

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, June 22, 2020

1:30 p.m.

VIDEO/WEB CONFERENCE

Denver, CO

1. Call to Order
2. Public Comment
3. May 18, 2020 TAC 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

INFORMATIONAL BRIEFINGS

6. Status of Regional Data Acquisition Projects
(Attachment D) Ashley Summers
7. 2020-2023 Transportation Improvement Program COVID-19 Impacts
(Attachment E) Ron Papsdorf

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
 - Urban Arterials update
 - AMP Working Group update
9. Next Meeting – July 27, 2020
10. Adjournment



ATTACH A

ATTACHMENT A

MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE
Monday, May 18, 2020
Note: Meeting held virtually via GoToMeeting

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Jeff Dankenbring	Arapahoe County – City of Centennial
Bryan Weimer	Arapahoe County
Sarah Grant	Broomfield, City and County
Phil Greenwald	Boulder County – City of Longmont
Kent Moorman (Chair)	Adams County – City of Thornton
Eileen Yazzie	Denver, City and County
David Gaspers	Denver, City and County
Ron Papsdorf	Denver Regional Council of Governments
Chris Hudson (Alternate)	Douglas County-Town of Parker
Art Griffith	Douglas County
Tim Hester	Aviation
Andrea LaRew	Business
Carson Priest	TDM/Nonmotorized
Rick Pilgrim	Environmental
Paul Jesaitis	CDOT Region 1
Jim Eussen (Alternate)	CDOT Region 4
Tim Kirby (Alternate)	CDOT – DTD
David Krutsinger	CDOT – DTR
Amanda Brimmer (Alternate)	Regional Air Quality Council
Stephen Strohming	Non-MPO Area
Carol Buchanan	DRMAC
Steve Durian (Vice Chair)	Jefferson County
Debra Baskett	Jefferson County – City of Westminster
Bill Sirois (Alternate)	Regional Transportation District
Bill Haas (Ex Officio)	Federal Highway Administration
Kristin Kenyon (Ex Officio)	Federal Transit Administration

OTHERS PRESENT:

Christopher Montoya (Alternate)	Adams County – City of Brighton
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Lisa Nguyen (Alternate)	Aviation
Alex Hyde-Wright (Alternate)	Boulder County
Eugene Howard (Alternate)	Denver, City and County
Douglas Rex (Alternate)	Denver Regional Council of Governments
Tom Reiff (Alternate)	Douglas County-City of Castle Rock
Aaron Bustow (Ex Officio)	Federal Highway Administration
Ken Johnstone (Alternate)	Jefferson County – City of Wheat Ridge

Public: Fabien Vivier, DIA; Julie George, Marissa Gaughan, Jamie Grim, Danny Herrmann, Jordan Rudel, Jan Rowe, Moira Moon, Karen Schneiders, CDOT; Chris Chovan, Adams County; Benjamin Pierce, Douglas County; Jessica Wang, Public Citizen

DRCOG staff: Jacob Riger, Robert Spotts, Steve Cook, Beth Doliboa, Matthew Helfant, Melinda Stevens, Emily Lindsey, Sang Gu Lee, Brad Calvert, Todd Cottrell, Alvan-Bidal Sanchez, Andy Taylor, Lawrence Tilong, Flo Raitano, Lisa Houde

Call to Order

Chair Kent Moorman called the meeting to order at 1:31 p.m.

Public Comment

There was no public comment.

Summary of the April 27, 2020 meeting

The summary was accepted.

ACTION ITEMS

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

Todd Cottrell explained the amendments 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. The TIP project to be amended is:

- **2018-103: 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

Bryan Weimer MOVED to recommend to the Regional Transportation Committee the attached amendment to the 2020-2023 Transportation Improvement Program (TIP). The motion was seconded and passed unanimously.

INFORMATIONAL BRIEFING

Next steps for developing the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)

Jacob Riger, Alvan-Bidal Sanchez, and Lisa Houde explained proposed next steps to the committee. At the March and April TAC meetings, DRCOG staff presented results and implications from the testing of several conceptual 2050 transportation and land use scenarios. Staff also introduced initial, work-in-progress revenue tables that are part of building the 2050 financial plan. To capstone the discussion on this item, staff proposed a work session in early June to collaboratively discuss each topic with the goal of defining specific next steps to advance the 2050 MVRTP planning process. Topics that were presented to the committee were:

- Past/Ongoing Public Engagement
 - Phil Greenwald commented that he hopes that there will be a greater focus on maintenance. He stated that all transportation staff are aware of how hard it is to convince the public that maintenance is a necessity, but he hopes it can be brought to light more in present and future public engagement.
- Major Project Types/Categories
- Project Identification/Solicitation
 - Tim Kirby wanted to know why CDOT's limit of proposed candidate projects was set at 15 and what the thought process is behind it. Jacob explained that if 10 candidate projects was used as the baseline for the forums, then 15 seemed reasonable for CDOT. That said, the proposed number of candidate projects per forum and for CDOT were starting points for further conversation. Tim Kirby also emphasized CDOT's concerns with the proposed process in terms of how CDOT-funded projects would be evaluated by DRCOG and how CDOT funding allocations would be included in the 2050 MVRTP based on this proposed process.
- Project Evaluation
 - Jacob said staff's proposed is to use a qualitative evaluation, especially if the number of candidate projects to be evaluated increases. Members were asked to participate in a

- Mentimeter activity, listing the pros and cons of using a qualitative vs. quantitative evaluation process.
- Eileen Yazzie commented that she felt an overarching framework was missing to connect the scenarios analysis with the proposed project solicitation and evaluation process.
- Initial Revenue Tables
 - There were comments and questions about how maintenance and other specific expenditure categories were included. DRCOG staff explained that these initial revenue calculations are only part of the overall financial plan that will also consider specific project and project category expenditures.

Throughout the presentation, members were asked to participate in various polls via Mentimeter to provide feedback to each given topic. Those results are attached to this meeting summary.

2020-2023 Transportation Improvement Program COVID-19 Impacts

Ron Papsdorf gave a very brief overview of this item and requested this topic be included on the June TAC agenda given time constraints today; the Chair agreed.

Federal Planning Certification Review and Request for Comments

Ron Papsdorf provided a brief explanation on the process to the committee. FHWA and FTA are required to certify, every four years, that the transportation planning process in urbanized areas over 200,000 population complies with Federal requirements. The last Certification Review for DRCOG was completed in 2016. FHWA and FTA welcome the public and stakeholders to share their views on the transportation planning process conducted in the Denver metropolitan area. Aaron Bustow (FHWA) and Kristin Kenyon (FTA) requested that any comments be submitted by the end of June 2020.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

Carson Priest provided an update from the Advanced Mobility Partnership (AMP) working group to the committee. Mr. Priest stated The AMP did not meet as a whole group, but met at three separate steering committees titled: Data and Data Sharing, Shared Mobility, and System Operations.

Eileen Yazzie requested that there be an update on the upcoming CDOT-DRCOG urban arterials funding call at the next TAC meeting.

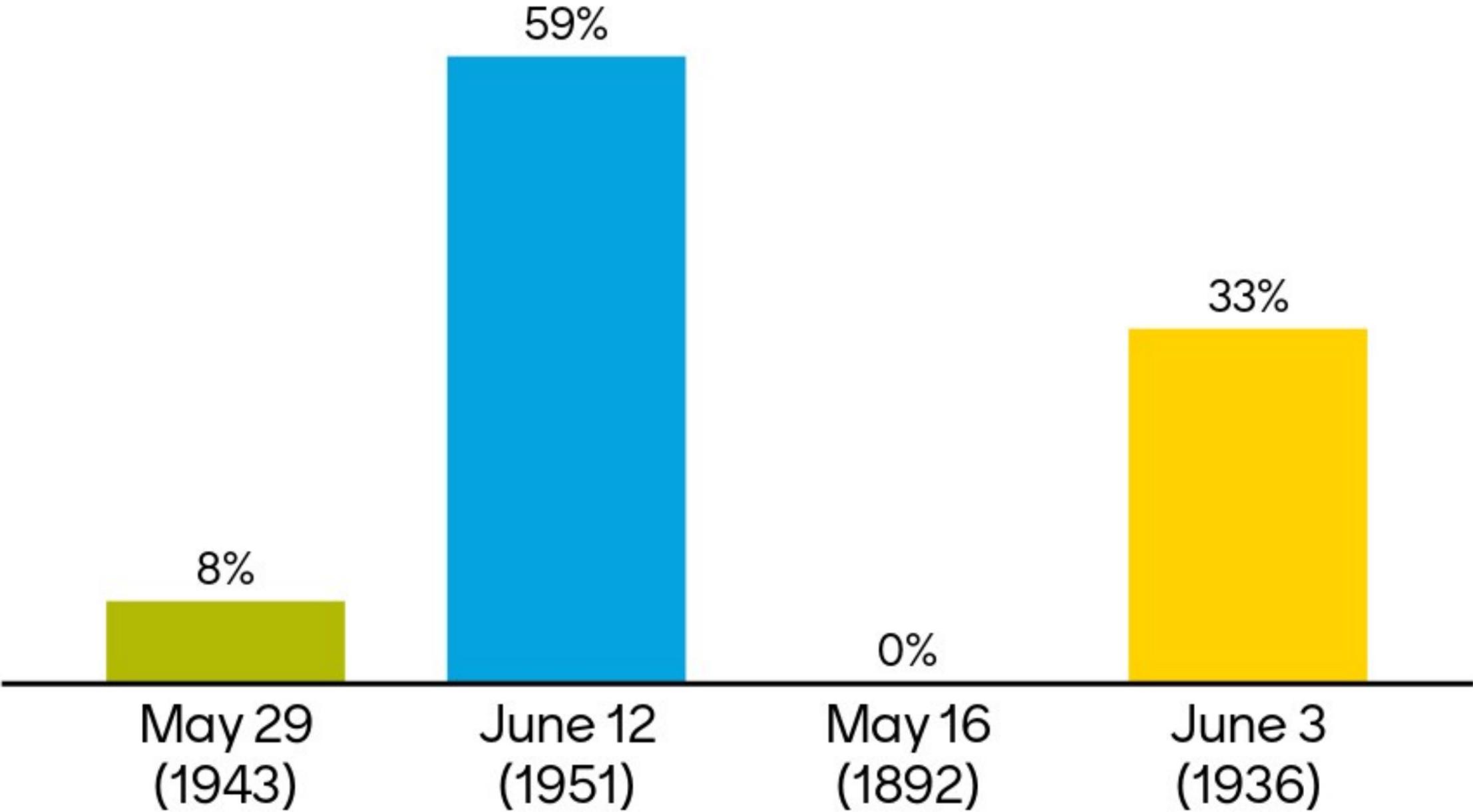
Next Regular Meeting – June 22, 2020 (one or more interim work sessions to be scheduled)

There were no comments from members. The meeting adjourned at 3:54 p.m.

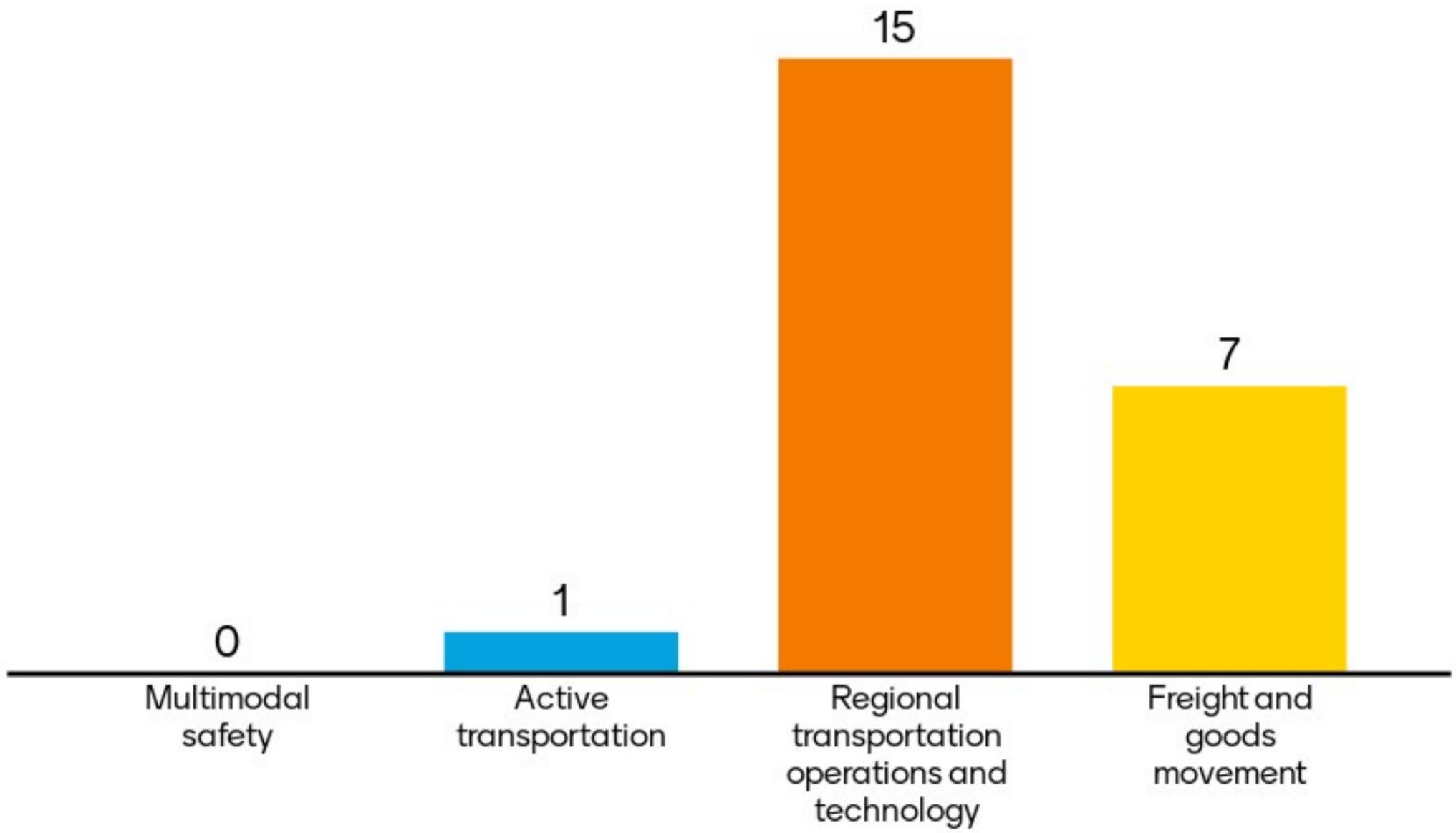
In what state (or country) did you grow up?



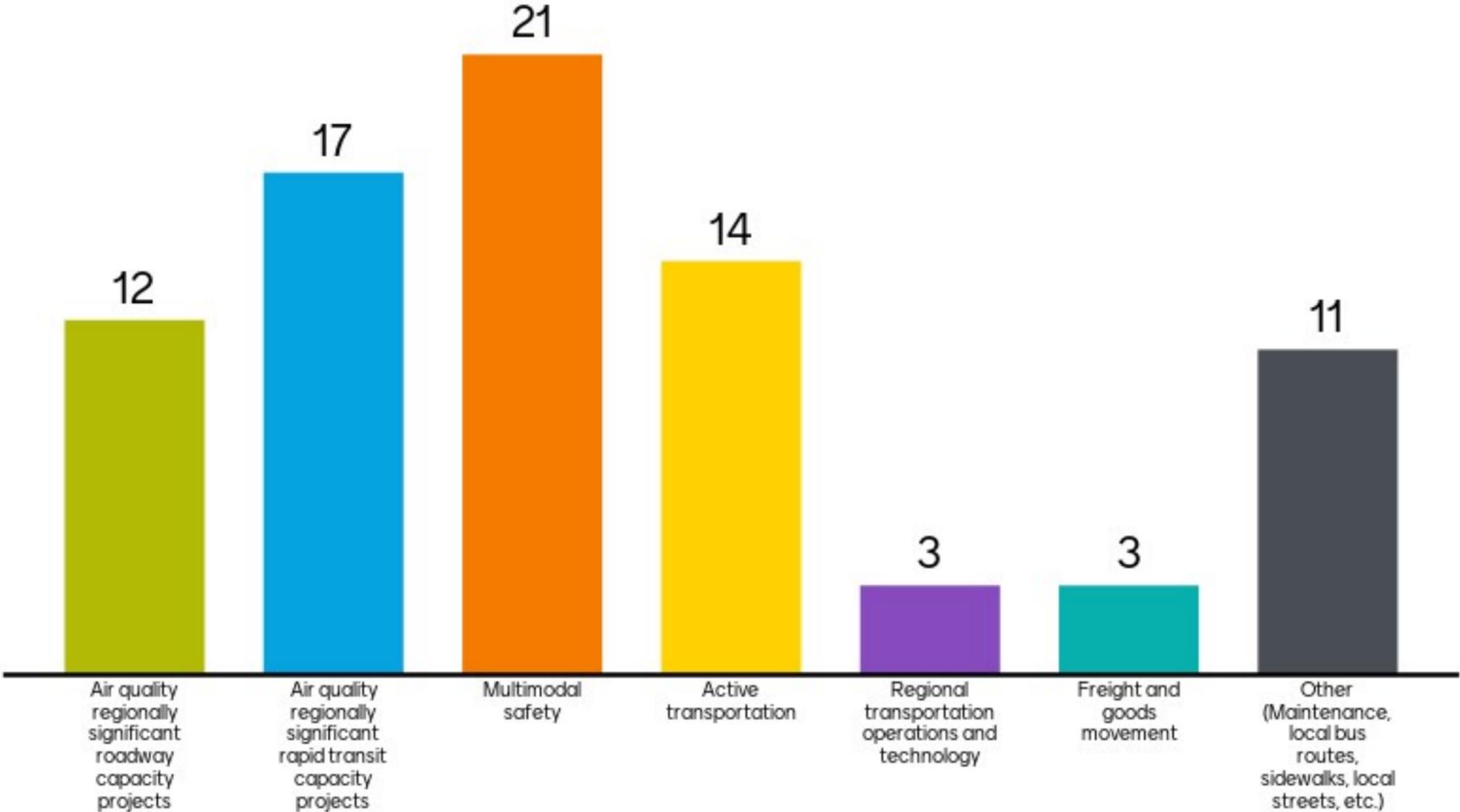
What is the latest snow ever recorded in Denver?



Are there any of these project types/categories that you do NOT think should be included? (Select any that apply)



Are there project types that you think should receive greater emphasis in the plan? Choose 3.



Are there any project types missing that you think could better reflect the region's priorities? What are they?

capacity expansion

Transit operations

Transit and shared mobility

Urban freeway removal

Maintain exiting infrastructure

First and last 3 to 5 miles

Reducing parking

Asset Management

Mobility



Are there any project types missing that you think could better reflect the region's priorities? What are they?

Transit operations

Low-income housing near transit

Human Services Transportation

First/last mile, Mobility, Transit operations

Transit, shared mobility, Gulches and Teails

Shared Mobility

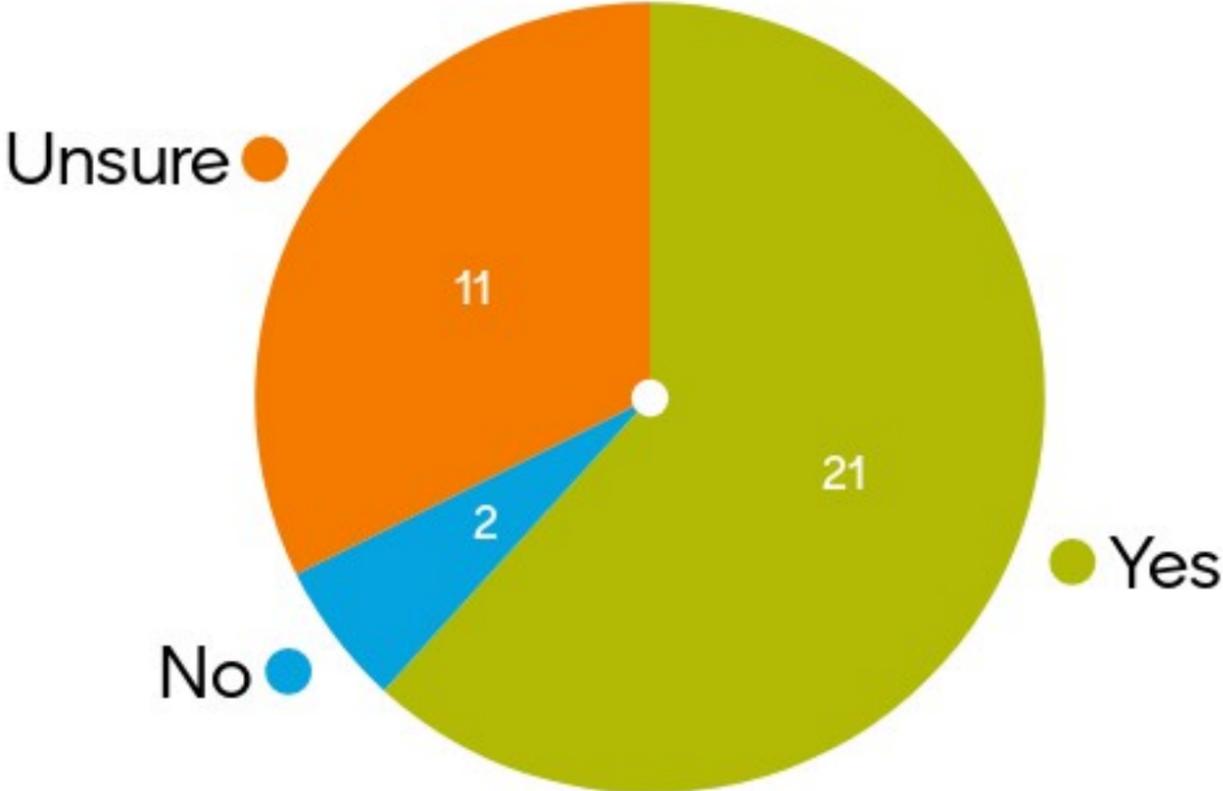
Regional transportation operations coirdination

Overall safety not just multi safety

Commute options/telework



Do you support using the county transportation forums to solicit candidate projects?



What might the benefits be to using a qualitative evaluation?

Maintain focus on vision for projects beyond TIP

Able to have more conceptual projects

Not all project benefits can be assigned a number

First level screening without too much effort

Perhaps easier to consider factors that don't easily translate to quantitative measures

Ease of evaluation

Better regional outcomes

Outcomes better tied to Metto Bision

Better way to evaluate overall results



What might the benefits be to using a qualitative evaluation?

More projects in line with regional goals

Easier to eval across project categories

Not being able to tie the project benefits to how it is moving the needle for regional goals

Linkage to MetroVision objectives through a logical process

Alignment of local priorities with metro vision

Mode shift

Does it make sense to do qualitative evaluations now or make more sense later



Are there any downsides to using a qualitative evaluation?

Harder to defend results/decisions

Process likely to be messy

you need both

Can be more subjective

Will hide vast differences in projects, less objective

Need to have clear criteria.

Less reliant on data

Political influence

Hard to connect with true performance based planning (ideally, a data driven process). Hard to ensure a clear, fair process.



Are there any downsides to using a qualitative evaluation?

How can you evaluate Air Quality qualitatively?

Harder to have a rationale to make the difficult choices for decision makers

Not fiscally constrained could lead to less realistic outcomes

Should this be done later when it can be more objective than subjective

All of the above

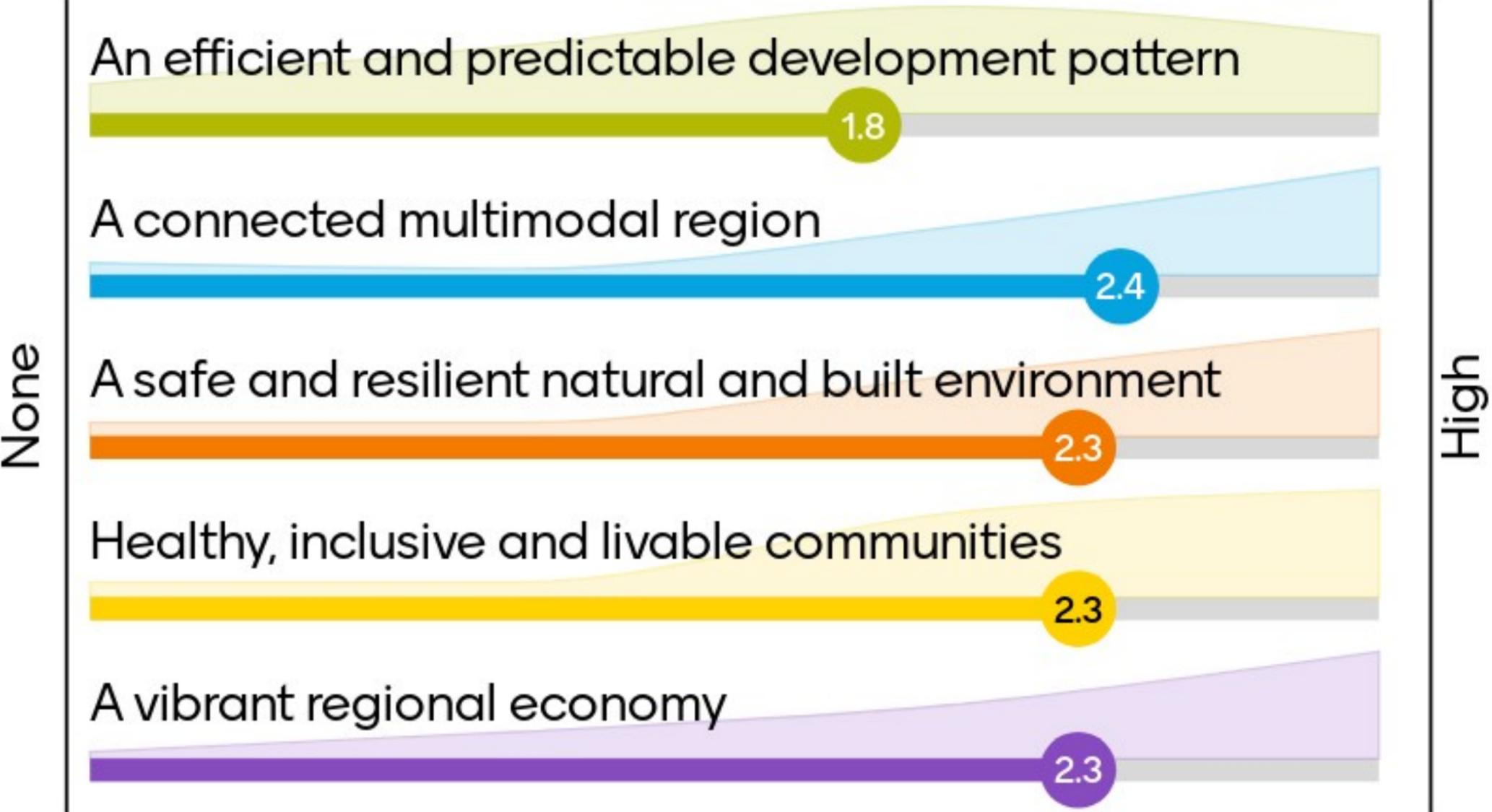
Better to have no h

Could be subjective so criteria is needed

It will become a horse trade



How much weight do you think each of the Metro Vision themes should have in a qualitative evaluation?



ATTACH B

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
June 22, 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

N/A

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 technical amendment is the subject of the June 17th [public hearing](#) and includes the following documents:

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

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

[April 27, 2020 TAC Meeting](#) – Briefing on proposed technical amendment.

PROPOSED MOTION

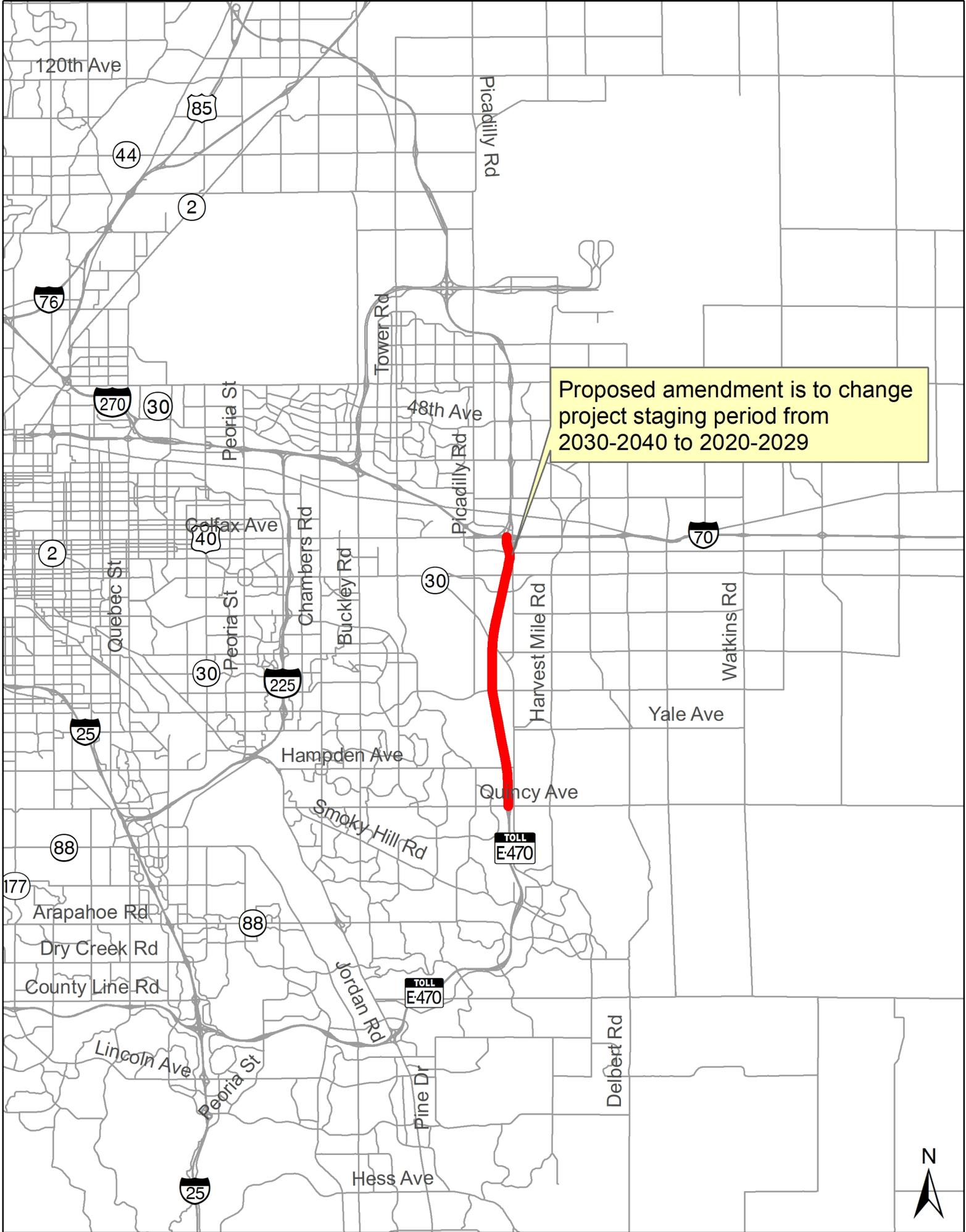
Move to recommend to the Regional Transportation Committee the amended 2040 Metro Vision Regional Transportation Plan and associated DRCOG CO and PM-10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination.

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 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 Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
June 22, 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

N/A

SUMMARY

At the May 18th TAC meeting and June 8th and 15th TAC work sessions, DRCOG staff presented several proposed next steps for developing the 2050 MVRTP including the overall planning framework, major project eligibility, solicitation, evaluation, and related topics. Based on the feedback and input received during these three meetings, this memo documents the revised proposed next steps staff will ask TAC to endorse at its June 22nd meeting.

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 FCRTTP? 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 FCRTTP.
- Projects that have completed or are in the federal project development (NEPA) process will be included in the 2050 FCRTTP.
- Projects funded for NEPA and/or construction in the 2020-2023 TIP will be included in the 2050 FCRTTP.
- 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 regional funding in the 2050 FCRTTP.
- Projects for which no activities have yet occurred are also eligible to compete for regional funding in the 2050 FCRTTP.
- Locally funded projects within the 2040 FCRTTP meeting the above guidelines are also eligible to compete for regional funding in the 2050 FCRTTP.

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 June 22nd TAC meeting and seek endorsement for review by the Regional Transportation Committee and DRCOG Board.

PREVIOUS DISCUSSIONS/ACTIONS

TAC – [March 25, 2019](#)
[June 24, 2019](#)
[September 23, 2019](#)
[October 28, 2019](#)
[December 9, 2019](#)
[January 27, 2020](#)
[March 23, 2020](#)
[April 27, 2020](#)
[May 18, 2020](#)
[June 8, 2020 Work Session](#)
[June 15, 2020 Work Session](#)

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee 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
4. June 8, 2020 TAC Work Session Summary
5. June 15, 2020 TAC Work Session Summary

ADDITIONAL INFORMATION

Transportation Advisory Committee

June 22, 2020

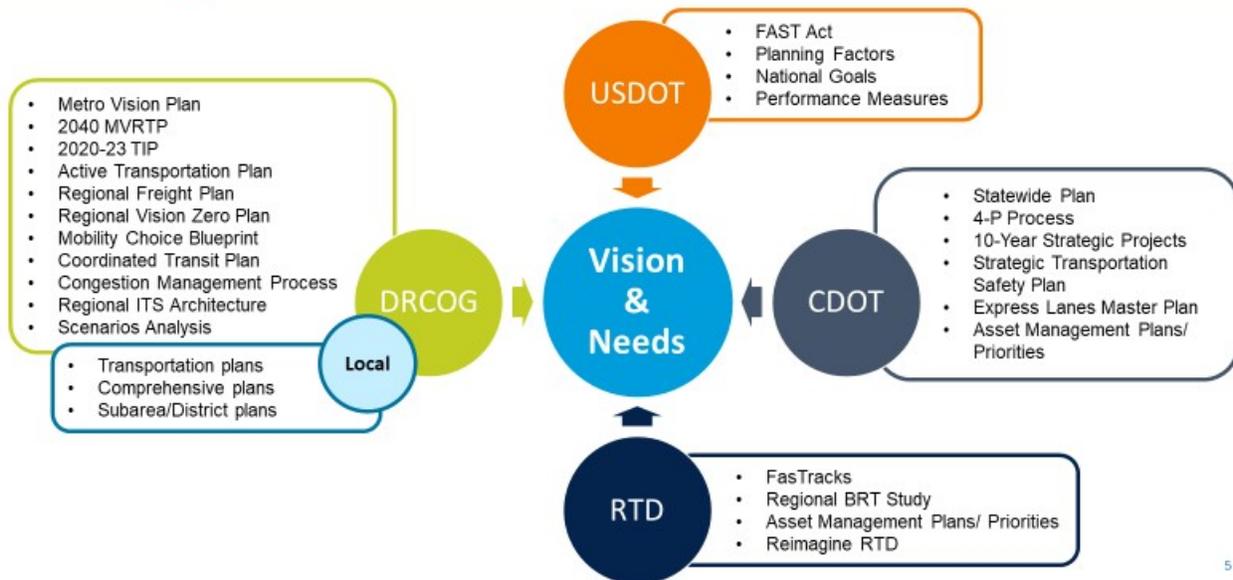
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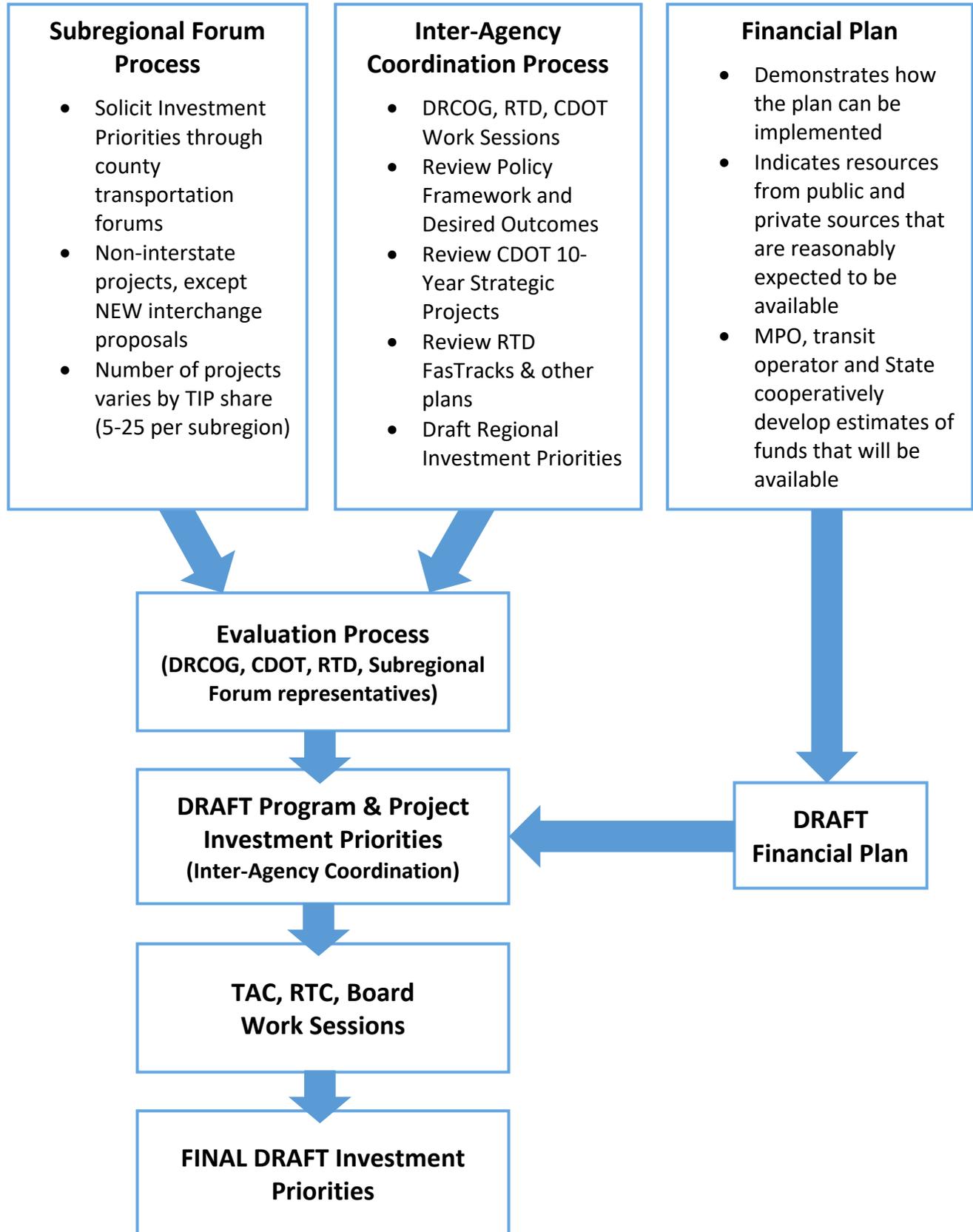
Attachment 1 - DRCOG 2050 Fiscally Constrained RTP Investments Priorities Process – DRAFT

	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

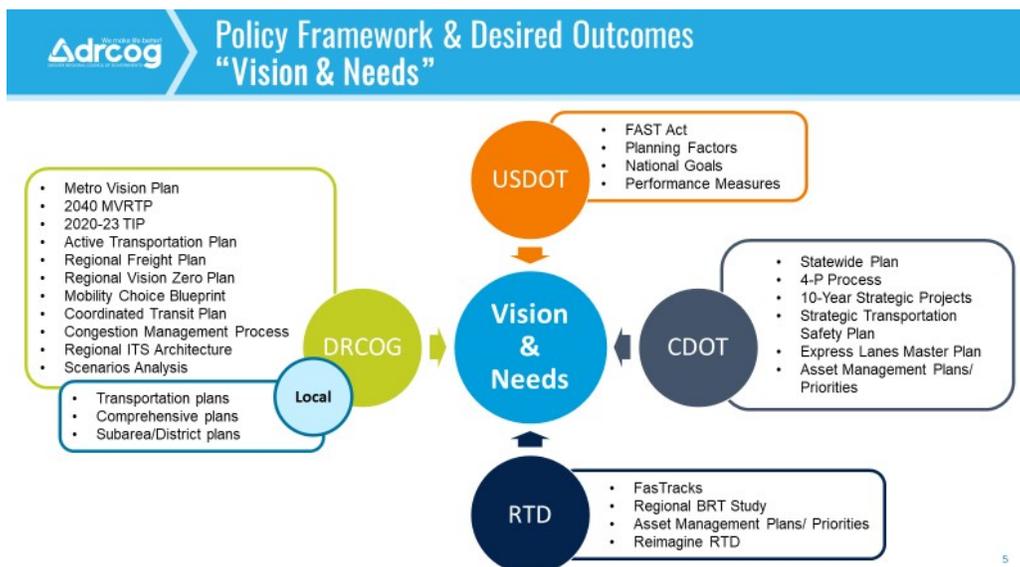


Attachment 2

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



Transportation Advisory
Committee Meeting
June 22, 2020

2050 Metro Vision Regional Transportation Plan

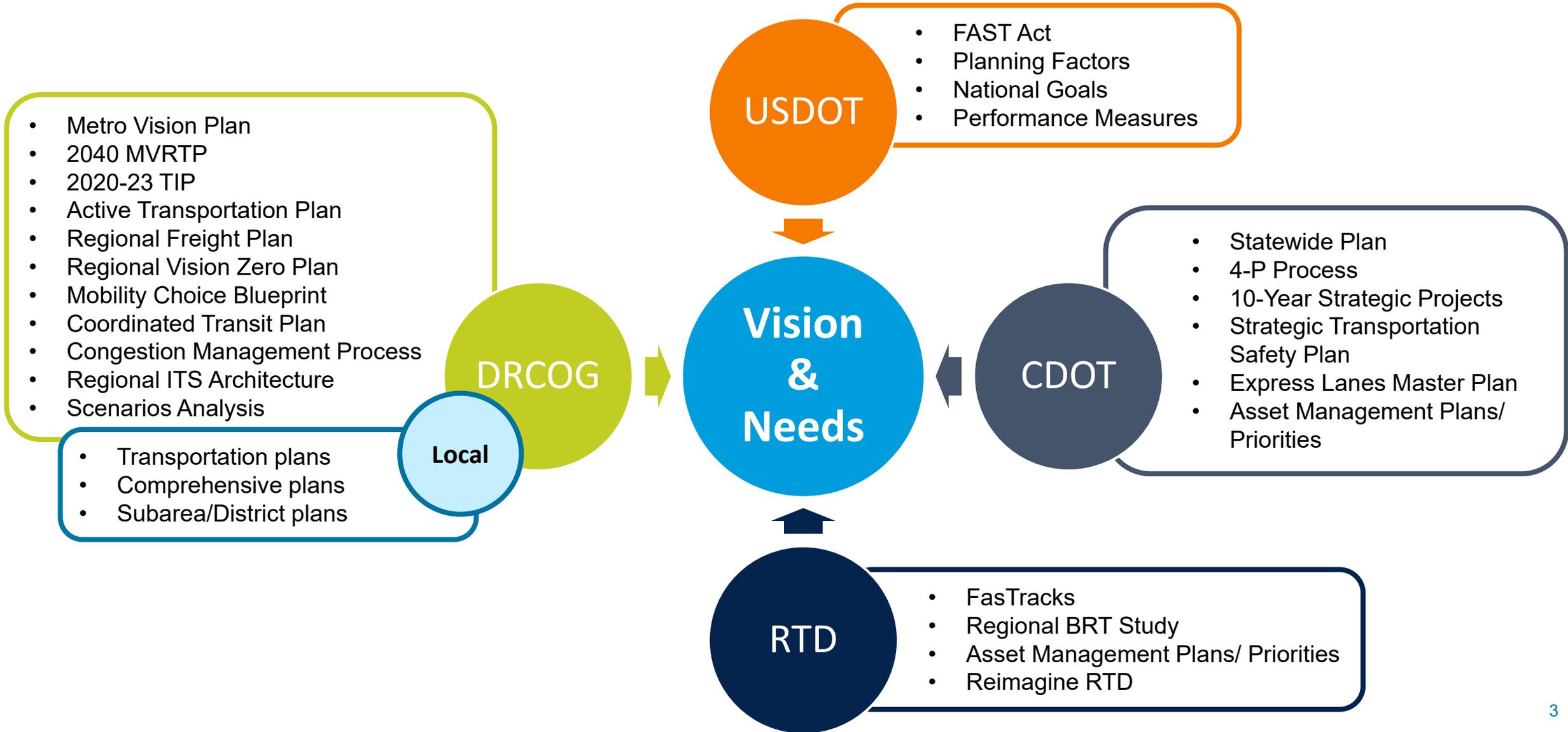
Proposed Investment Priorities Framework

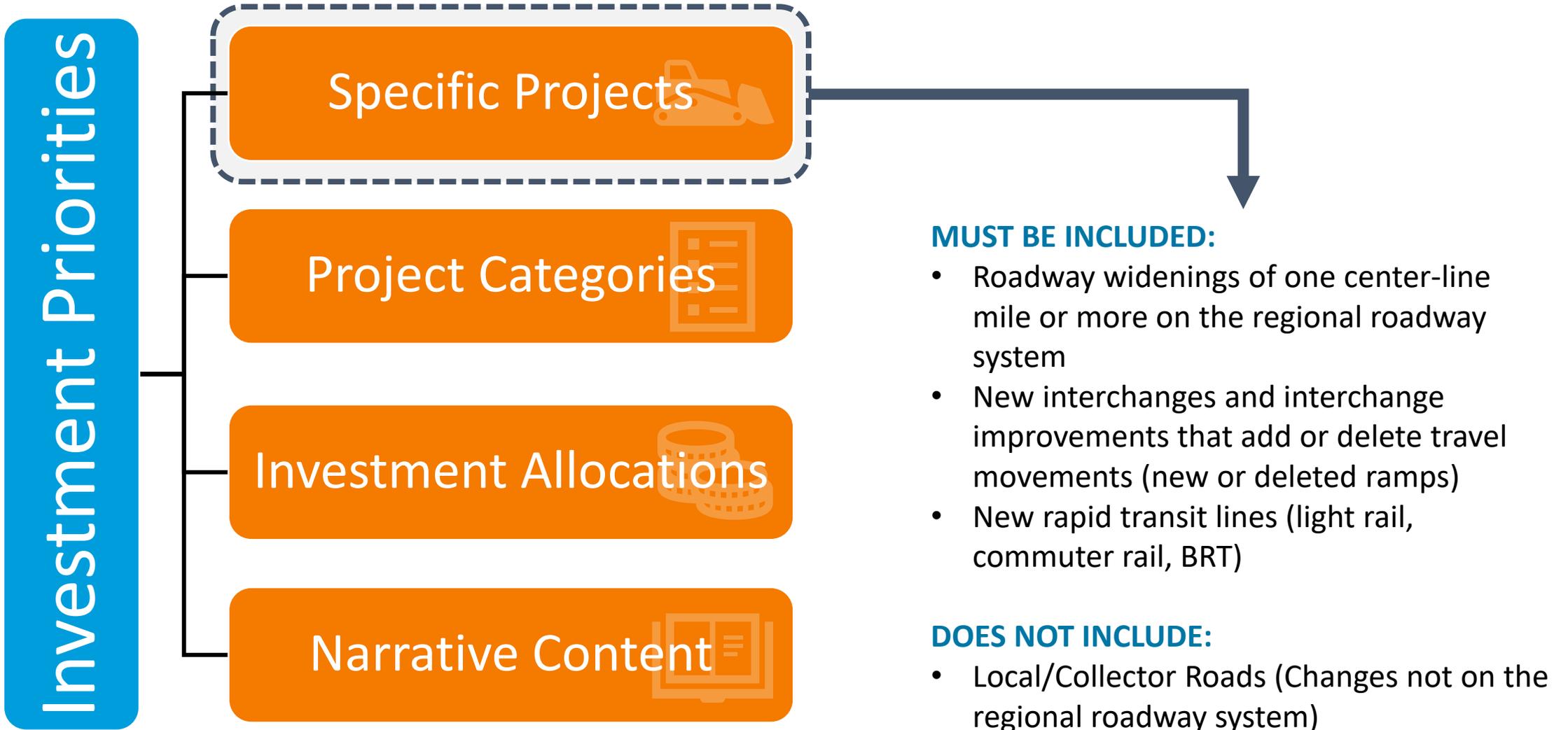


- **Discussed over three meetings:**
 - May 18th TAC meeting
 - June 8th TAC work session
 - June 15th TAC work session
- **Primary discussion topics:**
 - Overall planning framework (“Policy Framework & Desired Outcomes”)
 - Investment priority project types & eligibility
 - Candidate project solicitation process
 - Candidate project evaluation process

Policy Framework & Desired Outcomes

“Vision & Needs”





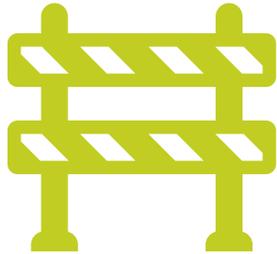


Current 2040 MVRTP Projects



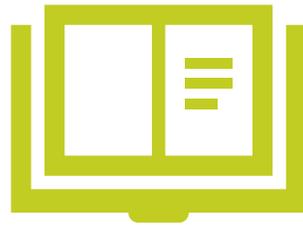
**Projects
to be
Complete
by 2021**

**NO NEED TO
INCLUDE**

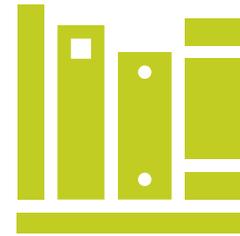


**Projects
Under
CONST or
in NEPA**

**WILL BE
AUTOMATICALLY
INCLUDED**



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



**Projects
Planning for
Pre-NEPA
Studies**

**CAN BE SUBMITTED
FOR EVALUATION**

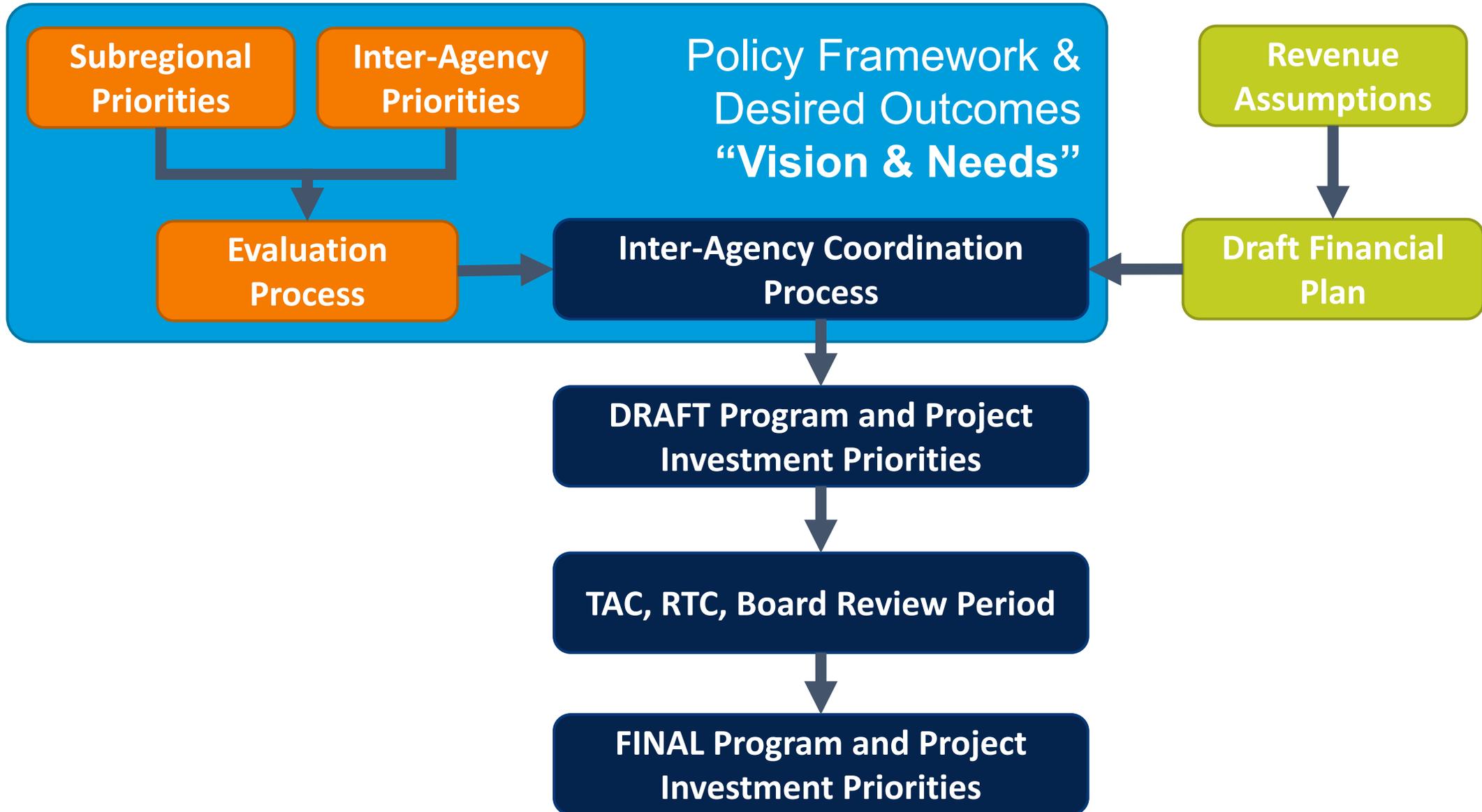


**Other 2040
Projects**

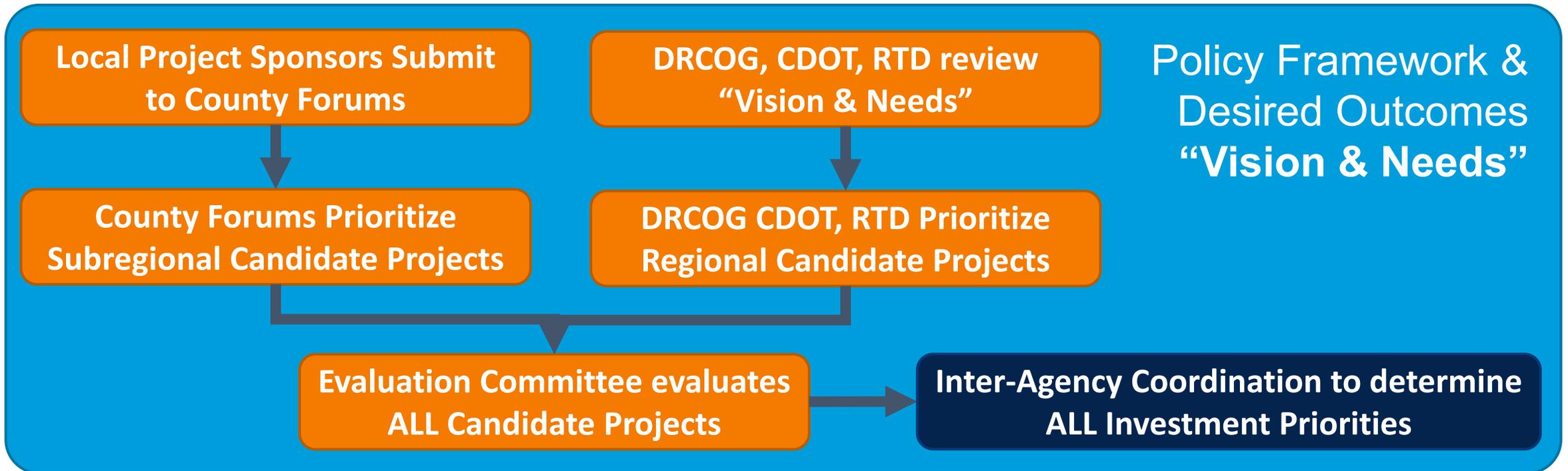


**Locally
Funded
Projects**

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 the region as determined by DRCOG, CDOT, and RTD.

- DRCOG, RTD, CDOT Work Sessions
- Review Policy Framework and Desired Outcomes
- Focus on Interstate, US/State Highway, and Rapid Transit projects

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 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**

Total: 115 Candidate Project Submittals

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

- **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 Plan Objectives

- **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

TAC Endorsement on
Investment/
Solicitation/
Evaluation
Framework

RTC/Board
Endorsement on
Investment/
Solicitation/Evaluation
Framework

Financial Plan
Development

TAC Endorsement of
FCRTP Networks to
model

RTC/Board
Endorsement of FCRTP
Networks to model

JUNE

JULY

AUG

SEPT

OCT

Solicit Subregional
Priorities
+
Determine Interagency
(CDOT, RTD, DRCOG)
Priorities

Evaluate Investment
Priorities
(TAC work sessions)

MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE
WORK SESSION

Monday, June 08, 2020

Note: Meeting held virtually via GoToMeeting

MEMBERS & ALTERNATES PRESENT:

Jeff Dankenbring	Arapahoe County – City of Centennial
Bryan Weimer	Arapahoe County
Brook Svoboda	Adams County – City of Northglenn
Sarah Grant	Broomfield, City and County
Megan Davis	Boulder County – City of Louisville
Phil Greenwald	Boulder County – City of Longmont
Kent Moorman (Chair)	Adams County – City of Thornton
Eileen Yazzie	Denver, City and County
Justin Begley (Alternate)	Denver, City and County
David Gaspers	Denver, City and County
Ron Papsdorf	Denver Regional Council of Governments
John Cotten	Douglas County – City of Lone Tree
Chris Hudson (Alternate)	Douglas County-Town of Parker
Art Griffith	Douglas County
Andrea LaRew	Business
Carson Priest	TDM/Nonmotorized
Rick Pilgrim	Environmental
Paul Jesaitis	CDOT Region 1
David Krutsinger	CDOT – DTR
Brodie Ayers (Alternate)	CDOT – DTR
Stephen Strohming	Non-MPO Area
Frederick Rollenhagen (Alternate)	Non-MPO Area
Carol Buchanan	DRMAC
Hank Braaksma	Seniors' Resource Center
Steve Durian (Vice Chair)	Jefferson County
Debra Baskett	Jefferson County – City of Westminster
Mike Whiteaker (Alternate)	Jefferson County – City of Lakewood
Bill Sirois (Alternate)	Regional Transportation District
Brodie Ayers	CDOT - DTR
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Lisa Nguyen (Alternate)	Aviation
Alex Hyde-Wright (Alternate)	Boulder County
Eugene Howard (Alternate)	Denver, City and County
Tom Reiff (Alternate)	Douglas County-City of Castle Rock
Aaron Bustow (Ex Officio)	Federal Highway Administration
Ken Johnstone (Alternate)	Jefferson County – City of Wheat Ridge

Public: George Hohlacov, DIA; Jim Katzer, Arapahoe County; Ryan Billings, Melanie Choquette
Denver; Benjamin Pierce, Douglas County; Evan Pinkham, Weld County

DRCOG staff: Jacob Riger, Robert Spotts, Steve Cook, Beth Doliboa, Sang Gu Lee, Brad Calvert,
Alvan-Bidal Sanchez, Andy Taylor,

Call to Order

Chair Kent Moorman called the session to order at 1:31 p.m.

Public Comment

There was no public comment.

Discussion on the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)

Jacob Riger explained the next steps for developing the 2050 MVRTP to the committee. At the May TAC meeting, DRCOG staff presented several specific proposed next steps for developing the 2050 MVRTP addressing project eligibility, solicitation, and evaluation. Staff used the feedback to refine the “next steps” concepts for further discussion. The revised concepts and Mentimeter results from the May TAC meeting were explained and illustrated. Highlights of the revised concepts were:

- Investment Priorities
 - Policy Framework and Desired Outcomes
 - This framework is comprised of the various plans, priorities and studies identified by USDOT, DRCOG, CDOT, and RTD. As DRCOG is comprised of local member governments, local plans and priorities are also reflected in DRCOG plans, studies, and priorities. It represents the region’s major multimodal transportation vision, needs, and priorities. It also informed the development of the 2050 transportation and land use scenarios and proposed to inform the regional investment priorities to develop the 2050 MVRTP.
- Solicitation of Regional Investment Priorities
 - Regional investment priorities are expressed in the RTP as specific projects, project categories, financial plan investment allocations, narrative content, etc. In soliciting priorities, DRCOG staff sought specific projects to competitively evaluate for inclusion in the 2050 Fiscally Constrained RTP.
 - A dual track process is proposed to solicit and reflect priorities at the subregional level (local municipalities and counties) and respect the priorities and needs of the major planning partners in the region (CDOT and RTD).
 - A key point of further discussion at the June 15, 2020 TAC Work Session is the role of the subregion’s in the solicitation process. It is not DRCOG staff’s intent to burden the subregional forums with additional processes.
- Evaluation of Regional Investment Priorities
 - Based on feedback from the May TAC meeting, DRCOG staff proposed reducing the number of objectives to be used (focusing on the Metro Vision Plan’s most applicable primary objectives), and to weight the objectives equally.
 - A discussion point for further discussion at the June 15, 2020 TAC Work Session is more detail on how the specific projects will be evaluated.

Next Session – June 15, 2020

There were no comments from members. The meeting adjourned at 3:00 p.m.

MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE
WORK SESSION
Monday, June 15, 2020
Note: Meeting held virtually via GoToMeeting

MEMBERS & ALTERNATES PRESENT:

Jeff Dankenbring	Arapahoe County – City of Centennial
Bryan Weimer	Arapahoe County
Sarah Grant	Broomfield, City and County
Megan Davis	Boulder County – City of Louisville
Phil Greenwald	Boulder County – City of Longmont
Kent Moorman (Chair)	Adams County – City of Thornton
Eileen Yazzie	Denver, City and County
Justin Begley (Alternate)	Denver, City and County
David Gaspers	Denver, City and County
Ron Papsdorf	Denver Regional Council of Governments
John Cotten	Douglas County – City of Lone Tree
Art Griffith	Douglas County
Andrea LaRew	Business
Carson Priest	TDM/Nonmotorized
Paul Jesaitis	CDOT Region 1
Rebecca White	CDOT – DTD
Tim Kirby	CDOT – DTD
David Krutsinger	CDOT – DTR
Frederick Rollenhagen (Alternate)	Non-MPO Area
Carol Buchanan	DRMAC
Amanda Brimmer (Alternate)	Regional Air Quality Council
Steve Durian (Vice Chair)	Jefferson County
Debra Baskett	Jefferson County – City of Westminster
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Lisa Nguyen (Alternate)	Aviation
Alex Hyde-Wright (Alternate)	Boulder County
Eugene Howard (Alternate)	Denver, City and County
Tom Reiff (Alternate)	Douglas County-City of Castle Rock
Aaron Bustow (Ex Officio)	Federal Highway Administration

Public: George Hohlacov, DEN; Jim Katzer, Arapahoe County; Herman Stockinger, Jordan Rudel, CDOT; Daniel Hutton, Denver South EDP; Benjamin Pierce, Lauren Pulver, Douglas County; Chris Quinn, RTD; Evan Pinkham, Weld County

DRCOG staff: Jacob Riger, Robert Spotts, Steve Cook, Brad Calvert, Alvan-Bidal Sanchez

Call to Order

Chair Kent Moorman called the session to order at 1:31 p.m.

Public Comment

There was no public comment.

Discussion on the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)

Jacob Riger explained revised next steps for developing the 2050 MVRTP to the committee. After the June 8 TAC work session, there seemed to be consensus regarding overall framework, project eligibility, and project solicitation topics. The June 15 TAC work session focused on the proposed project evaluation process.

DRCOG staff proposed to solicit regional investment priority candidate projects through the county transportation forums and qualitatively evaluate them using the Metro Vision Plan transportation-related primary objectives and federally required FAST Act performance measures. Candidate projects would be evaluated via a committee comprised of DRCOG, CDOT, RTD, and a representative from each county transportation forum. The Inter-Agency Coordination Process would use those outcomes, along with the Draft Financial Plan and the broader Policy Framework 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.

Art Griffith and Eileen Yazzie requested that RTD and CDOT identify baseline information so that project sponsors and county transportation forums could use this information to identify and prioritize candidate projects. This baseline information would be grounded in the plans, studies, and priorities identified in the Policy Framework and Desired Outcomes.

Rebecca White and Paul Jesaitis expressed CDOT's continued concern about the proposed process in terms of implications for projects to be funded with CDOT-directed revenues. Ron Papsdorf responded that the "dual-track" project solicitation and evaluation process was proposed specifically in response to CDOT's concerns to reflect the needs and priorities of both CDOT and RTD in the MVRTP, and that federal regulations and DRCOG's planning framework documents all specify DRCOG's federal charge to lead the planning process, as well as how the three primary agencies work together in that process.

Eileen Yazzie was concerned about there being enough time in the timeline to address all concerns and wondered if the timeline could be extended. Jacob Riger stated that the timeline is based on the federally required deadline to adopt the 2050 MVRTP by spring 2021. That said, he and Ron Papsdorf clarified that the schedule includes opportunities for TAC work sessions (and RTC and Board meetings) to collaborate across agencies as draft project priorities are identified and refined.

Next TAC Meeting – June 22, 2020

There were no comments from members. The meeting adjourned at 2:47 p.m.

ATTACH D

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Ashley Summers, Information Systems Manager, Regional Planning and Development
(303) 480-6746 or asummers@drcog.org

Meeting Date	Agenda Category	Agenda Item #
June 22, 2020	Informational Briefing	6

SUBJECT

Status of regional data acquisition projects DRCOG facilitates on behalf of local governments and other partners.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG facilitates projects to collect and develop foundational datasets such as aerial imagery, lidar (elevation data), planimetric data (features of the built environment), and land cover data (classifications of the landscape). At the direction of local governments and other public partners, we are pursuing ambitious plans for our 2020/21 projects and are currently mitigating several challenges.

Current projects

The 2020 imagery and lidar projects are underway. DRCOG has been facilitating a biennial imagery project since 2002. Lidar collections are pursued less frequently due to expense and have not been done regionally since 2013.

Imagery collection for the 2020 project was delayed due to poor weather and ground conditions as well as DIA-imposed airspace closures. Final deliveries may be delayed by one month, although mitigation efforts – such as increasing production staff and streamlining upcoming quality control and order processes – are currently being pursued with the vendor and 49 project partners.

Lidar flights are still in progress, with approximately 40% of the project area collected. While there is still considerable work to do to create the final deliverables, this project has already experienced success. In addition to being a collaboration of 31 local partners and the Colorado Water Development Board, DRCOG is partnering with the U.S. Geological Survey (USGS). Through a Broad Agency Announcement (BAA) Award, USGS is funding 40% of the \$1.4 million project, managing the acquisition and performing quality control on behalf of DRCOG and our partners.

A notable challenge during the last quarter has been the COVID-19 pandemic, which has left many of our partners with uncertainties related to their budgets. DRCOG staff have worked closely with the partners to discuss flexible options to allow continued participation. Critical funding partners have reaffirmed their commitments to support both the imagery and lidar projects, so production is continuing as planned.

Upcoming projects

In 2021, the imagery and lidar data will be used as inputs to develop additional data sets for partners, including planimetric features and land cover data. A subset of partners recently reviewed responses to a request for proposals and recommended

preferred vendors. DRCOG's regional data acquisition projects require solicitation well in advance of project initiation to finalize project details and fundraise. Quotes for participation were sent to prospective partners in April and are intended to inform their internal budgeting process.

Due to the COVID-19 emergency, securing adequate funding for 2021 planimetric and land cover data projects may be challenging. As with all of data acquisition projects, DRCOG is exploring options to bring new funding partners to the table and payment options that maximize flexibility. DRCOG is currently pursuing promising leads to supplement local government contributions to the land cover project with funding from the state, as well as contributions from land conservation organizations. Due to the proven usefulness of the planimetric data, DRCOG is prioritizing the planimetric project for fundraising and encourages partners to do the same when creating their budgets.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Ashley Summers, Information Systems Manager, Regional Planning and Development at 303-480-6746 or asummers@drcog.org.



Regional Data Acquisition Projects: Update

Presented by:
Ashley Summers

June 2020





What is DRCOG's role in data acquisitions?

DRCOG facilitates data acquisition projects on behalf of and at the direction of member governments and local partners in the region.

Our role includes:

- **Providing partners with cost-savings** through vendor management and negotiation;
- **Meeting your business needs** by incorporating local requirements into a regional project; and
- **Supporting regional collaboration** by delivering high-quality, foundational products that support the collective work of a wide array of partners.



How do partners use our data products?

Imagery (2020)

- Base map for web and print
- Change detection

Lidar (2020)

- Construction site plans
- Drainage assessments

Planimetric data (2021)

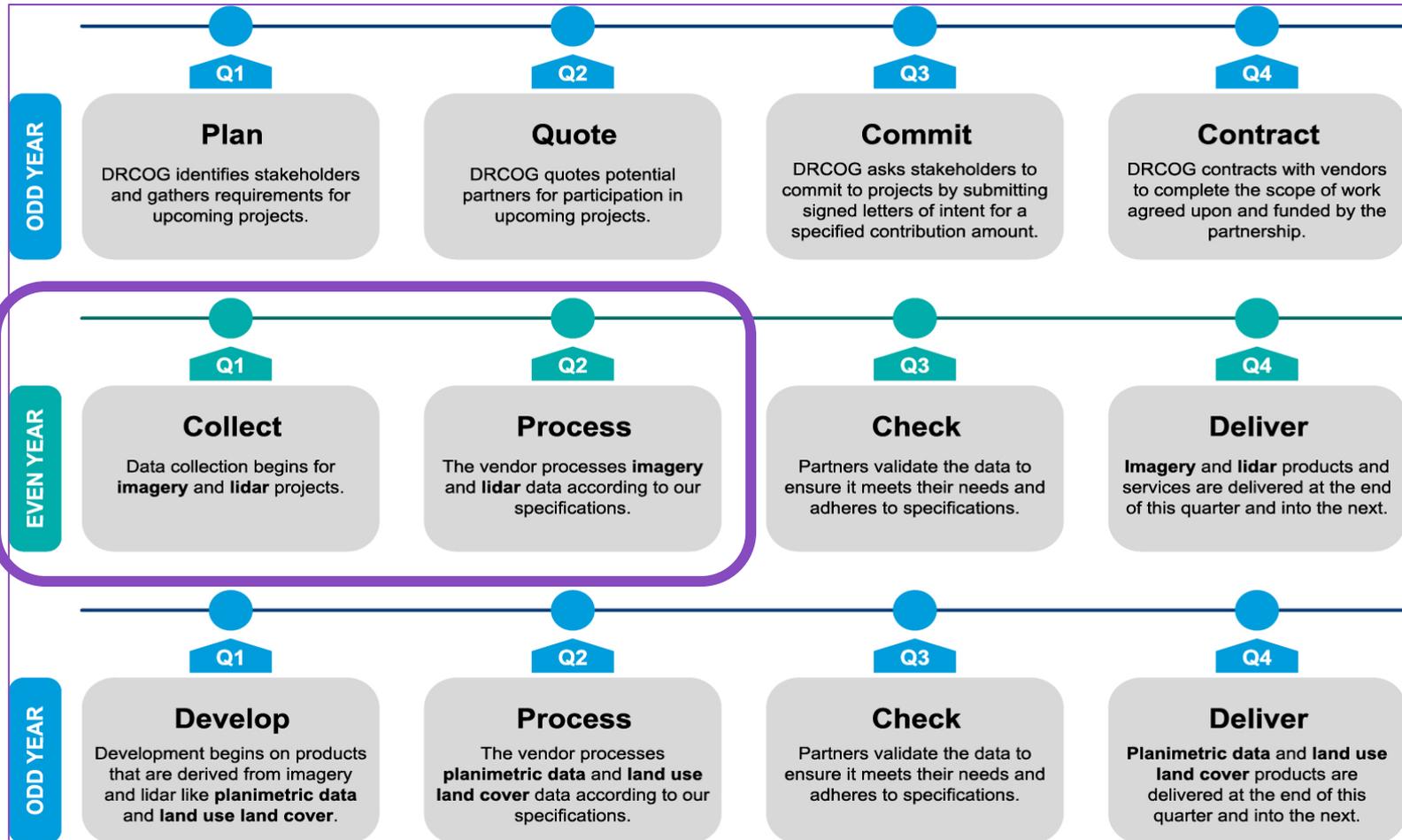
- Emergency response plans
- Asset management

Landcover (2021)

- Tree canopy assessment
- Tracking urban growth

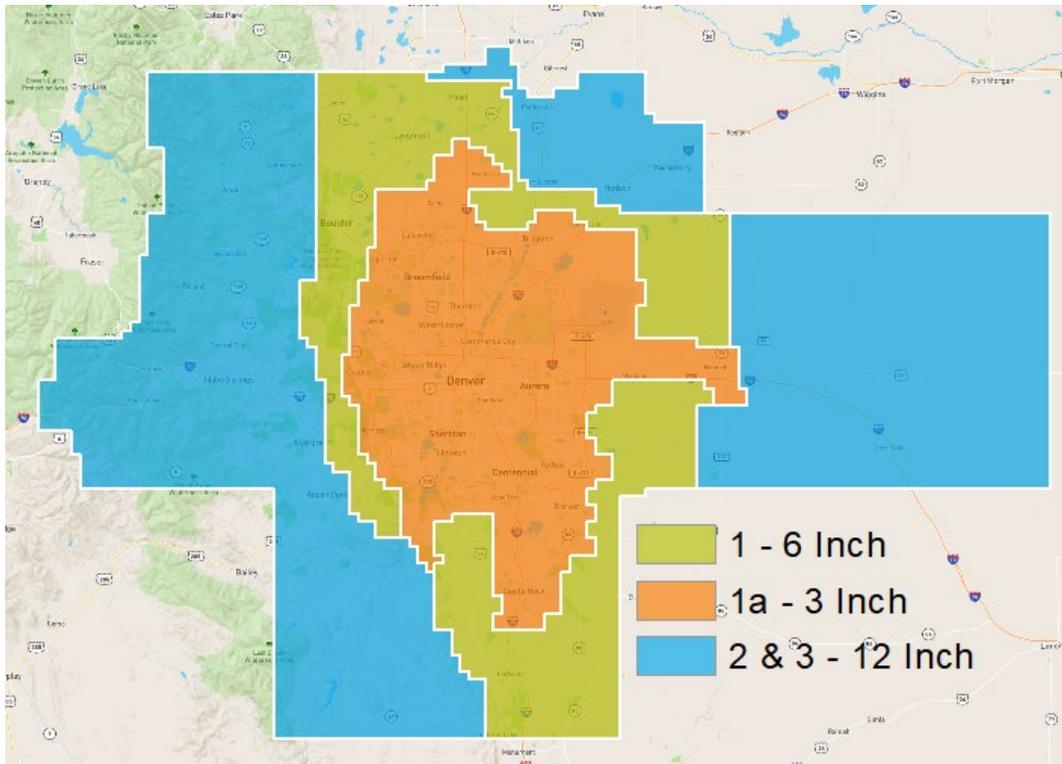


High-level schedule





Imagery project details



Approximately 6,000 square miles of collection:

- four-band orthoimagery
- snow-free and leaf-off
- meets American Society for Photogrammetry and Remote Sensing positional accuracy standards for mapping and geographic information systems work
- independent quality control provided by partners



What is the status of the imagery collection?

Status

- Spring flights were completed about 3 weeks late.
- Summer flights have not started yet.
- A one-month delay in final deliveries is currently expected.

Challenges:

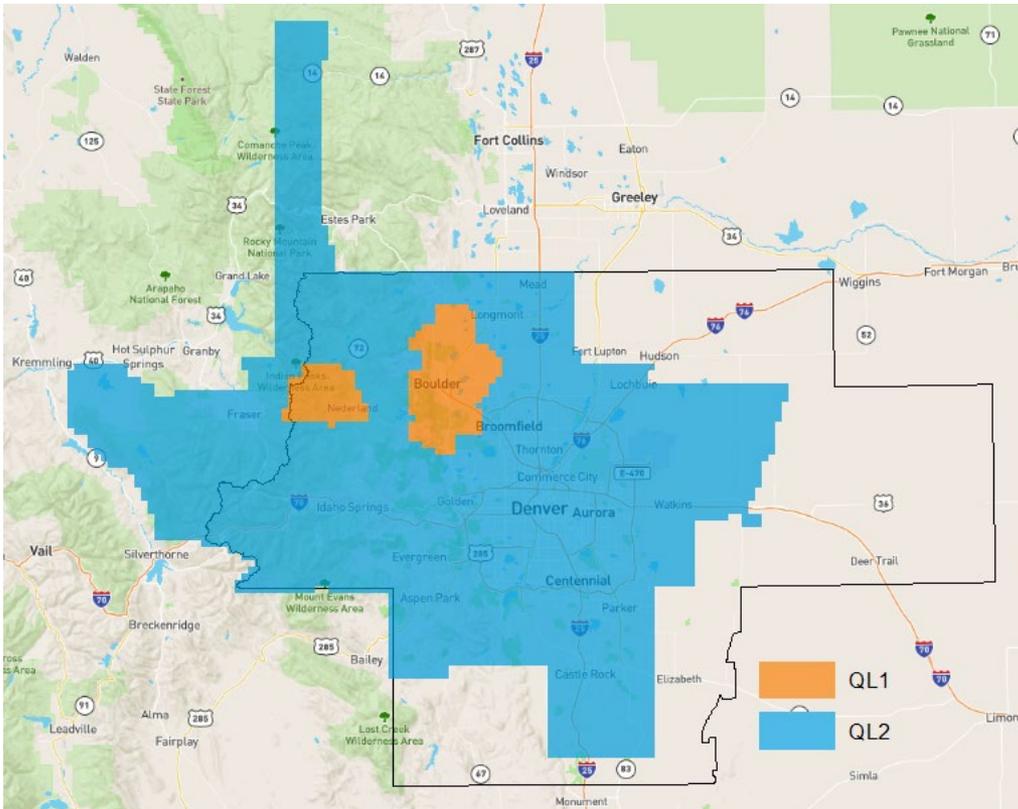
- February and early March conditions were poor due to snow cover throughout the project area.
- For 11 days in late March/early April, DIA closed airspace.
- Turbulent air in April meant shorter missions and more re-flights than usual.

Mitigation strategies:

- Adding resources for data processing and quality control;
- Streamlining time-consuming components like custom ordering; and
- Offering discounted subscriptions to Nearmap imagery (frequently updated for the metro area).



Lidar project details



Approximately 5,000 square miles of collection.

Deliverables, captured according to [U.S. Geological Survey Lidar Base Specifications](#):

- classified lidar point cloud: quality level 2 and quality level 1
- bare-earth digital elevation model
- first return intensity raster
- breaklines
- Federal Geographic Data Committee metadata
- 1-foot and 2-foot machine-generated contours ←add-on



What is the status of the lidar collection?

Status

- Lidar collection is approximately 40% complete.

Challenges

- Delays with USGS paperwork*
- Budget uncertainties among partners due to COVID-19 response.

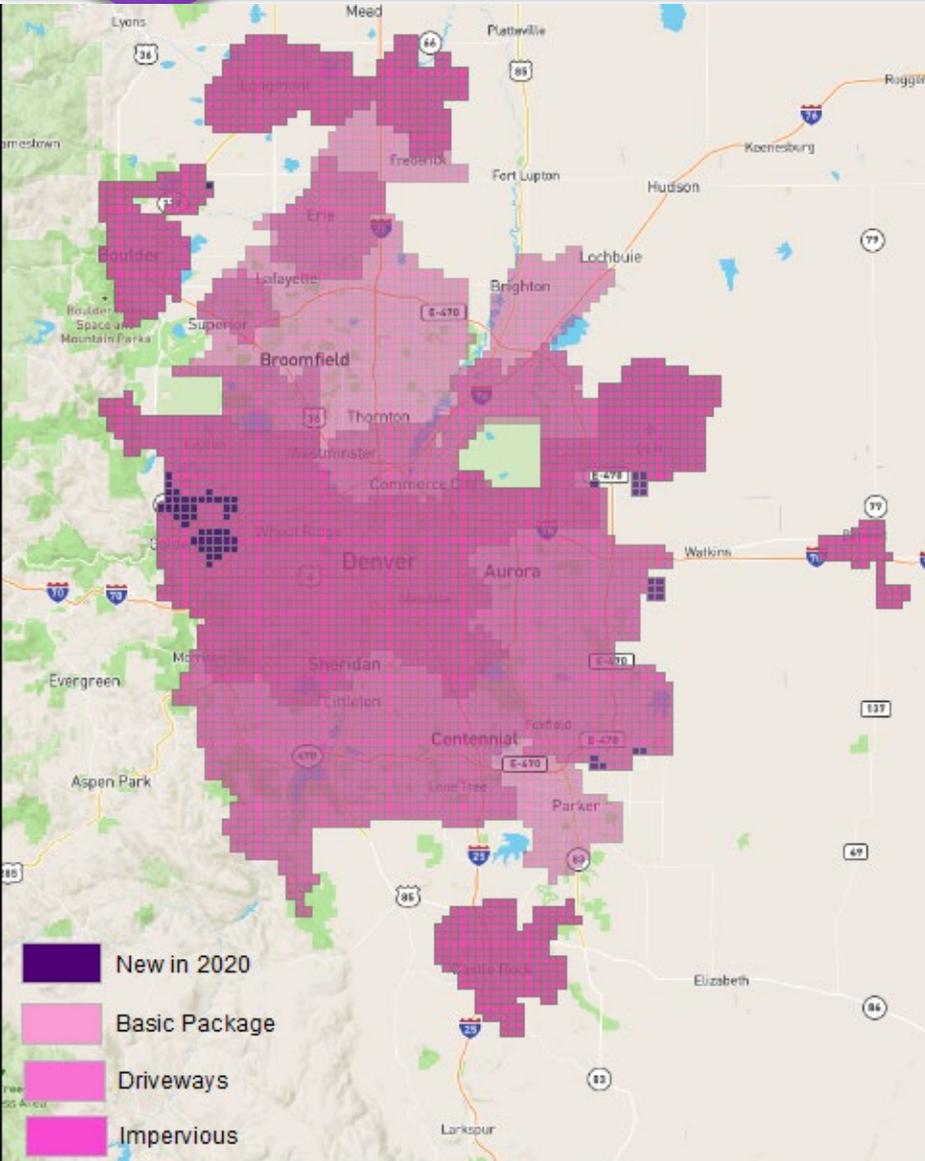
Mitigation strategies

- Strategically segmenting and prioritizing project deliverables;
- Consulting with funding partners to ensure commitments are still in place and offering flexibility if needed.

*USGS is funding 40% of the \$1.4 million project



Planimetric data project details - *proposed*



Basic package:

- building roofprints (polygons)
- edge of pavement (polygons and lines)
- parking lots (polygons)
- ramps (points)
- trails (lines)
- sidewalks (polygons and lines)

Optional buy-ups:

- driveways
- impervious surface
- [planimetric feature specifications](#)
- [download samples from the Regional Data Catalog](#)



Land cover data project details - *proposed*

- One-meter resolution
- Wall-to-wall coverage of entire DRCOG region
- Nine classes:
 1. structures
 2. impervious surfaces
 3. water
 4. grassland or prairie
 5. Shrubland/
scrubland
 6. tree canopy
 7. irrigated lands or turf
 8. barren or rock
 9. cropland





What is the status of the derivative projects?

Status

- RFP released in March for planimetric data and land cover data development.
- A subset of partners evaluated the bids and recommended vendors (Kucera International Inc. and Sanborn Map Company).
- Quotes for participation in upcoming project sent out in late April to inform internal budget processes at our partner organizations. **If you did not receive a quote and want one, email asummers@drcog.org.**

Challenges

- Due to the COVID-19 response, budgets for future projects are uncertain.

Mitigation strategies

- DRCOG is identifying new sources of funding including state grants.
- DRCOG is prioritizing **planimetric data** over land cover data, due to its proven usefulness.
- DRCOG is doing outreach during budget season (to you now!) to remind potential project partners of the value of this data.



Use cases worth funding

Lidar

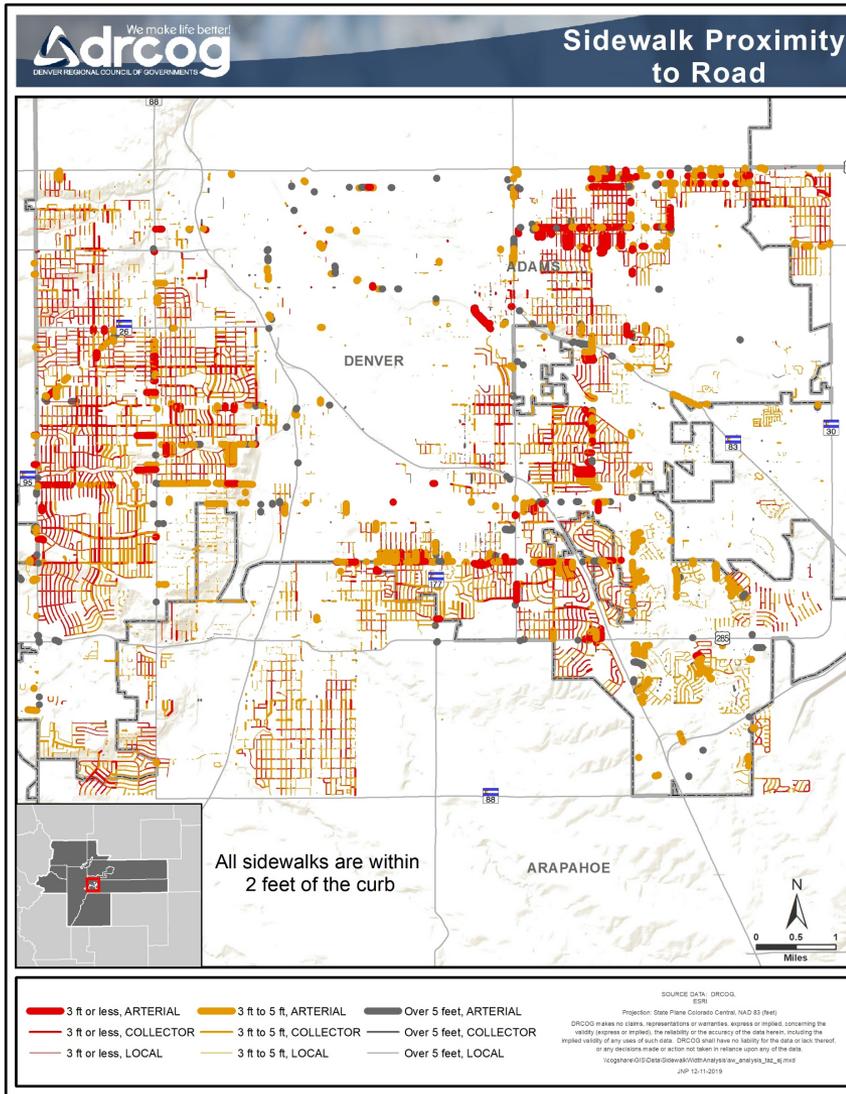
- [Mapping flood hazards](#)

Planimetric data

- [Emergency response](#)
- [Urban development planning](#)
- [Improving storm drainage](#)
- Identifying missing or deficient sidewalks

Land cover data

- [Conservation planning](#)





Thank you to our 2020 partners!

1. Adams County | L
2. Broomfield |
3. Clear Creek County | L
4. Denver | L
5. Douglas County | L
6. Gilpin County | L
7. Jefferson County | L
8. Arvada | L
9. Aurora | L
10. Bennett | L
11. Boulder | L
12. Brighton | L
13. Castle Pines | L
14. Castle Rock | L
15. Centennial | L
16. Cherry Hills Village |
17. Commerce City | L
18. Dacono |
19. Englewood | L
20. Erie |
21. Federal Heights |
22. Firestone |
23. Frederick | L
24. Glendale |
25. Golden | L
26. Greenwood Village | L
27. Lafayette | L
28. Lakewood |
29. Littleton |
30. Lone Tree | L
31. Longmont | L
32. Louisville | L
33. Morrison | L
34. Nederland |
35. Northglenn |
36. Parker | L
37. Superior | L
38. Thornton | L
39. Westminster | L
40. Wheat Ridge | L
41. CWCB | L
42. MHFD | L
43. CDOT |
44. RTD |
45. Denver Water | L
46. ACWWA |
47. United Power |
48. Metro Wastewater |
49. Jeffcom 911 |
50. SSPRD |
51. South Metro Fire Rescue |
52. E470 Public Highway Authority |
53. Pinery Water & Wastewater District |
54. Colorado Water Conservation Board | L
55. USGS |

I = imagery project participant

L = lidar project participant

An aerial photograph of a city skyline, likely Denver, Colorado, featuring several prominent skyscrapers and a mountain range in the distance. The image is overlaid with a large, semi-transparent purple shape that has a geometric, crystalline pattern. The text is positioned on the left side of this purple shape.

Questions? Contact me at asummers@drcog.org.

THANK YOU!

ATTACHE

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
June 22, 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. Revised forecasts are expected on May 12 and may provide a clearer picture.

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. Highway Users Tax Fund Estimates
2. 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@drcog.org.

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									
		%	FY 20 (\$m)	%	FY 21 (\$m)	%	FY 22 (\$m)	%	FY 23 (\$m)	%	Total	
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:
Eric Ehrbar – CDOT Finance
eric.ehrbar@state.co.us

MPOs should contact:
Marissa Gaughan – CDOT DTD
marissa.gaughan@state.co.us

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%	