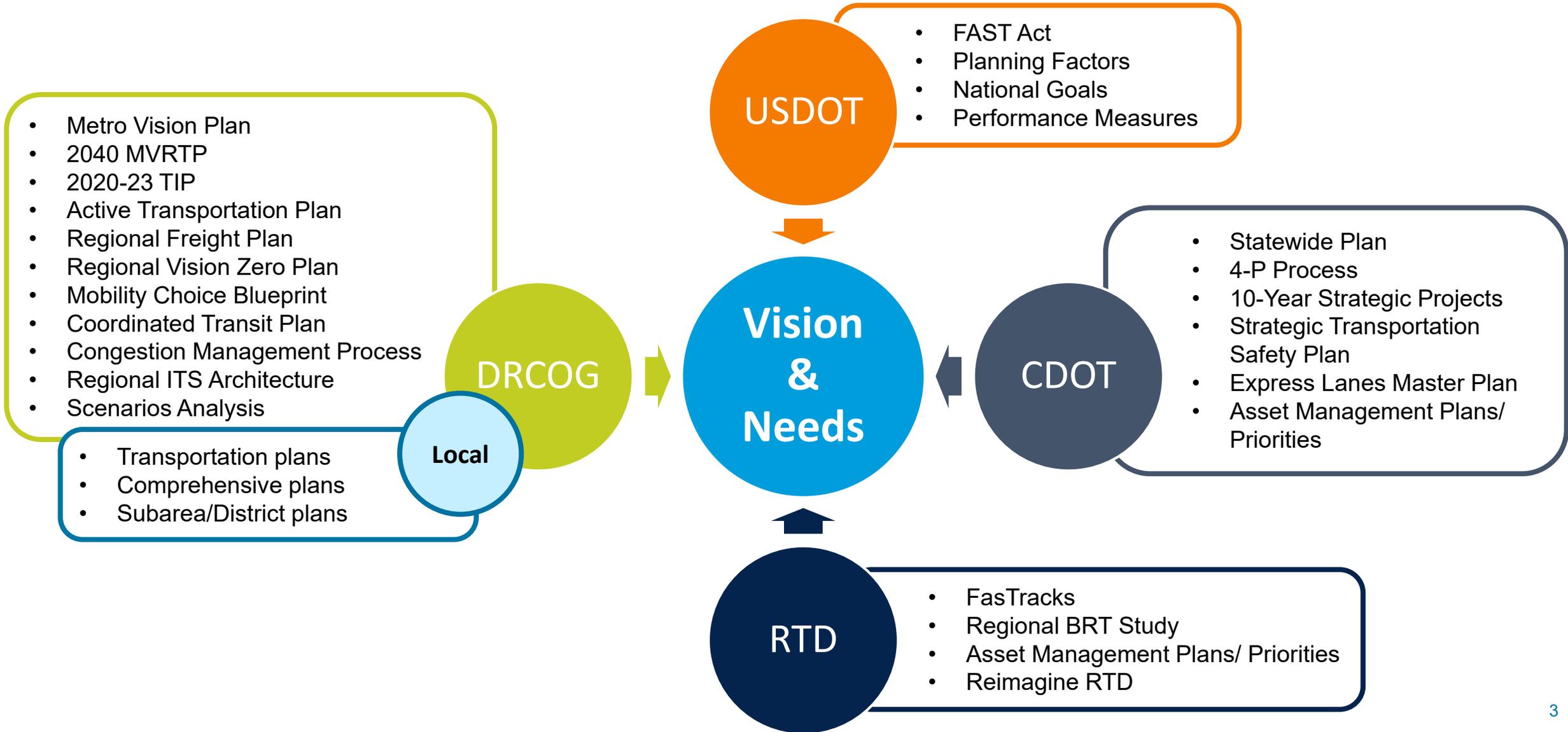
2050 Metro Vision Regional Transportation Plan

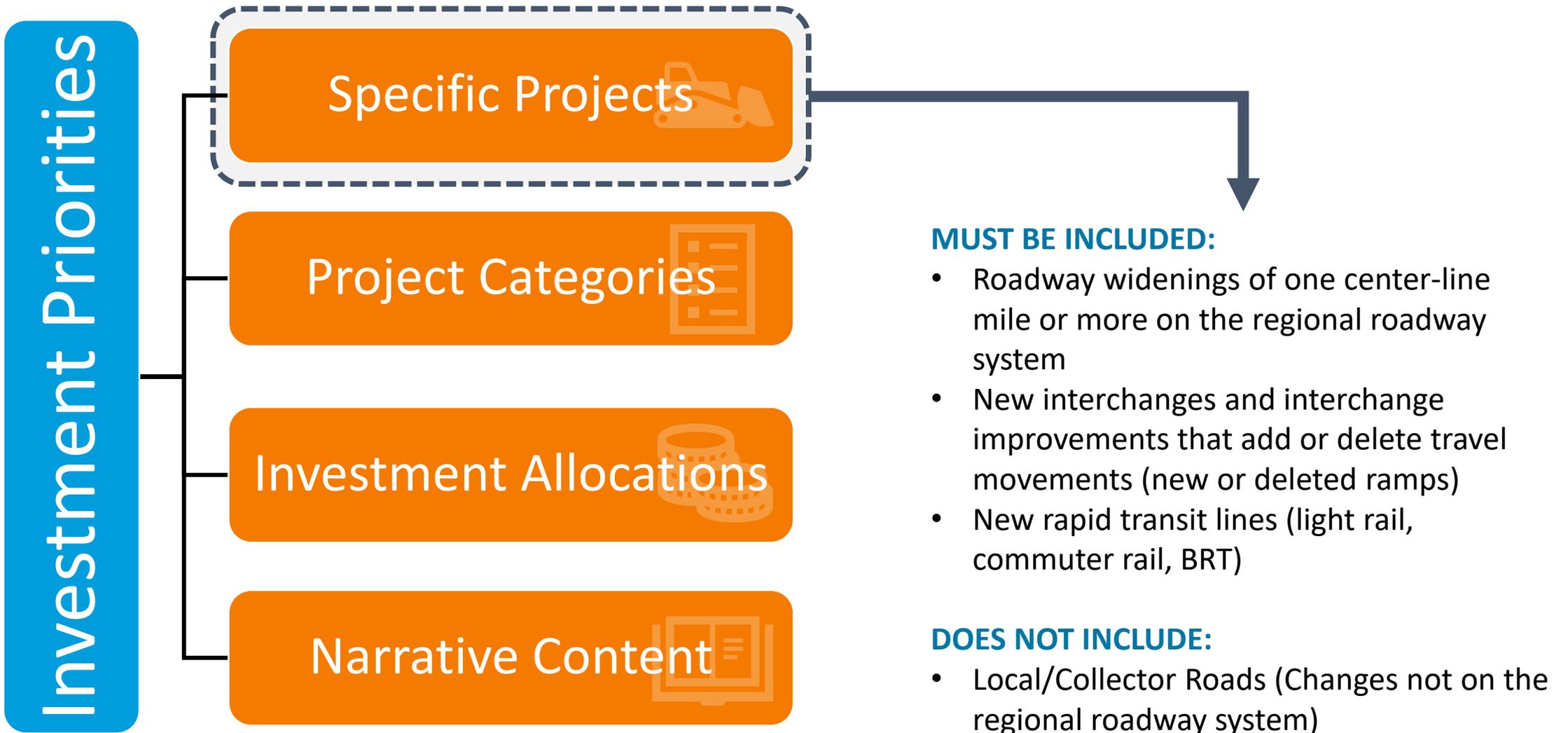
Proposed Candidate Project Solicitation &
Evaluation Process

- **Transportation Advisory Committee (TAC):**
 - May 18th TAC meeting
 - June 8th TAC work session
 - June 15th TAC work session
 - June 22nd TAC meeting
- **Regional Transportation Committee (RTC):**
 - July 14th RTC meeting
- **2050 MVRTP candidate project solicitation & evaluation process:**
 - Overall planning framework (“Policy Framework & Desired Outcomes”)
 - Investment priority project types & eligibility
 - Candidate project solicitation process
 - Candidate project evaluation process

Policy Framework & Desired Outcomes

“Vision & Needs”





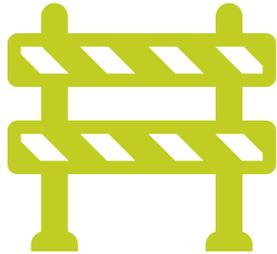


Current 2040 MVRTP Projects



**Projects
to be
Complete
by 2021**

**NO NEED TO
INCLUDE**

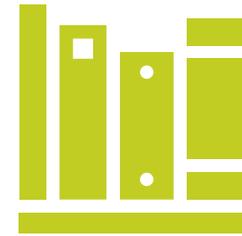


**Projects
Under
CONST or
in NEPA**

**WILL BE
AUTOMATICALLY
INCLUDED**



**Projects
with NEPA/
CONST in
the S/TIP**



**Projects
Planning for
Pre-NEPA
Studies**

**CAN BE SUBMITTED
FOR EVALUATION**

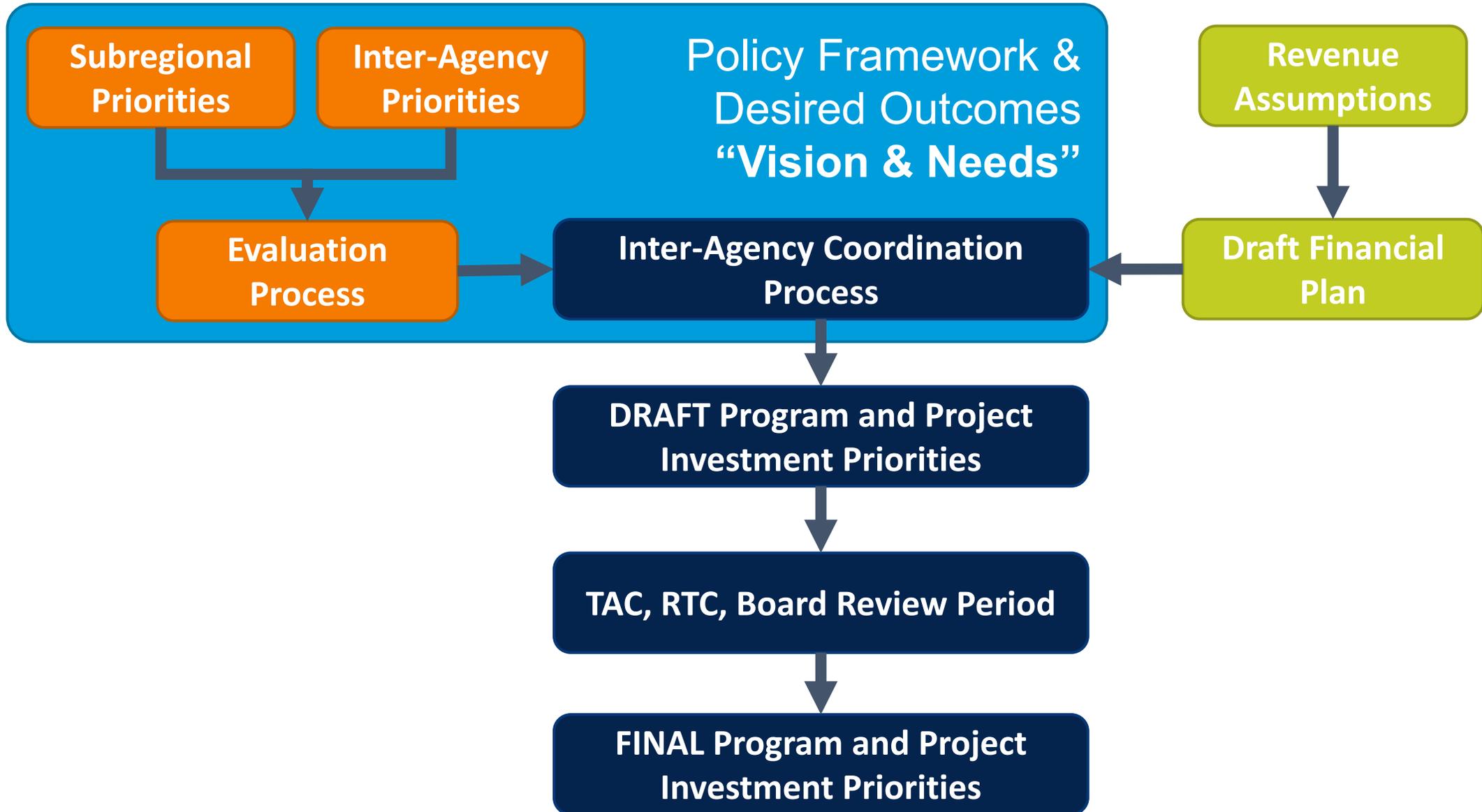


**Other 2040
Projects**

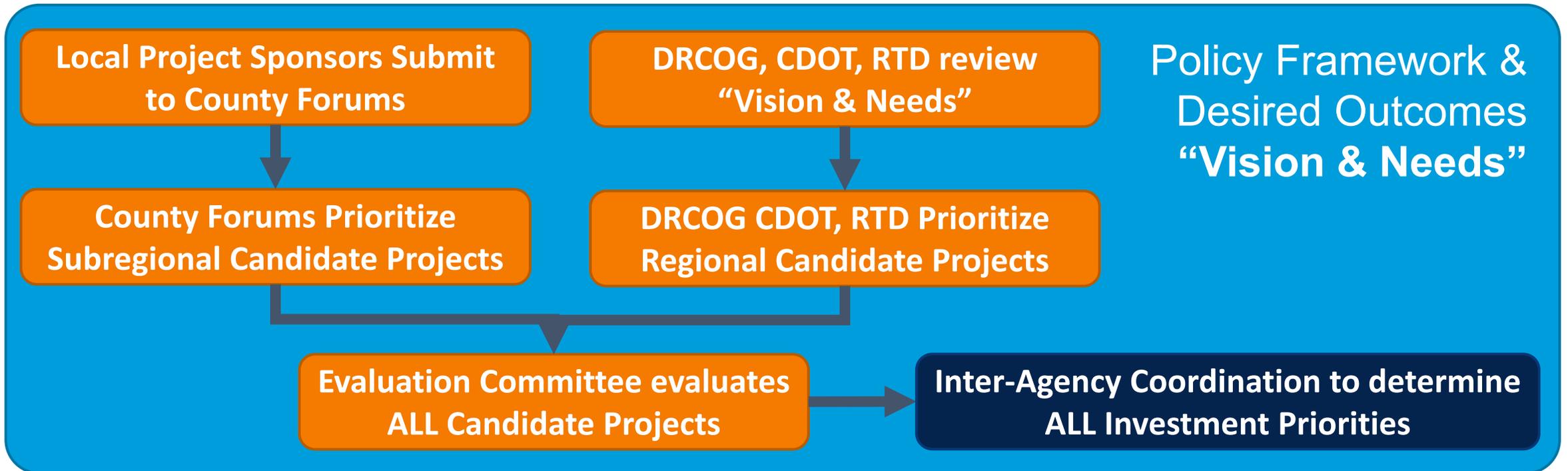


**Locally
Funded
Projects**

Investment Priorities Framework - Overall Process



“Dual-Track” Coordination Process



These priorities would represent the greatest transportation needs within the Policy Framework and Desired Outcomes for each forum area as determined by the forums.

- Subregional Forum Solicitation
- Number of candidate project submittals varies by TIP share (5-25 per subregion)
- Focus on non-interstate projects, except new interchange proposals

Subregional Candidate Project Submittals*

- 
- Adams County: **15 Submittals**
 - Arapahoe County: **19 Submittals**
 - Boulder County: **10 Submittals**
 - Broomfield: **5 Submittals**
 - Clear Creek County: **5 Submittals**
 - Denver: **25 Submittals**
 - Douglas County: **10 Submittals**
 - Gilpin County: **5 Submittals**
 - Jefferson County: **16 Submittals**
 - Weld County: **5 Submittals**

**These are candidate projects submitted for evaluation – NOT a guarantee of inclusion in the 2050 Fiscally Constrained RTP.*

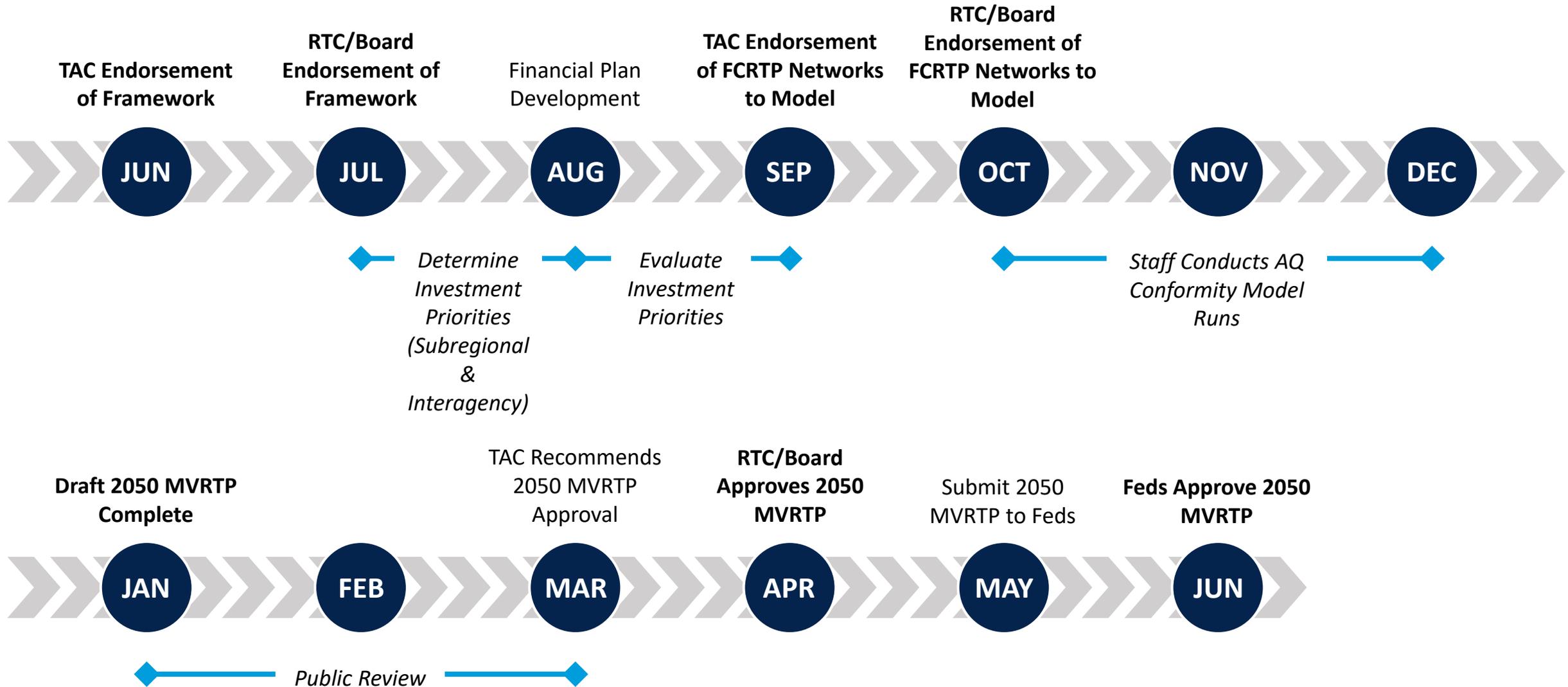
Total: 115 Candidate Project Submittals

- **Basic project information from local project sponsors**
 - **Project Sponsor** – Jurisdiction & Contact Info
 - **Project Name**
 - **Termini** – Starting & End Points
 - **Brief Description**
 - **Cost** – Planning-Level Estimate (FY 2020 Dollars)
 - **Proposed Implementation Timeline**
 - **Narrative** – Explain how the project achieves MV themes/objectives
 - **Screening Questions** – Consistency with local, regional, state plans/studies
- **Subregional Forums will prioritize submittals and forward to DRCOG staff the number determined by TIP Share**

- Evaluation Committee made up of DRCOG, CDOT, RTD, and Subregional Forum Representatives
- Investment priorities evaluated against Metro Vision Objectives (Yes/No; High/Medium/Low)
 - Performance Measures from the FAST Act will be included in the evaluation
- This evaluation will be combined with the draft financial plan and coordination between all partner agencies will determine DRAFT program and project investment priorities.

- **Metro Vision Theme: An Efficient and Predictable Development Pattern**
 - Increase housing and employment in urban centers. **(Yes/No)**
- **Metro Vision Theme: A Connected Multimodal Region**
 - Improve and expand the region's multimodal transportation system, services and connections. **(High/Medium/Low)**
 - Operate, manage and maintain a safe and reliable transportation system **(High/Medium/Low)**
- **Metro Vision Theme: A Safe and Resilient Natural and Built Environment**
 - Improve air quality and reduce greenhouse gas emissions. **(High/Medium/Low)**
 - Connect people to natural resource and recreational areas. **(Yes/No)**
 - Reduce the risks of hazards and their impact. **(Yes/No)**
- **Metro Vision Theme: Healthy, Inclusive, and Livable Communities**
 - Increase access to amenities that support healthy, active choices. **(Yes/No)**
 - Improve transportation connections to health care facilities and service providers. **(Yes/No)**
- **Metro Vision Theme: A Vibrant Regional Economy**
 - Improve access to opportunity. **(Yes/No)**
 - Improve the region's competitive position. **(High/Medium/Low)**

Next Steps & Key Milestones



Proposed Motion

Move to recommend to the Board of Directors the proposed 2050 MVRTP candidate project solicitation and evaluation process and criteria documented in Attachments 1 and 2.

ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Manager, Long Range Transportation Planning
303-480-6751 or jriger@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 14, 2020	Action	6

SUBJECT

Confirming the special interest seats on the Transportation Advisory Committee (TAC) nominated by Board Chair John Diak as part of the annual review of TAC membership.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends confirming the seven TAC special interest nominations made by Board Chair John Diak.

ACTION BY OTHERS

N/A

SUMMARY

The DRCOG Board of Directors adopted the TAC committee description, composition, and operating procedures documented in the [Transportation Planning in the Denver Region](#). The Transportation Advisory Committee (TAC) assists the Board of Directors and the Regional Transportation Committee (RTC) by reviewing the work of the transportation planning process, advising on methods of planning and implementation, and working with staff to develop policy options and, as appropriate, recommendations to the RTC.

The seven special interest members (*Environment, Freight, Transportation Demand Management/Non-Motorized, Aviation, Business/Economic Development, Non-RTD Transit and Senior Interests*) are annually reviewed and nominated by the DRCOG Board Chair and confirmed by the RTC. To address vacancies for the Aviation and Freight seats, Board Chair John Diak is proposing to reappoint five (5) members and appoint two (2) new members highlighted in yellow in Attachment 1. The appointments will become effective with the first TAC meeting following RTC's confirmation.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to confirm the membership recommendations for the seven special interest seats on the Transportation Advisory Committee.

ATTACHMENT

1. TAC special interest seats membership nominations

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or jriger@drcog.org.

Attachment 1

Transportation Advisory Committee Membership Nominations – 2020

SPECIAL INTEREST SEATS

AVIATION

Member: David Ulane
Aeronautics Director, CDOT Division of Aeronautics

FREIGHT

Member: Kelly Heaton, HNTB

TDM/NON-MOTORIZED

Member: Carson Priest
Program Manager, Smart Commute Metro North

BUSINESS/ECONOMIC DEVELOPMENT

Member: Andrea LaRew
President, The Chamber of Northwest Douglas County

ENVIRONMENT

Member: Rick Pilgrim
Vice President, HDR Engineering

SENIORS

Member: Carol Buchanan
Director of Programs, Denver Regional Mobility and Access Council
(DRMAC)

NON-RTD TRANSIT

Member: Hank Braaksma, Via Mobility

ATTACHE

ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Ron Papsdorf, Division Director, Transportation Planning & Operations
(303) 480-6747 or rpapsdorf@drco.org

Meeting Date	Agenda Category	Agenda Item #
July 14, 2020	Informational Briefing	7

SUBJECT

2020-2023 Transportation Improvement Program COVID-19 Impacts

PROPOSED ACTION/RECOMMENDATIONS

Information and discussion only

ACTION BY OTHERS

N/A

SUMMARY

The extent and duration of the economic impacts from COVID-19 is still uncertain. We know however, that there will be state and local government financial impacts resulting from reduced tax and fee revenue as well as increased costs related to responding to COVID-19.

This will no doubt impact to some degree the ability of local jurisdictions to implement locally sponsored TIP projects. DRCOG staff desire to understand, to the extent possible, these fiscal impacts and begin a discussion of possible options to keep programmed federal funds flowing as much as possible.

While there is some variation depending on the funding source, federal funds awarded through the DRCOG TIP generally require a minimum non-federal share of 17.21%. Under the FY2020-2023 TIP Policy, a minimum 20% local match is required for federally funded projects. In addition, the State Multimodal Options Funds (MMOF) allocated during the last TIP cycle required a minimum 50% local match under state law. All told, there are approximately \$125.7 million in local agency funds committed to match federal funds and an additional \$120.9 million to match state MMOF dollars over the four year TIP.

Budget Impacts

Recognizing that each jurisdiction's revenue and budget structure is different, we do know that several of the most common transportation funding sources are being impacted: state gas tax, sales taxes, use taxes, car rental fees, lodging taxes. Less certain will be potential impacts to vehicle registration fees and surcharges, property taxes, development fees, etc.

Based on an April 16, 2020 State estimate, CDOT is anticipating a \$50m reduction in State Highway Users Tax Fund (HUTF) revenue from FY 2020 through FY 2023. Based on that estimate, we can calculate the commensurate HUTF revenue reductions for cities and counties (attached). For the DRCOG region, that means a total local government reduction in HUTF revenue of approximately \$13.1 million, the majority of which would occur in State FY 21 and FY 22.

DRCOG staff also distributed a short questionnaire to member jurisdictions in late April to assess each agency's situation. DRCOG received responses from 18 local jurisdictions, plus CDOT Region 1 and RTD. 15 jurisdictions indicated that there was currently an impact to progress on TIP projects based on staff working remotely, staff

reductions, and court closures, among other impacts. Most jurisdictions did not indicate an immediate impact on local match for TIP-funded projects, but most indicated a high level of uncertainty in the future. Likewise, a small number of responses indicated immediate/current impacts on local transportation staff, but many indicated a high level of uncertainty in the future.

The ultimate depth and breadth of COVID-19 economic impacts will determine the extent of the impacts on local agencies. Staff believe that there is value in keeping the resources we do have (namely federal funds) flowing as much as possible in order to not exacerbate the financial impacts. Therefore, staff is exploring various options to respond to local agency financial impacts while maintaining our ability to invest in priority transportation improvements.

Options

Delay Policy Waiver/Extension: Retain current project programming. Pursue a TIP Project Delay Policy amendment to adjust project delay penalties or extend the “cure” period for project sponsors. Require documentation of financial hardship

Pro: maintains a level of flexibility to respond to dynamic local financial situation.

Con: does not provide an opportunity to advance projects from future years for sponsors that are able.

Reprogram Federal Funds: Allow project sponsors to request reprogramming federal/state funds to another year based on demonstrated financial hardship without triggering a project delay penalty.

Pro: provides opportunity to advance projects from future years for sponsors that are able, to the extent that projects are reprogrammed to future years.

Con: provides somewhat less flexibility to respond to dynamic local financial situation.

Backfill Local Match with Toll Credits: Allow project sponsors to request utilizing state toll credits as non-federal match based on demonstrated financial hardship. Because toll credits are applied in order to fully fund a project with federal funds, but do not actually provide project funding, there are two alternatives:

(A) Reduce project scope to the amount of awarded federal funds.

Pro: relieves financial pressure on local agency budgets.

Con: reduces overall investment in regional transportation projects by up to \$126 million.

(B) Increase federal funds to the full cost of the project. Either through additional federal appropriation (uncertain) or utilizing current unprogrammed federal funds (approx. \$13 million)

Pro: relieves financial pressure on local agency budgets while maintaining as much regional investment as possible.

Con: uncertainty over additional funds. If use unprogrammed funds, eliminates ability to fund TIP Wait List projects.

Finally, DRCOG and many other agencies, jurisdictions, and state and national associations are also advocating for additional federal infrastructure funding to help with economic recovery. We are also advocating for non-federal match relief for current federal funding with additional federal funds to maintain project scopes of work.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff Presentation
2. Highway Users Tax Fund Estimates
3. Toll Credits Fact Sheet

ADDITIONAL INFORMATION

If you need additional information, please contact Ron Papsdorf, Division Director, Transportation Planning and Operations Division at 303-480-6747 or rpapsdorf@drcoq.org.



Regional Transportation
Committee Meeting
July 14, 2020

2020-23 TIP Local Projects

COVID-19 Impacts and Options

- Full impact still uncertain
- The most common local transportation funds are being impacted
- DRCOG city/county share of state HUTF could be reduced by \$13 million over next three years
- Some agencies will have difficulty implementing projects
- Other impacts: court closures, remote work processes, staff reductions, etc.

- Federal funds awarded through DRCOG TIP generally require a minimum non-federal share of 17.21%
- 2020-23 TIP Policy: 20% minimum local match for federal funds; 50% minimum match for state MMOF
 - \$125.7 million committed to match federal funds
 - \$120.9 million committed to match state MMOF

- **Wave/Extend TIP Delay Policy** - adjust project delay penalties or extend the “cure” period for project sponsors based on demonstrated hardship
- **Reprogram Federal Funds** - allow project sponsors to request reprogramming federal/state funds to another year based on demonstrated hardship
- **Backfill Local Match with Toll Credits** - allow project sponsors to utilize state toll credits as non-federal match based on demonstrated financial hardship

- Toll credits applied as non-federal match in order to reduce non-federal funds, but **does not provide project funding**
- Two alternatives:
 - Reduce project scope
 - Increase federal funds
- Policy issues for DRCOG:
 - Allow scope reductions?
 - Allocate unprogrammed federal funds (\$13m) to reduce non-federal match?

- Allow scope reductions?
 - relieves financial pressure on local agency budgets.
 - reduces overall investment in regional transportation projects
 - what to do with scope rection?
- Allocate unprogrammed federal funds (\$13m) to reduce non-federal match?
 - relieves financial pressure on local agency budgets while maintaining as much regional investment as possible.
 - eliminates/reduces ability to fund TIP Wait List projects
- Concept: allow discussion through subregional forums with recommendations to RTC and the Board

NORTHGLENN	\$1,000,265.81	\$1,009,546.47	\$14,126.76	\$34,283.23	\$38,073.34	\$0.00	\$86,483.33
PARKER	\$1,435,618.57	\$1,448,938.51	\$20,275.25	\$49,204.57	\$54,644.27	\$0.00	\$124,124.08
SILVER PLUME	\$9,025.98	\$9,109.72	\$127.47	\$309.36	\$343.56	\$0.00	\$780.39
SUPERIOR	\$298,674.73	\$301,445.89	\$4,218.18	\$10,236.81	\$11,368.52	\$0.00	\$25,823.52
THORNTON	\$3,965,261.40	\$4,002,051.86	\$56,001.41	\$135,905.86	\$150,930.62	\$0.00	\$342,837.89
WESTMINSTER	\$3,493,953.68	\$3,526,371.25	\$49,345.13	\$119,752.20	\$132,991.13	\$0.00	\$302,088.46
WHEAT RIDGE	\$1,025,742.49	\$1,035,259.53	\$14,486.57	\$35,156.42	\$39,043.06	\$0.00	\$88,686.05
Total All Cities	\$145,648,643.95	\$147,000,000.00	\$2,056,996.59	\$4,991,979.52	\$5,543,856.66	\$0.00	\$12,592,832.76
DRCOG City Total	\$90,785,642.64	\$91,627,969.24	\$1,282,166.12	\$3,111,598.27	\$3,455,594.06	\$0.00	\$7,849,358.46

Estimated Changes to County HUTF Payments FY20-FY23

	FY20 Budget (\$m)		Estimated Reduction Due to COVID-19-Based on 4/16/2020 State Estimates								Total
		%	FY 20 (\$m)	%	FY 21 (\$m)	%	FY 22 (\$m)	%	FY 23 (\$m)	%	
CDOT	\$586.00	61.6%	\$8.20	1.4%	\$19.90	3.4%	\$22.10	3.8%	\$0.00	0.0%	\$50.20
Cities	\$147.00	15.5%	\$2.06		\$4.99		\$5.54		\$0.00		\$12.59
Counties	\$218.00	22.9%	\$3.05		\$7.40		\$8.22		\$0.00		\$18.68

County	FY 19 Allocation	FY 20 Budget	FY 20 Reduction	FY 21 Reduction	FY 22 Reduction	FY 23 Reduction	Total Reduction
ADAMS	\$9,465,918.28	\$9,739,362.91	\$136,284.60	\$330,739.46	\$367,303.62	\$0.00	\$834,327.68
ARAPAHOE	\$9,072,966.48	\$9,335,059.80	\$130,627.12	\$317,009.71	\$352,056.01	\$0.00	\$799,692.84
BOULDER	\$6,102,818.23	\$6,279,112.05	\$87,864.71	\$213,232.64	\$236,806.10	\$0.00	\$537,903.46
CLEAR CREEK	\$985,884.86	\$1,014,364.39	\$14,194.18	\$34,446.85	\$38,255.04	\$0.00	\$86,896.06
DOUGLAS	\$8,577,687.44	\$8,825,473.50	\$123,496.39	\$299,704.65	\$332,837.82	\$0.00	\$756,038.86
GILPIN	\$650,210.51	\$668,993.32	\$9,361.34	\$22,718.37	\$25,229.95	\$0.00	\$57,309.67
JEFFERSON	\$14,601,997.48	\$15,023,809.47	\$210,230.78	\$510,194.21	\$566,597.59	\$0.00	\$1,287,022.59
WELD	\$11,026,449.13	\$11,344,973.25	\$158,752.19	\$385,264.45	\$427,856.50	\$0.00	\$971,873.14
Total All Counties	\$211,879,381.00	\$218,000,000.00	\$3,050,511.95	\$7,403,071.67	\$8,221,501.71	\$0.00	\$18,675,085.32
Subtotal DRCOG Counties	\$60,483,932.41	\$62,231,148.70	\$870,811.30	\$2,113,310.34	\$2,346,942.64	\$0.00	\$5,331,064.27



What is the purpose of this Fact Sheet?

In response to the 2020 economic downturn associated with COVID-19, CDOT is developing guidance and recommendations for local agencies and planning organizations on how to maintain delivery of the Federal Aid Program, primarily Congestion Mitigation Air Quality, Transportation Alternatives, Bridge Off-System, Surface Transportation Block Grant (Urban Areas), Highway Safety Improvement Program, and any other locally administered projects.

What are Toll Credits?

CDOT is able to provide some relief by using its balance of “toll credits” with the Federal Highway Administration (FHWA). Toll credits are earned when the state, a toll authority, or a private entity funds a capital transportation investment with toll revenues earned on existing toll facilities. Toll credits act as a “soft match” and are not “real dollars,” but rather a tool which State DOTs can utilize to reduce or eliminate requirements for non-federal matching funds. Note: Increasing federal share in projects come from existing resources and are not additional federal apportionments or obligation authority to the state.

How can Toll Credits be applied to a Project?

For projects selected through Metropolitan Planning Organization (MPO) processes, requests for match relief should be made through the MPO and then submitted to CDOT. Requests for projects not in an MPO should be made through the appropriate CDOT Region Office, or in the case of federal transit (FTA) projects, through the CDOT Division of Transit and Rail.

There are 2 scenarios where toll credits may be used to assist:

1. If the scope of the project can be reduced, the project can proceed with no local match and 100% federal funding. Example, a \$100,000 project is reduced in scope to \$80,000 and eliminate the match element.
2. If additional federal funding can be identified and programmed within the TIP and STIP a project can proceed with no local match and 100% federal funding. Example, a \$100,000 project is kept at \$100,000 by procuring additional federal funds being sourced (from existing available funding) to replace the diminished local contribution, thus eliminating the match.

Key Points

- For existing project awards
- Determined on case by case basis
- In response to permanent reduction of local revenue
- May require a reduction of scope equal to lost local contribution
- Eliminates required match, but NOT a cash replacement
- IGA revisions may be required due to scope reduction and change in reimbursement terms

For more information contact:
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MPOs should contact:
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Scenarios

Below are a few examples of how Toll Credits can be used on a project. In some cases it may be necessary to identify other available resources including federal funds.

REDUCED TOTAL COST - NO LOCAL OVERMATCH					What does this mean?	REDUCED TOTAL COST - LOCAL OVERMATCH					What does this mean?
Fund Type	Original Cost	Original Rates	Revised Project Cost	Revised Rates	Your project must reduce scope by the amount of the local match to fit in the revised budget.		Original Cost	Original Rates	Revised Project Cost	Revised Rates	Your project must reduce scope by the amount of both the local match AND the local overmatch to fit in the revised budget.
Federal	\$80,000	80%	\$80,000	100%		Federal	\$80,000	80%	\$80,000	100%	
Local "Match"	\$20,000	20%	\$0	0%		Local "Match"	\$20,000	20%	\$0	0%	
Local "Over Match"	\$0	N/A	\$0	N/A		Local "Over Match"	\$100,000	N/A	\$0	N/A	
Total Cost	\$100,000	100%	\$80,000	100%		Total Cost	\$200,000	100%	\$80,000	100%	
NO CHANGE TO TOTAL COST - NO LOCAL OVERMATCH					What does this mean?	NO CHANGE TO TOTAL COST - LOCAL OVERMATCH					What does this mean?
	Original Cost	Original Rates	Revised Project Cost	Revised Rates	You must secure additional federal resources in the amount of the lost match and program them in the STIP. These funds may be available currently as unprogrammed dollars or may require the cancellation or reduction of other projects.		Original Cost	Original Rates	Revised Project Cost	Revised Rates	You must secure additional federal resources in the amount of the lost match AND the local overmatch and program them in the STIP. These funds may be available currently as unprogrammed dollars or may require the cancellation or reduction of other projects.
Federal	\$80,000	80%	\$100,000	100%		Federal	\$80,000	80%	\$200,000	100%	
Local "Match"	\$20,000	20%	\$0	0%		Local "Match"	\$20,000	20%	\$0	0%	
Local "Over Match"	\$0	0%	\$0			Local "Over Match"	\$100,000	N/A	\$0	N/A	
Total Cost	\$100,000	100%	\$100,000	100%		Total Cost	\$200,000	100%	\$200,000	100%	