

AGENDA
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, July 20, 2021
8:30 a.m.
VIDEO/WEB CONFERENCE
Denver, CO

1. Call to Order
2. Public Comment
3. June 15, 2021, RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. FY 2022-2023 Transportation Demand Management (TDM) Services Set-Aside Eligibility and Evaluation Process
(Attachment B) Steve Erickson, Communications & Marketing Director
5. FY2022-2023 Unified Planning Work Program (UPWP) for the Denver Region
(Attachment C) Josh Schwenk, Assistant Planner

INFORMATIONAL BRIEFINGS

6. FY 20-23 Transportation Improvement Program (TIP) Dual Model process and FY 24-27 TIP Policy development process/schedule
(Attachment D) Todd Cottrell, Senior Transportation Planner

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
9. Next Meeting – August 17, 2021
10. Adjournment

ATTACH A

ATTACHMENT A

MEETING SUMMARY
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, June 15, 2021
Note: Meeting held virtually via GoToMeeting

MEMBERS PRESENT:

Karen Stuart	Colorado Department of Transportation
Don Stanton	Colorado Department of Transportation
Shannon Gifford	Colorado Department of Transportation
Kathleen Bracke (Alternate)	Colorado Department of Transportation
Douglas Rex	Denver Regional Council of Governments
Wynne Shaw	Denver Regional Council of Governments
Ashley Stolzmann (Chair)	Denver Regional Council of Governments
Kevin Flynn (Vice Chair)	Denver Regional Council of Governments
Deborah Mulvey (Alternate)	Denver Regional Council of Governments
Jeff Kullman	Michael Baker International
Kate Williams	Regional Transportation District
Shelley Cook	Regional Transportation District
Vince Buzek	Regional Transportation District
Bill Van Meter (Alternate)	Regional Transportation District

Others Present:

Bobby Dishell (Alternate)	Regional Transportation District
Ron Papsdorf (Alternate)	Denver Regional Council of Governments
Eula Adams (Alternate)	Colorado Department of Transportation

Public: Jan Rowe, Danny Herrmann, Lauren Pulver

DRCOG Staff: Jacob Riger, Todd Cottrell, Steve Cook, Emily Lindsey, Alvan-Bidal Sanchez, Cam Kennedy, Sang Gu Lee, Brad Calvert, Josh Schwenk, Melissa Balding, Robert Spotts, Travis Noon, Matthew Helfant

Call to Order

Chair Ashley Stolzmann called the meeting to order at 8:30 a.m.

Public Comment

There was no public comment.

Summary of April 20, 2021 Meeting

The summary was accepted.

ACTION ITEMS

Approval of Federal Transit Administration (FTA) Section 5310 COVID-19 Relief Funding

Travis Noon, Senior Program Specialist, discussed that the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA) allocated emergency relief funding to FTA Section 5310 for projects that benefit older adults and individuals with disabilities. The total allocation nationwide for each was around \$50 million. CRRSAA and ARPA funding is to be prioritized for operating expenses and salaries. DRCOG became the designated recipient for Section 5310 funding for the Denver-Aurora urbanized area in December 2019, to start with federal fiscal year 2021 appropriations.

DRCOG released a call for projects for the normal appropriations for 5310 funding in April 2020, and proposals were reviewed by a panel of stakeholders, which made recommendation for projects to receive funding. CRSSAA allocated \$327,397 and ARPA allocated \$327,402 to section 5310 in the Denver-Aurora urbanized area. The total funding for both programs combined is \$654,699.

DRCOG staff proposes to allocate these funds to operating and mobility management projects that were awarded funding during DRCOG's last call for projects. This is done proportionately based on their share of the total operating and mobility management projects awarded during the prior call for projects. CRSSAA funding is available until expended while ARPA funding must be obligated by 2024. As such, DRCOG will work with the subrecipients to set end dates for these funds based on their individual needs.

Don Stanton MOVED to recommend to the Board approval of the FTA Section 5310 CRSSAA and ARPA project allocations based on the FTA 5310 call for projects conducted in April 2020. The motion was seconded and passed with one abstention from Kate Williams.

FY 2022-2025 Transportation Improvement Program (TIP) Amendments

Todd Cottrell, Senior Transportation Planner, discussed that DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) on an as-needed basis. Typically, 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.

The TIP projects to be amended are shown below. The proposed amendments to the FY 2022-2025 Transportation Improvement Program have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments

- **2008-076** **Region 1 FASTER Pool**
Add 33 new pool projects, adjust cost on two existing pool projects, and remove seven pool projects. Add \$59,000,000 in FASTER Safety funds.
- **2016-057** **Region 1 RPP Pool**
Add new pool project.
- **2020-098** **I-70 Noise Walls**
Add \$6,100,000 in RPP funds to existing project.

Karen Stuart MOVED to recommend to the Board the attached amendments to the FY 2022-2025 *Transportation Improvement Program* (TIP). The motion was seconded and passed unanimously.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

Ashley Stolzmann, Chair, reminded the committee that June is Bike Month and encouraged those present to switch some trips to biking or transit on either bus or passenger rail.

Doug Rex, Executive Director, recognized Commissioner Shannon Gifford, as this was her last RTC Meeting. Executive Director Rex thanked Commissioner Gifford for her commitment to the region, her many years of public service and wished her well on her future endeavors.

Next Meeting – July 20, 2021

Adjournment

The meeting adjourned at 8:40 a.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Steve Erickson, Communications & Marketing Director
303-480-6716 or serickson@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 20, 2021	Action	4

SUBJECT

FY 2022-2023 *Transportation Demand Management (TDM) Services Set-Aside Eligibility and Evaluation Process*

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the eligibility rules and criteria for selecting projects to be funded through the DRCOG *Transportation Demand Management (TDM) Services set-aside through the 2020-2023 Transportation Improvement Program (TIP)*

ACTION BY OTHERS

[July 18, 2018](#) – Board approved 2020-2023 TIP Policy (*Table 2. 2020-2023 TIP Set-Aside Programs*)

[June 28, 2021](#) – TAC Recommended Approval

SUMMARY

The [FY2020-2023 TIP Policy](#) established \$1.8 million in federal funds for TDM non-infrastructure projects over the four-year period. Eligible projects include marketing and outreach, as well as market research. Staff will present the proposed process and criteria for selecting TDM non-infrastructure projects for fiscal years 2022 and 2023. The primary goal of these projects is to reduce traffic congestion and improve air quality, and secondarily to pilot projects that will demonstrate effectiveness of an approach that might be scaled or replicated across the region.

The FY 2022–2023 call for projects will be for \$900,000. Next steps include approvals by Regional Transportation Committee, and the DRCOG board, with a call for projects in fall 2021.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the DRCOG Board of Directors the eligibility rules and evaluation process for selecting non-infrastructure (marketing, outreach and research) projects to be funded through the Transportation Demand Management Services Set-Aside of the Fiscal Years 2020-2023 Transportation Improvement Program.

ATTACHMENTS

1. TDM Services set-aside *Eligibility Rules and Selection Process* document
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Steve Erickson, Communications & Marketing Director, at (303) 480-6716 or serickson@drcog.org.

TDM Services Set-Aside

FY 2022 and FY 2023 Projects

Eligibility Rules and Selection Process

Program Purpose

The *TDM Services* set-aside was developed to support marketing, outreach and research projects that reduce single occupant vehicle (SOV) travel and ultimately reduce traffic congestion and improve regional air quality. The specific goals of the *TDM Services* set-aside are listed below.

Program Goals

- Reduce single occupant vehicle travel
- Reduce traffic congestion
- Improve regional air quality
- Pilot new approaches to transportation demand management (TDM)
- Improve awareness of and access to mobility options for people of all ages, incomes and abilities

Sponsor Eligibility Requirements

- Project sponsors must be eligible to be direct recipients of federal transportation funds. These include local governments, governmental agencies and nonprofits. Non-local government sponsors must include documentation of support from the applicable local government(s) where the project is located. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible.
- Project sponsors must also be in good standing with the State of Colorado via the Secretary of State's business database:
<http://www.sos.state.co.us/pubs/business/businessHome.html>
- All scopes of work must adhere to the federal Surface Transportation Block Grant program guidance: <https://www.fhwa.dot.gov/specialfunding/stp/>.
- Project sponsors must pledge local matching funds or in-kind match.

Project Eligibility Requirements

Funding background

The [2020-2023 TIP Policy](#) established \$1.8 million in federal funds for TDM non-infrastructure projects over the four-year period. The 2022-2023 call for projects will be for \$900,000.

Eligible project types

Applications must be for new projects or activities which implement TDM strategies that reduce SOV travel and ultimately contribute to reducing traffic congestion and improving regional air quality. Applicants must demonstrate how their project/program will have a direct impact on reducing SOV travel, improving air quality, and reducing traffic congestion. Eligible project types may include, but are not limited to:

- Public education, marketing and outreach promoting or expanding use of non-SOV mobility
- Innovative projects that pilot and demonstrate effectiveness of approach.
- Market research that helps identify opportunities to promote non-SOV mobility

Funding Requirements

Applicants may request funding for up to two years for federal fiscal years 2022 and 2023. There is no funding minimum or maximum. However, a single entity will not be awarded more than 50% of the available funds. Project sponsors should clearly describe how the funding request is supported by the work proposed for the project.

A local cash or in-kind match of at least 17.21% of the total project cost is required (federal share equals 82.79%). CDOT is the steward of these funds and does not track overmatch. If a sponsor wants to commit more funding to the project on their own, they may do so.

Application Process

1. Attend a mandatory TDM Services set-aside pre-application workshop

2. Identify the project concept and begin early discussions with DRCOG staff (strongly encouraged, not required)

3. Submit a letter of intent

With a multi-step application process, interested applicants should submit a letter of intent and include applicant's contact information, a project description and estimated project cost. Supplemental materials will be accepted if they contribute to the understanding of project being proposed.

4. Letter of intent discussion

DRCOG staff will review the letter of intent and request additional information as needed. Applicants will be contacted by staff to discuss the proposal before next steps are taken. This will include screening of project proposals for eligibility, identification of potential partners and or project links, and an opportunity to discuss proposed project outcomes. If the letter of intent is accepted, sponsors will be invited to apply.

5. Invited applicants, complete and submit an application

Applications should be submitted along with letters of support from impacted or participating entities. No more than two applications per sponsor will be accepted. Per CDOT requirements, the application requires a mandatory Risk Assessment form to be submitted along with the application.

6. Project review, scoring and recommendation

Applications will be reviewed and scored based on the set-aside evaluation criteria. The project review panel will prepare a recommendation to present to DRCOG's Transportation Advisory Committee and Regional Transportation Committee for a recommendation prior to a presentation to the Board of Directors for approval.

7. Applicants are notified about approved projects

Project Funding Evaluation and Selection Process

DRCOG will establish a project review panel to assist with scoring and evaluating projects. Participants may include staff from DRCOG divisions:

- Transportation Planning and Operations
- Regional Planning and Development
- Communications and Marketing (Way to Go)
- Area Agency on Aging, and/or
- Executive Office

The review panel will also include external stakeholders and subject matter experts who may represent:

- Federal Highway Administration

- Colorado Department of Transportation
- Colorado Department of Public Health and Environment
- Regional Air Quality Council
- Regional Transportation District
- Transportation demand management professionals

Each member of the panel will review the applications and assign points to the criteria based on information contained in the project application forms. See section A below.

In addition, DRCOG staff will score based on data-driven criteria listed in section B below.

The panel will convene to discuss the applications and scoring and reach consensus on the list of recommended projects to be funded by the *TDM* services set-aside. The recommended list of projects will be taken through DRCOG committees for review and final approval by the DRCOG Board of Directors.

Evaluation criteria

TDM Evaluation Criteria				
A. Scored by Project Review Panel				
Criterion	Category	Specific Measure (if applicable)	Scoring	Points (Max)
1	Motor Vehicle Trip and VMT Reduction Potential (Based on attributes provided in application specific to infrastructure and to non-infrastructure projects)	Vehicle Trips, VMT	1 – Low <range> 25 – High **consider reliability and realism of attributes and assumptions used to reflect decreased VMT and improve air quality	25
2	Level of Innovation and Uniqueness (uniqueness of project type, market geographic area, market population/demographics)		1 – Does not reach new market or is continuation of existing service/project/campaign; very similar to past endeavors <range> 15 – Totally new (market/connections/project type) and unique; project reaches completely new area and/or serves/targets a new demographic; project is unlike anything tried in the region in the past	15
3	Replicability		If successful, can the project be replicated to benefit more areas of the region? 1 – The concept or approach has little or no application beyond the defined project area and timeline <range> 12- The concept or approach offers great promise to be replicated in part or in whole across the region	12
4	Access		Project improves access to mobility options for people of all ages, incomes, abilities, etc. 1- The project will primarily benefit a limited demographic group <range> 8- The project clearly demonstrates benefits to people across the socio-economic, age and ability spectrums	8
5	Funding Effectiveness Potential	Project Cost/User Base	1 – Higher cost for smaller user base <range> 5 – Lower cost for larger user base **consider reliability and realism of assumptions used in the calculation of results	5

6	Project & Applicant Readiness		1 – Sponsor just getting started, extensive additional coordination required <range> 5 – Sponsor is ready to go and an experienced partner in TDM projects; coordination between agencies is strong; right of way has been acquired	5
7	Timing/Synergy of Project		1 – Benefits may be years out, undeveloped area, no link to roadway or transit project <range> 5 – Immediate benefits/link to major roadway/rapid transit project; project coincides with an immediate major construction project (traffic congestion) or opening of new rapid transit line/segment	5
TOTAL PROJECT REVIEW COMMITTEE				75
B. Measured/Scored by DRCOG Staff:				Max
8	Short Trip Opportunity Potential	Is the project within a short trip opportunity zone? *Short trip opportunity zones defined in DRCOG Active Transportation Plan	1 – Project is not located in a short trip opportunity zone range based on percent of project area that is identified as a short trip opportunity zone, normalized based on projects submitted 7 – Project area serves short trip opportunity zone(s)	7
9	Environmental Justice Area	EJ Population (Minority, Low-Income)	1 – Does not serve any EJ area range based on percent of project area that is identified as an EJ area, normalized based on projects submitted 6 – Entirely in EJ area	6
10	Serves DRCOG Designated Urban Centers (UCs)	Urban Centers: Existing and Emerging Dataset	1 – No Urban Centers range based on percent of project area that is identified as an urban center, normalized based on projects submitted 6 – Strongly serves/focuses on established UCs	6
11	Financial Partners		0 – No other financial partners 2 – One additional financial partner 3 – If two+ partners (must be identified in application as funding match partners)	3
12	Local Match		0 – Any “in-kind” 3 – All cash	3
TOTAL DRCOG STAFF REVIEW				25
TOTAL PROJECT REVIEW COMMITTEE				75
TOTAL				100

Award Conditions

- Funding provided to local government sponsors should not replace existing local funding for staff.
- Applicants should not request funding for projects, activities, or services that are currently performed by other agencies or government entities. Applicants should not request funding for projects, activities, or services that are currently performed by, or may compete with, the private sector.
- All project scopes of work are subject to review and approval by DRCOG and CDOT.
- Each applicant awarded funds will sign an IGA and enter into a contract with the Colorado Department of Transportation (CDOT) to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these federal funds. CDOT will specify requirements for status reporting and reimbursement requests.
- Each awarded project sponsor will be required to attend reimbursement training (approximately 4 hours) that defines the documentation required for tracking expenses and requesting reimbursement.

- Project sponsors will be expected to work closely with Way to Go, the regional TDM brand, to identify synergies and cross-promotion opportunities.
- Each awarded project sponsor will be required to attend a post-project debrief with DRCOG staff, and to submit a final report.
- Projects must be completed within two years from the contract start date.
- Project sponsors will work with DRCOG, CDOT, RTD (as appropriate), and FHWA/FTA to ensure that the project is being implemented in accordance with federal requirements.

TRANSPORTATION DEMAND MANAGEMENT SET-ASIDE

Fiscal years 2022-2023

Steve Erickson, Communications and Marketing Director

Regional Transportation Committee, July 20, 2021

Fiscal years 2020-2023 set-aside programs

Set-aside program	Four-year DRCOG-allocated funding allocations for the 2020-2023 TIP	
Community Mobility Planning and Implementation	Small-area planning and/or transportation studies	\$2,000,000
	Small infrastructure projects	\$2,800,000
	Community Mobility Planning and Implementation total	\$4,800,000
Transportation Demand Management Services	DRCOG Way to Go program	\$8,000,000
	Seven regional transportation management association partnerships (\$100,000 a year each)	\$2,800,000
	Transportation demand management non-infrastructure projects	\$1,800,000
	Transportation Demand Management Services total	\$13,400,000

Fiscal years 2020-2023 set-aside programs

Set-aside program	Four-year DRCOG-allocated funding allocations for the 2020-2023 TIP	
Regional Transportation Operations and Technology	Traffic signals and intelligent transportation systems.	\$20,000,000
	Regional Transportation Operations and Technology total	\$20,000,000
Air Quality Improvements (Regional Air Quality Council)	Vehicle fleet technology	\$4,800,000
	Ozone outreach and education program	\$1,800,000
	Statewide Implementation Plan ozone modeling study (fiscal year 2020)	\$600,000
	Air Quality Improvements (Regional Air Quality Council) total	\$7,200,000
Human Service Transportation	Improve service and mobility options for vulnerable populations by funding underfunded and underserved trips and rolling stock expansion.	\$4,000,000
	Human Service Transportation total	\$4,000,000

TRANSPORTATION DEMAND SET ASIDE



Program purpose:

To support marketing, outreach and research projects that reduce single-occupant vehicle travel.

Program goals:

- Reduce traffic congestion.
- Improve air quality.
- Pilot new approaches to transportation demand management.
- Support healthy and active choices.
- Improve awareness and access to mobility options for people of all ages, incomes and abilities.

FUNDING AND ELIGIBILITY



\$900,000 is available for two-year projects as part of the **2022-2023 call for projects**.

Eligibility:

1. Project sponsors must be eligible to be **direct recipients of federal transportation funds**. Private, for-profit companies (such as contractors, suppliers or consultants) are **not eligible**.

FUNDING AND ELIGIBILITY (cont.)



Eligibility (cont.):

2. Project sponsors must also be in **good standing** with the State of Colorado via the [Secretary of State's business database](#).
3. All scopes of work must adhere to the federal **Surface Transportation Block Grant** program guidance.
4. Project sponsors must **pledge local matching funds** or **in-kind contributions**.

TWO-STEP APPLICATION PROCESS



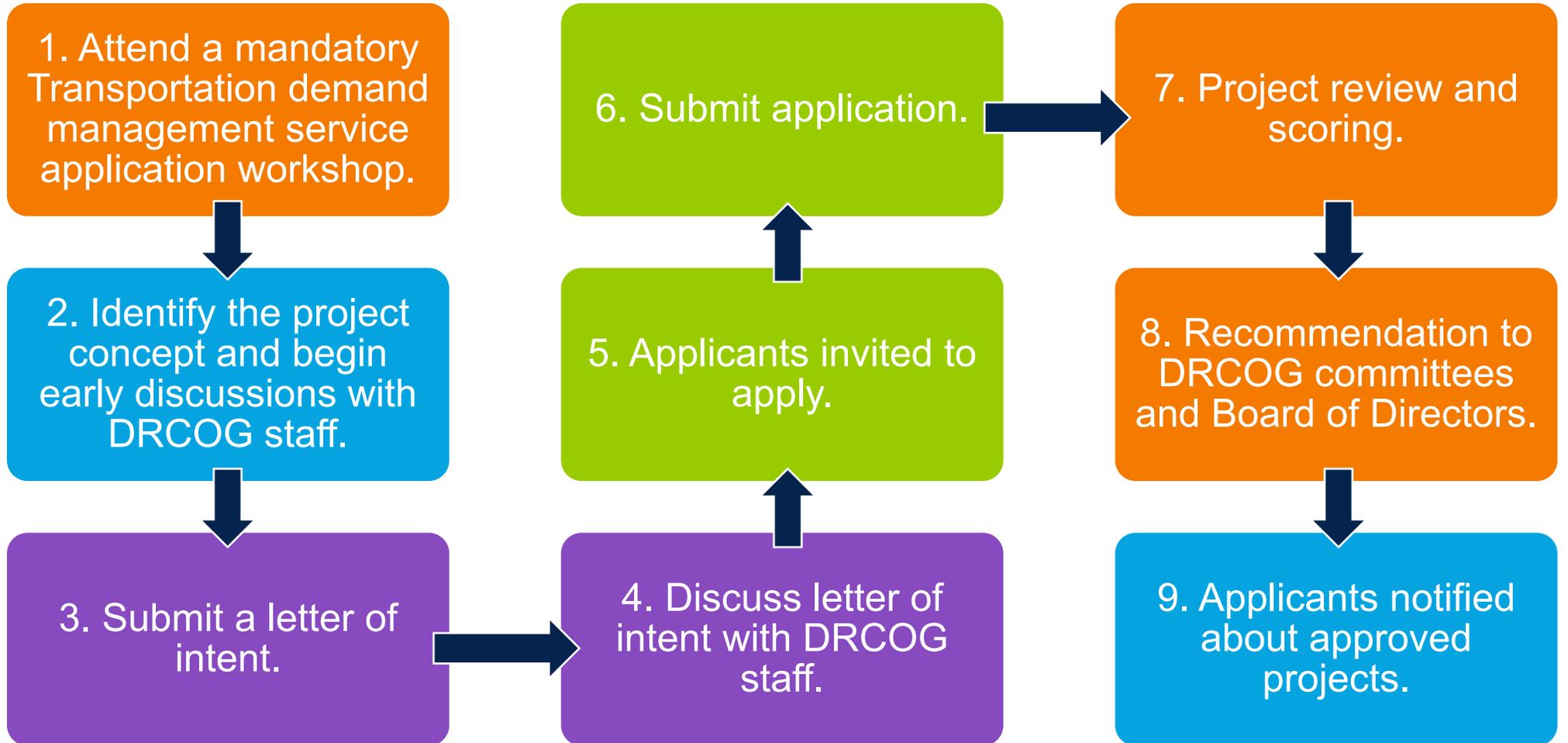
Letter of
intent

Application

APPLICATION PROCESS



Start here:



End.

PROJECT REVIEW PROCESS



1. **DRCOG review panel includes **internal** and **external stakeholders**.** Panel may include staff from DRCOG divisions:

- Communications and Marketing (Way to Go).
- Area Agency on Aging.
- Transportation Planning and Operations.
- Regional Planning and Development.

PROJECT REVIEW PROCESS (cont.)



1. **(cont.) DRCOG review panel includes internal and external stakeholders.** Panel may include external stakeholders and subject matter experts:
 - Federal Highway Administration.
 - Colorado Department of Transportation.
 - Colorado Department of Public Health and Environment.
 - Regional Air Quality Council, Regional Transportation District, other transportation demand management professionals

PROJECT REVIEW PROCESS (cont.)



2. Each member of the panel will **review the applications** and **assign points** according to the criteria based on information contained in the application (Section A).
3. In addition to review committee scoring on evaluation criteria, DRCOG will score applications based on **data-driven criteria** as shown in Section B.
4. Panel will convene to **discuss applications** and **reach consensus** on a recommended list of projects.

PROJECT REVIEW PROCESS (cont.)



5. The panel will **recommend a list of projects** to be funded through the set-aside for review and approval by **DRCOG committees** and **Board of Directors**.

CRITERIA AND WEIGHTING



Review panel scoring (75% of total):

- Vehicle miles traveled reduction.
- Level of innovation and uniqueness.
- Replicability.
- Access.
- Funding effectiveness.
- Project and applicant readiness.
- Project timing or synergy.

CRITERIA AND WEIGHTING



DRCOG data-driven scoring (25% of total):

- Short trip opportunity potential.
- Environmental justice area.
- Serves DRCOG designated urban center.
- Financial partners.
- Local match.

PROPOSED MOTION



Move to recommend to the DRCOG Board of Directors the eligibility rules and evaluation process for selecting non-infrastructure (marketing, outreach and research) projects to be funded through the Transportation Demand Management Services Set-Aside of the Fiscal Years 2020-2023 Transportation Improvement Program.



THANK YOU!
QUESTIONS?

Steve Erickson
Communications and Marketing Director
serickson@drcog.org
303-480-6716

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Josh Schwenk, Assistant Planner
jschwenk@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 20, 2021	Action	5

SUBJECT

FY2022-FY2023 Unified Planning Work Program for the Denver Region

PROPOSED ACTION/RECOMMENDATIONS

Recommend to the DRCOG Board of Directors the draft *FY2022-FY2023 Unified Planning Work Program for the Denver Region*

ACTION BY OTHERS

[June 28, 2021](#) – TAC Recommended Approval

SUMMARY

The Unified Planning Work Program (UPWP) outlines the transportation planning activities and tasks to be conducted within the region with federal transportation planning funds. The document also lists other major transportation planning activities performed by local governments and partner agencies.

The new FY2022-FY2023 UPWP outlines activities to be conducted from October 1, 2021 through September 30, 2023, and was prepared with input from CDOT, RTD, and local government staff. It represents over \$18 million in planned expenditures with over 70 deliverables.

Some key priorities over the next two years include:

- Administer the core Metropolitan Planning Organization transportation planning program and the metropolitan transportation planning process is conducted in compliance with applicable federal and state laws and regulations.
- Maintain and implement Metro Vision and the 2050 Regional Transportation Plan.
- Collect and disseminate regional bicycle facility counts.
- Prepare and adopt the FY2024-2027 Transportation Improvement Program (TIP) Policy.
- Conduct calls for projects and prepare and adopt the 2024-2027 TIP.
- Update, compile and report on the implementation of federally-required transportation performance measures.
- Maintain the regional transportation operations program and update the DRCOG Regional Intelligent Transportation Systems Architecture.
- Maintain and continue implementing the Taking Action on Regional Vision Zero Plan.
- Maintain and continue implementing the Active Transportation Plan.
- Lead/coordinate corridor plans for priority regional multimodal corridors.
- Lead/coordinate community-based transportation plans to improve mobility options for low-income and disadvantaged populations.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board the draft *FY2022-FY2023 Unified Planning Work Program* (UPWP).

ATTACHMENTS

1. [Draft *FY2022-FY2023 Unified Planning Work Program* \(UPWP\)](#)
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Josh Schwenk, Assistant Planner, at jschwenk@drcog.org.



FY 2022-2023 UNIFIED PLANNING WORK PROGRAM (UPWP)

Josh Schwenk, Assistant Planner

WHAT IS THE UPWP?



- Describes the proposed multimodal transportation planning activities to be conducted in the Denver region during FY 2022 and FY 2023 (October 1, 2021 through September 30, 2023)
- Prepared biennially to demonstrate how Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) urban transportation planning funds are spent in the region
- Management tool for scheduling, budgeting and monitoring the planning activities of DRCOG and partner agencies

CONTEXT OF UPWP DEVELOPMENT



- Federally-directed activities and tasks
 - Regional Transportation Plan
 - Transportation Improvement Program
 - Congestion Management Process
 - Air quality conformity modeling
- Federal transportation planning factors
- Metro Vision
- Metro Vision Regional Transportation Plan



OVERVIEW OF THE 2022-2023 UPWP

2020-2021 ACCOMPLISHMENTS



- Conducted three iterations of Citizens' Academy
- Adopted 2050 Metro Vision Regional Transportation Plan
- Adopted Taking Action on Regional Vision Zero
- Completed Regional Complete Streets Typologies
- Adopted FY 2022-2025 Transportation Improvement Program (TIP) and began discussions of 2024-2027 TIP
- Completed 2018 Regional Planimetric Project, 2020 Denver Regional Aerial Photography Project

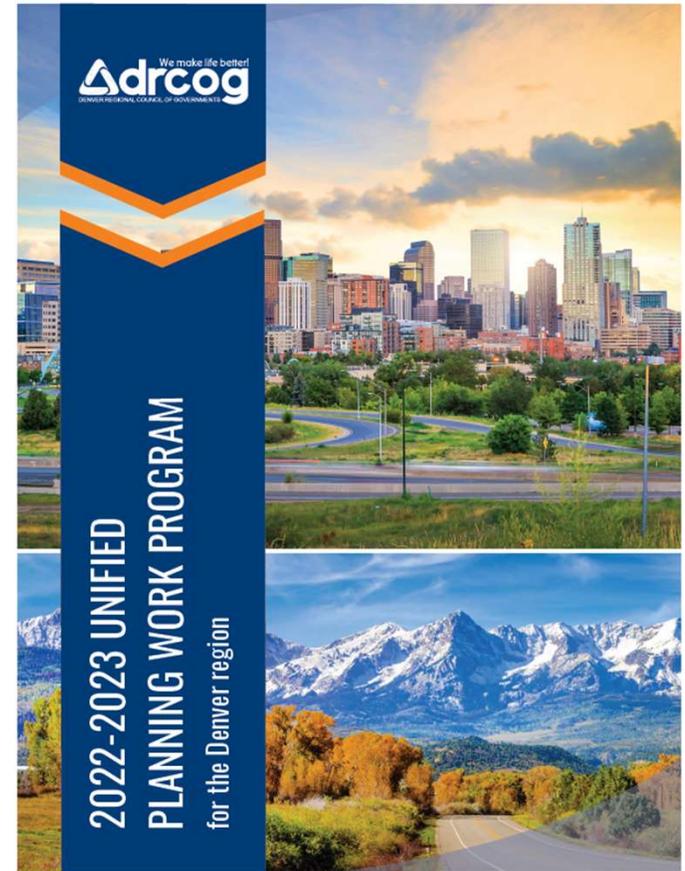
2022-2023 UPWP DOCUMENT STRUCTURE



Objective

Activity

Tasks &
Deliverables



2022-2023 UPWP DOCUMENT STRUCTURE



- Objective 1.0 – **Program Administration and Coordination** - Administer the core Metropolitan Planning Organization (MPO) transportation planning program
- Objective 2.0 – **Planning Coordination and Outreach** - Increase participation and support of the public in the planning process and engage with the transportation planning activities of partner agencies to address the transportation and development issues of the region and ensure outcomes that are consistent with Metro Vision goals and policies
- Objective 3.0 – **Long Range and Multimodal Planning** - Develop, refine, and implement the region’s long range plans – Metro Vision and the Metro Vision Regional Transportation Plan – as well as the various modal plans which help to implement their principles, to enhance and improve the quality of life in the DRCOG region
- Objective 4.0 – **Project Programming** - Identify and implement priorities within the metropolitan area by effectively developing and managing the Transportation Improvement Program
- Objective 5.0 – **Transportation Systems Operations** - Implement regional priorities through strategies to improve the safety and effectiveness of the existing transportation system, explore innovative solutions, and protect air quality
- Objective 6.0 – **Public Transportation Planning** - Plan and operate rapid transit corridors, the regional bus network, and transit facilities
- Objective 7.0 – **Planning Data and Modeling** - Acquire and maintain critical data and forecasting tools to support the region’s transportation and land use planning activities

2022-2023 UPWP HIGHLIGHTS



- Develop the Policy, hold Regional and Subregional calls for projects, and prepare the **FY 2024-2027 Transportation Improvement Program**
- Define projects and strategies to implement **2050 Metro Vision Regional Transportation Plan** program and project priorities
- Updates and implementation activities related to several of DRCOG's key planning documents:
 - **Taking Action on Regional Vision Zero**
 - **Denver Regional Active Transportation Plan**
 - **Mobility Choice Blueprint**
- Lead/coordinate **corridor plans** for priority regional multimodal corridors
- Lead/coordinate **community-based transportation plans** to improve mobility options for low-income and disadvantaged populations
- 2020 Denver Regional **Planimetric** Project, 2020 Regional **Land Cover** Project, and 2022 Denver Regional **Aerial Photography** Project



THANK YOU!
QUESTIONS?

Josh Schwenk
Assistant Planner, Transportation Planning & Operations
jschwenk@drcog.org

ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Todd Cottrell, Senior Transportation Planner
303-480-6737 or tcottrell@drcog.org.

Meeting Date	Agenda Category	Agenda Item #
July 20, 2021	Informational Briefing	6

SUBJECT

FY 20-23 Transportation Improvement Program (TIP) Dual Model process overview and FY 24-27 TIP Policy development process/schedule.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The TIP identifies all federally funded and state funded transportation projects, in addition to regionally significant non-federal projects, in the Denver region over a four-year period. Projects are selected through a cooperative process, considering submittals from local governments, CDOT, RTD, and other eligible agencies. DRCOG and its planning partners decide on a process and criteria for including projects in the TIP and awarding DRCOG-directed state and federal funds, which allows the region to set and agree upon its transportation priorities.

FY 2020-2023 TIP – Dual Model Process

In July 2018, the DRCOG Board of Directors adopted the [2020-2023 TIP Policy Document](#), which included a new method for soliciting, evaluating, and selecting DRCOG-allocated surface transportation projects, programs, and studies in FY 2020-2023. The new method became known as the dual model process.

The work involved in developing this new process spanned four years (2015-2018) and involved the efforts of local agency technical staff and elected officials, as well as DRCOG staff and partner regional, state, and federal agencies (CDOT, RTD, FHWA, FTA). Staff and elected official work groups, county-wide forums, and committees, including the TIP Policy Work Group, Transportation Advisory Committee (TAC), Regional Transportation Committee (RTC), and the DRCOG Board of Directors were engaged in shaping the process and policy.

Overall, the model provided flexibility for member governments to apply local values to the TIP process within the framework of Metro Vision and the Regional Transportation Plan (RTP). The foundation of the dual model process is its three major elements: set-aside programs, regional share, and subregional share.

After the set-aside funds were allocated off-the-top, remaining funds were split 20% to the regional share and 80% to the subregional share. Unlike previous project selection methods, project ideas and applications were discussed at each subregional forum and were submitted individually through each subregion instead of to DRCOG directly.

Regional Share

The focus of the Regional Share was to select a limited number of regional, high priority projects that played a crucial role in shaping and sustaining the future of individuals, cities, and counties in the region consistent with Metro Vision and the RTP. The emphasis was to connect communities, greatly improve mobility and access, and provide a high return on investment to the region.

The regional share call for projects contained project eligibility limitations, including the maximum federal funding request amount, minimum non-federal match, and project type/location. These parameters were adopted to reflect the intent of the regional share.

After all projects were evaluated and scored by DRCOG staff, a project review panel was convened to discuss and prioritize the eligible projects and develop a funding recommendation to the MPO committees and DRCOG Board. The project review panel consisted of one agency staff representative from each of the eight subregions, one CDOT representative, one RTD representative, and three regional subject matter experts (bicycle/pedestrian, freight, and air quality).

Subregional Share

The purpose of the subregional share was to allow for further collaboration and local values of each forum to be part of the project application and recommendation process, while maintaining the overall principles of Metro Vision and the RTP.

The 80% allocated to the Subregional Share was further proportionately targeted for planning purposes to each forum by the average of three factors (population, employment, and VMT). As compared to previous selection processes, the subregional share call for projects removed the project category limitation for applications. Applicants could submit for any federally eligible projects located on an allowable roadway system for the available funding types.

The subregional project recommendation process was coordinated by subregional transportation forums organized around county geographies. Each applicant submitted their application(s) to their forum. Forum members scored, discussed, prioritized, and recommended projects to the MPO committees and DRCOG Board. Forums also had the option to request to have DRCOG staff score their projects instead.

TIP Focus Area(s)

The dual model process identified three focus areas to guide transportation investments:

- Improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)
- Increase reliability of the existing multimodal transportation network
- Improve transportation safety and security

FY 2024-2027 TIP Policy Development Process

The next four-year TIP will be for FY 2024-2027. The first step to create the next TIP is to develop the FY 2024-2027 TIP Policy. Attached are the anticipated topics and schedule that staff intends for discussion, review, or action to incorporate into the draft FY 2024-2027 TIP Policy for final action by the Board. Staff anticipates the Policy will be considered for adoption in January 2022.

Discussion topics have been identified through a review of the FY 2020-2023 TIP process and feedback from partner agencies, local government staff, and the DRCOG Board of Directors. Details of those reviews are included in the [2020-2023 Transportation Improvement Program Dual Model Analysis Whitepaper](#). A great majority of the feedback collected throughout the post-2020-2023 TIP cycle review process showed the change from the previous TIP process to the dual model process was successful and generally continues to be supported by those involved from DRCOG, local governments, and partner and federal agencies.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Draft TIP Policy development topics and schedule
2. Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell at 303-480-6737 or tcottrell@drcog.org.

2024-2027 TIP Schedule (as of July 2021)

	2021										2022												2023			
	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
TIP Policy Document																										
Dual Model Overview				X																						
Regional Share/Panel				X	X																					
Regional/Subregional Funding Split				X	X																					
Project Scoring (Roles, Method)								X																		
Project Readiness								X																		
Submitting for Regional/Subregional								X																		
Cancelled Projects by Sponsor								X																		
Project Delays								X																		
Minimum Project Size								X																		
Subregional Breakdown Formula								X																		
Incorporating DRCOG Plans									X	x																
Focus Areas					R			X	x																	
TIP Set-Asides								X	x																	
Draft Application																										
Draft Policy Document																										

	2021										2022												2023			
	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
Calls for Projects, Recommendations, and Action																										
Regional Share Call for Projects																										
R.S. Application Review (staff/panel)																										
Regional Rec/Action																										
Subregional Share Call for Projects																										
Subregional Review/Rec. by Forums																										
Subregional Rec/Action																										
Staff Prepares Draft TIP																										
Public Hearing Draft TIP Released																										
Draft 2024-2027 TIP - Public Hearing																										
2024-2027 TIP Adoption																										

- TAC/TAC Work Session Board Work Session O
- Activity DRCOG Board X
- Board Retreat R

20-23 TIP Dual Model Overview and 24-27 TIP Development Schedule

Regional Transportation Committee
July 20, 2021

Todd Cottrell

NEW SELECTION PROCESS



- Started with the 2020-2023 TIP cycle
- Centralized vs. Decentralized
- Dual Model Foundational Elements
 - Set-Asides
 - Forums
 - Funding split/select targets (Regional and Subregional Share)
 - TIP Focus Areas

TRANSPORTATION FORUMS



- County and all incorporated areas within
- Each member has a vote
- Open to the public
- Life beyond the TIP process

REGIONAL SHARE



- 20% of funding, after Set-Asides are taken off the top
- Goal: limited number of regional, high priority projects
- Project eligibility limits
 - Funding request, minimum match, project type/location
- DRCOG scores, panel reviews and recommends

SUBREGIONAL SHARE



- 80% of funding, then further targeted
- Goal: Implement MV and RTP, but inject local values
- Limited eligibility rules
 - Federally-eligible, allowable roadway system
- Forums score, review, and recommend

TIP FOCUS AREAS



- Guide investments
 - Mobility for vulnerable populations
 - Reliability
 - Safety/Security
- Not a project eligibility component

APPLICATION, SCORING, AND PROJECT TYPES



- Changed from quantitative to qualitative
- 100-point scale to H-M-L (3-2-1)
- Removed requirement to submit within certain project types

2024-2027 TIP Schedule (as of July 2021)

	2021										2022												2023			
	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
TIP Policy Document																										
Dual Model Overview				X																						
Regional Share/Panel				X	X																					
Regional/Subregional Funding Split				X	X																					
Project Scoring (Roles, Method)								X																		
Project Readiness								X																		
Submitting for Regional/Subregional								X																		
Cancelled Projects by Sponsor								X																		
Project Delays								X																		
Minimum Project Size								X																		
Subregional Breakdown Formula								X																		
Incorporating DRCOG Plans										X	x															
Focus Areas						R				X	x															
TIP Set-Asides										X	x															
Draft Application																										
Draft Policy Document																						X				

	2021										2022												2023			
	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
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TAC/TAC Work Session	■	Board Work Session	O
Activity	■	DRCOG Board	X
		Board Retreat	R



QUESTIONS?