

**AGENDA**  
**TRANSPORTATION ADVISORY COMMITTEE**  
**Monday, May 24, 2021**  
**1:30 p.m.**  
**VIDEO/WEB CONFERENCE**  
**Denver, CO**

1. Call to Order
2. Public Comment
3. April 26, 2021 TAC Meeting Summary  
(Attachment A)

**ACTION ITEMS**

4. FY 2022-2025 Transportation Improvement Program (TIP) Amendments.  
(Attachment B) Todd Cottrell

**INFORMATIONAL BRIEFINGS**

5. FY 2022-2023 Transportation Demand Management (TDM) Set-Aside Eligibility  
(Attachment C) Steve Erickson
6. Metro Vision Plan Transportation Measure/Target Amendments  
(Attachment D) Jacob Riger
7. FY 2024-2027 Transportation Improvement Program (TIP) Policy Development:  
Regional Share Project Eligibility  
(Attachment E) Todd Cottrell
8. 2021-2022 Statewide Multimodal Travel Survey Project  
(Attachment F) Steve Cook
9. CDOT Mobility Hub Program and Project Status  
(Attachment G) Emily Lindsey

**INFORMATIONAL ITEM**

10. US House Transportation Reauthorization Earmark Requests  
(Attachment H) Ron Papsdorf

**ADMINISTRATIVE ITEMS**

11. Member Comment/Other Matters
  - AMP Working Group update
12. Next Meeting – June 28, 2021
13. Adjournment

**ATTACH A**

## ATTACHMENT A

MEETING SUMMARY  
**TRANSPORTATION ADVISORY COMMITTEE**  
**Monday, April 26, 2021**  
**Note: Meeting held virtually via Zoom**

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### MEMBERS (OR VOTING ALTERNATES) PRESENT:

Kent Moorman (Chair)	Adams County – City of Thornton
David Gaspers	Denver, City and County
Melanie Choquette	Denver, City and County
Ron Papsdorf	Denver Regional Council of Governments
Art Griffith	Douglas County
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Phil Greenwald	Boulder County – City of Longmont
Alex Hyde-Wright	Boulder County
Steve Durian (Vice Chair)	Jefferson County
Debra Baskett	Jefferson County – City of Westminster
Carol Buchanan	DRMAC
Bill Sirois	Regional Transportation District
David Ulane	Aviation
Aaron Bustow (Ex Officio)	Federal Highway Administration
Carson Priest	TDM/Non-Motorized
Brodie Ayers (Alternate)	CDOT DTR
Jim Eussen (Alternate)	CDOT Region 4
Jessica Myklebust (Alternate)	CDOT Region 1
Marissa Gaughan (Alternate)	CDOT DTD
Jessica Ferko (Alternate)	RAQC
Kristin Kenyon (Alternate) (Ex Officio)	FTA
Sarah Grant (Alternate)	Broomfield, City & County
Kevin Ash	Weld County – Town of Frederick
Kelly Heaton	Freight

### OTHERS PRESENT:

Megan Davis (Alternate)	Boulder County – City of Louisville
Tom Reiff (Alternate)	Douglas County – City of Castle Rock
Elizabeth Relford (Alternate)	Weld County
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Jean Sanson (Alternate)	Boulder, City & County
Maria D'Andrea (Alternate)	Arapahoe County – City of Englewood
George Hohlacov (Alternate)	Aviation
Dawn Sluder (Alternate)	Non RTD Transit
Mike Whiteaker (Alternate)	Jefferson County – City of Westminster
Christopher Montoya (Alternate)	Adams County - Brighton
Eugene Howard (Alternate)	Denver, City & County

Public: Danny Herrmann, Jordan Rudel, Jan Rowe, CDOT R1; Josie Hadley, CDOT R4; Julie George, CDOT HQ; Lauren Pulver, Ben Pierce, Douglas County; Larry Nimmo, Castle Pines; Lisa Nguyen, DEN; Eileen Yazzie, Myron Hora, Hannah Polow, Rae Stephani, TJ Scarberry, Tamara Braswell, Noe Martinez

DRCOG staff: Steve Cook, Melissa Balding, Brad Calvert, Todd Cottrell, Alvan-Bidal Sanchez, Campbell Kennedy, Matthew Helfant, Emily Lindsey, Josh Schwenk, Sang Gu Lee, Robert Spotts, Travis Noon, Ala Alnawaiseh

### Call to Order

Chair Kent Moorman called the meeting to order at 1:32 p.m.

### Public Comment

Chair Moorman informed TAC that DRCOG has switched its digital platform to Zoom and discussed the functionality of this new platform and how the meeting would be conducted. Chair Moorman also announced that Andrea LaRew has left the TAC and thanked her for her service.

### Summary of the April 5, 2021 TAC 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 how 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, with CRSSAA allocations of \$327,397 and ARPA allocations of \$327,402 to the Denver-Aurora urbanized area. CRSSAA and ARPA funding is to be prioritized for operating expenses and salaries.

DRCOG staff proposes to allocate these funds to operating and mobility management projects funded during DRCOG's last call for projects. Funding will be distributed proportionately based on their share of the total operating and mobility management projects awarded previously. 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.

Phil Greenwald MOVED to recommend to the Regional Transportation Committee 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 Carol Buchanan.

## **INFORMATIONAL BRIEFINGS**

### Amendment to DRCOG FTA 5310 Program Management Plan

Matthew Helfant, Senior Transportation Planner, informed the committee that in December 2019, DRCOG became the Designated Recipient for the FTA Section 5310 program. The FTA Section 5310 program funds projects to increase the mobility of older adults and individuals with disabilities. Eligible projects include both capital investment and operating assistance for services that go beyond minimum Americans with Disabilities Act (ADA) complementary paratransit service requirements. There is an annual allocation of just under \$2 million for the Denver-Aurora Urbanized Area.

DRCOG developed its required Section 5310 Program Management Plan as part of becoming the FTA 5310 Designated Recipient. In February 2020, TAC members, other stakeholders, and the public reviewed this document and provided feedback. The current document states that DRCOG will not use pre-award authority, which allows expenses to be incurred and reimbursed prior to the FTA grant award and allowed under FTA guidelines.

FTA has taken longer than expected to approve the program of projects that DRCOG approved in 2020 and submitted to FTA for the 2021 Federal Fiscal Year. This has caused significant delay for projects that were anticipated to begin in January 2021, leaving project sponsors with insufficient

resources to provide much needed mobility for older adults and individuals with disabilities. DRCOG staff propose to amend the Program Management Plan to allow pre-award authority to reimburse project sponsors for the projects approved by the DRCOG Board last fall. The proposed change is shown in Attachment 1.

Based on FTA staff guidance, the amended Program Management Plan does not need to be formally re-approved by TAC or the Board. However, DRCOG staff wanted to provide an opportunity for TAC members, stakeholders and the public to weigh in on the proposed amendment. There were no comments from the committee.

#### FY 2024-2027 Transportation Improvement Program (TIP) Development Schedule

Todd Cottrell, Senior Transportation Planner, provided a presentation to the committee. The TIP identifies all federally funded transportation projects, and 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.

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. The agenda packet provided a draft schedule of the anticipated topics 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.

#### FY 2024-2027 TIP Policy Development: Regional Share

Todd Cottrell, Senior Transportation Planner, informed the committee that the intent of the Regional Share in the [FY 2020-2023 TIP project selection process](#) 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 Regional Transportation Plan. The focus was to connect communities, greatly improve mobility and access, and provide a high return on investment to the region. The following details were part of the Regional Share process: Funding Availability, Project Type and Location, Application Submittal and Evaluation, and Post-FY 2020-2023 TIP Analysis.

A discussion between Mr. Cottrell and various members of the committee followed relating the existing TIP policy. Much of the discussion related to funding for projects and the regional share. Major topics, comments and questions were raised by committee members and subsequently answered by Todd Cottrell and Ron Papsdorf. Generally, those present agreed to keep the Regional Share process similar to that in the previous process. Discussion will continue at the next meeting.

#### Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants

Ron Papsdorf, Division Director of Transportation Planning and Operations informed the committee the U.S. Department of Transportation (DOT) has published a Notice of Funding Opportunity (NOFO) to apply for \$1 billion in Fiscal Year (FY) 2021 discretionary grant funding through the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants. RAISE, formerly known as BUILD and TIGER, has awarded over \$8.935 billion in grants to projects in all 50 states, the District of Columbia and Puerto Rico since 2009.

Projects for RAISE funding will be evaluated based on merit criteria that include safety, environmental sustainability, quality of life, economic competitiveness, state of good repair, innovation, and partnership. Within these criteria, the Department will prioritize projects that can demonstrate improvements to racial equity, reduce impacts of climate change and create good-paying jobs. For this round of RAISE grants, the maximum grant award is \$25 million, and no more than \$100 million can be awarded to a single State. Half of the available funding will be awarded to projects located in urban areas and half to projects located in rural areas. Up to \$30 million will be awarded to planning grants, including at least \$10 million to Areas of Persistent Poverty.

The program is highly competitive with 680 projects funded out of over 9700 applications. It is one of the few DOT discretionary programs for which regional and local governments can directly compete for multimodal transportation funding. To provide technical assistance to prospective applicants, DOT is hosting a series of webinars during the FY 2021 RAISE grant application process. To register for the webinars visit [www.transportation.gov/RAISEgrants/outreach](http://www.transportation.gov/RAISEgrants/outreach). The deadline to submit an application is July 12, 2021 at 5pm Eastern.

DRCOG staff suggests a TAC review of all RAISE grant requests in the Denver region at the June 28 meeting – for information and discussion, not approval. DRCOG staff intend to not provide letters of support for any project not presented at this meeting or that are not consistent with the 2050 Metro Vision Regional Transportation Plan.

### **ADMINISTRATIVE ITEMS**

#### Member Comment/Other Matters

- AMP Working Group update

Carson Priest, TDM – Nonmotorized, provided an AMP Working Group update to the committee. Mr. Priest discussed an update from the AMP executive committee and talked about information briefings from the University of Colorado – Denver and the University of Denver regarding the Civic Innovation Challenge proposal. Lastly AMP also heard updates from its three internal focus areas.

Ron Papsdorf thanked everyone for adapting to the new Zoom meeting platform and encouraged that members and alternates who wish to turn on their cameras are more than welcome to do so.

#### Next Meeting – May 24, 2021

#### Adjournment

There were no additional comments from members. The meeting adjourned at 2:56 p.m.

**ATTACH B**

## ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Planner, Short Range Transportation Planning  
(303) 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
May 24, 2021	Action	4

### SUBJECT

FY 2022-2025 Transportation Improvement Program (TIP) amendments.

### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current TIP amendment procedures, as contained within the Board-adopted [FY 2020-2023 TIP Policy](#).

### ACTION BY OTHERS

N/A

### SUMMARY

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 and listed in Attachment 1. 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.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the attached amendments to the *FY 2022-2025 Transportation Improvement Program (TIP)*.

### ATTACHMENT

1. Proposed TIP amendments

### ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Planner, Short Range Transportation Planning, Transportation Planning and Operations Division at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

**2008-076:** Add 33 new pool projects, increase costs on two existing pool projects, and remove seven pool projects. Increase total cost by \$60,000,000

**Existing**

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

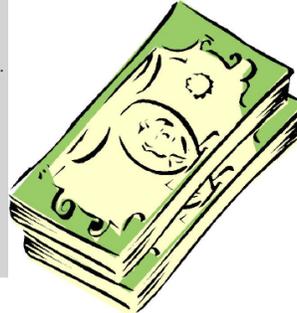
TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Sponsor: **CDOT Region 1**

**Project Scope**  
Pool contains safety-related improvements and upgrades based on the new FASTER-Safety funding program (Colorado Senate Bill 108) in CDOT Region 1.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input checked="" type="checkbox"/>	Freight Reliability
<input checked="" type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	SH-30 and Tower Improvements	Phase 1	\$691
SH-121/72nd Ave	Right turn accel lanes	\$961	Ramp Metering	I-76	\$1,500	SH-30 and Tower Improvements	Phase 2	\$719
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	US-285/SH-30	Resurfacing	\$1,400	US-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000	Broadway Signal Replacement	at 62nd and 70th	\$1,000
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH-40 and SH-121	Signal Improvements	\$900	SH-93 Signal Package		\$2,500
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660	I-70 @ Sheridan and Harlan Safety		\$3,700
FASTER Safety Design		\$4,000	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000
SH-2 Traffic Signal Upgrades		\$440	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	C-470 and Ken Caryl	Intersection Improvements	\$5,000
Wadsworth	Right Turn Lane Extensions	\$1,621	South Federal Blvd	safety improvements	\$300	C-470 and Morrison Rd	Intersection Improvements	\$5,000
I-70 between MP 252 & 255	Median Barrier	\$2,000	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 16th, 44th, 38th, 1st	\$1,500	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Ctero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	SH83	Mississippi to Colorado	\$3,500	Denver West Runaway Truck Ramp		\$5,000
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	SB I-225 Parker Rd Ramp	safety project	\$2,000	SH-30 and Tower Rd	ROW Phase	\$201
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200	I-70 VSL Concept of Operations and		\$530
Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500	Dartmouth Mini Roundabouts	Logan, Downing, Clarkston	\$1,200
VMS for I-25 south of Denver	VMS Installation	\$500	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave	\$4,960	I-70 Mountain Express Lane VSL		\$1,980
Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000	US-6	SH-119 to SH-58/SH-93	\$10,000
Aurora Signal Package	I-70 at Tower	\$600	6" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$29,120	\$26,990	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$116,469</b>	<b>\$29,120</b>	<b>\$26,990</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$172,579</b>

# ATTACHMENT 1

Policy Amendments – May 2021

2022-2025 Transportation Improvement Program

## Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500	Kings Valley Underpass		\$3,720
SH-121/72nd Ave	Right turn accel lanes	\$961	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121@ 1st Ave	\$4,960	SH-119 Shoulder Widening		\$11,600
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000	Federal and 67th Signal Upgrade		\$500
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	6" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100	I-76 Lighting Project		\$4,200
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	US-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200	SH-88 & Exposition Ave Signal Upgrade		\$630
FASTER Safety Design		\$4,000	Broadway Signal Replacement	at 62nd and 70th	\$1,000	US-85 Recon: New Signal @ Daniels Park		\$500
SH-2 Traffic Signal Upgrades		\$440	SH-93 Signal Package		\$2,500	SH-7 & Colorado Intersection Improvements		\$1,030
Wadsworth	Right Turn Lane Extensions	\$1,621	I-70 @ Sheridan and Harlan Safety		\$3,700	SH-74 & Bear Creek Rd Intersection		\$500
I-70 between MP 252 & 255	Median Barrier	\$2,000	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000	SH-74 Lighting and Shoulders		\$3,500
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	C-470 and Ken Caryl	Intersection Improvements	\$5,000	SH-30 and Yale Intersection Improvements		\$612
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720	US-40 Pedestrian Lighting		\$400
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	Denver West Runaway Truck Ramp		\$8,000	SH-121 & 87th Signal Upgrade		\$500
Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	SH-30 and Tower Rd	ROW Phase	\$201	US-85 Expansion: Happy Canyon		\$500
VMS for I-25 south of Denver	VMS Installation	\$500	I-70 VSL Concept of Operations and Implementation		\$530	SH-224 (70th) & SH-53 Signal Replacement		\$1,000
Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	Dartmouth Mini Roundabouts	Logan, Downing, Clarkston	\$1,200	SH-53 & 62nd Ave Signal Replacement		\$500
Aurora Signal Package	I-70 at Tower	\$600	I-70 Mountain Express Lane VSL		\$1,980	I-25 South Gap Wildlife Crossing		\$7,500
SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	US-6	SH-119 to SH-58/SH-93	\$10,000	Federal Blvd & 88th Signal Realign		\$1,500
Ramp Metering	I-76	\$1,500	SH-74 VMS Sign Installation		\$101	I-70 EB VSL & Queue Warning		\$9,300
US-285/SH-30	Resurfacing	\$1,400	SH-7 Widening	I-25 to Sheridan	\$500	Parker Rd (SH-83) Parkglen Way to Pine Ln		\$500
North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000	SH-224 & Washington St Intersection		\$700	Dry Creek Rd @ I-25: SB On-Ramp & Metering		\$300
SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$900	SH-7 & Holly Intersection Reconstruction		\$2,800	Bellevue & Prince St Median & Signal Improvements		\$2,900
I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	SH-121 & Brook Dr. Intersection Improvements		\$500	I-70 EB @ E Colfax Vertical & Horizontal Curve Realignment		\$5,000
South Federal Blvd	safety improvements	\$300	SH-74 & Evergreen Parkway VMS		\$660	C-470 & Quincy Ave Terminal Roundabouts		\$6,000
SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st. SH95@14th, 16th, 44th, 38th, 1st	\$1,500	SH-88 Safety Improvements	Federal Blvd to Prince	\$2,400	Ken Caryl Roundabouts		\$2,630
SB I-225 Parker Rd Ramp	safety project	\$2,000	Peoria St Intersection Improvements		\$1,770			
I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200	I-76: York to Dahlia (SH-224 WB On-Ramp)		\$4,000			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
<b>Federal</b>		\$0	\$0	\$0	\$0		
<b>State (Faster-S)</b>		\$29,120	\$26,990	\$29,000	\$30,000		
<b>Local</b>		\$1,000	\$0	\$0	\$0		
<b>Total</b>	\$116,469	\$30,120	\$26,990	\$29,000	\$30,000	\$0	\$232,579

**2016-057:** Add new pool project. Funding is accounted for in I-70 Noise Walls project (TIP# 2020-098)

**Existing**

Title: **Region 1 RPP Pool**

Project Type: **Other**

TIP-ID: **2016-057**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

**Project Scope**

CDOT Region 1 RPP Pool. Funds projects with RPP funds.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

Performance Measures	
<input checked="" type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input checked="" type="checkbox"/>	Freight Reliability
<input checked="" type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Small projects/consultants/clo seouts		\$8,000	I-70 System-Level Traffic Study	E-470 to Strasburg	\$500	local agency contributions	various	\$11,810
I-270	Interchange Study (TIP ID 2016-047)	\$1,000	SH-121 and Morrison Rd	Intersection Improvements	\$700			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$17,500	\$17,500	\$17,500	\$17,500			
Local		\$0	\$0	\$0	\$0			
Total	\$0	\$17,500	\$17,500	\$17,500	\$17,500	\$0	\$70,000	

**Revised**

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Small projects/consultants/clo seouts		\$8,000	I-70 System-Level Traffic Study	E-470 to Strasburg	\$500	local agency contributions	various	\$11,810
I-270	Interchange Study (TIP ID 2016-047)	\$1,000	SH-121 and Morrison Rd	Intersection Improvements	\$700	I-70 Noise Walls, Phase 2	\$6,100 in RPP in TIP# 2020-098	\$0

**2020-098:** Add \$6,100,000 in RPP funds in FY 2022 for Phase 2

**Existing**

Title: **I-70 Noise Walls**

Project Type: **Other**

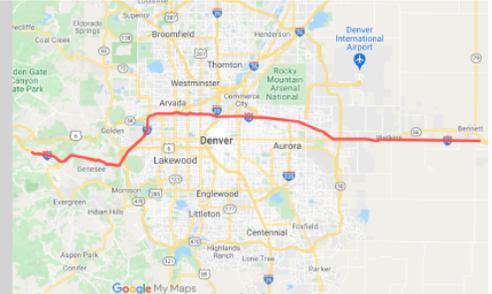
TIP-ID: **2020-098**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

**Project Scope**  
 Rebuild aging and collapsed timber noise walls along I-70 within the MPO area. Project funded with Region 1-directed portion of Coronavirus Response and Relief Supplemental Appropriations Act 2021 (100% Federal Share)



Affected Municipality(ies)
Arvada
Aurora
Bennett
Denver
Golden
Lakewood
Wheat Ridge
Unincorporated

Affected County(ies)
Adams
Denver
Jefferson

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG-PAN)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$9,700</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,700</b>

**Revised**

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG-PAN)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
<b>State (R P P)</b>		<b>\$6,100</b>	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$9,700</b>	<b>\$6,100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,800</b>

**ATTACH C**

## ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Steve Erickson, Communications & Marketing Director  
303-480-6716 or [serickson@drcog.org](mailto:serickson@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
May 24, 2021	Informational Briefing	5

### SUBJECT

FY 2022-2023 Transportation Demand Management (TDM) Set-Aside Eligibility.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

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

### SUMMARY

The [FY 2020-2023 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 the 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. The item will come back to TAC in June and RTC and the DRCOG Board in July. The call for projects is anticipated for fall 2021.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### 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, 303 480-6716, [serickson@drcog.org](mailto: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	<b>Motor Vehicle Trip and VMT Reduction Potential</b> (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	<b>Level of Innovation and Uniqueness</b> (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	<b>Replicability</b>		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	<b>Access</b>		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	<b>Funding Effectiveness Potential</b>	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>B. Measured/Scored by DRCOG Staff:</b>				<b>Max</b>
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.



*Presented by:*  
**Steve Erickson**

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TAC-May 24, 2021

# FY 22-23 Transportation Demand Management Set-Aside



# FY 2020-2023 TIP Set-Aside Programs

**Table 2. 2020-2023 TIP Set-Aside Programs**

Set-Aside Programs	4-Year DRCOG-allocated Funding Allocations for the <u>2020-2023 TIP</u>	Calls for Projects
<b>Community Mobility Planning and Implementation</b>	<b>\$4,800,000</b> <ul style="list-style-type: none"><li>• \$2,000,000 for small area planning and/or transportation studies</li><li>• \$2,800,000 for small infrastructure projects</li></ul>	Calls for Projects for <u>both</u> are tentatively scheduled for the summer of 2019 and 2021.
<u>TDM Services</u>	<b>\$13,400,000</b> <ul style="list-style-type: none"><li>• \$8,800,000 for the DRCOG Way to Go program</li><li>• \$2,800,000 for 7 regional TMAs partnership @ \$100,000/year</li><li>• \$1,800,000 for TDM non-infrastructure projects</li></ul>	Calls for Projects for the TDM non-infrastructure projects are tentatively scheduled for the summer of 2019 and 2021.
<u>Regional Transportation Operations &amp; Technology (traffic signals and ITS)</u>	<b>\$20,000,000</b>	Calls for Projects are tentatively scheduled for the Fall of 2019 and 2021.
<b>Air Quality Improvements</b>	<b>\$7,200,000</b> <p>Regional Air Quality Council (RAQC) will receive:</p> <ul style="list-style-type: none"><li>• \$4,800,000 for vehicle fleet technology</li><li>• \$1,800,000 for an ozone outreach and education program</li><li>• \$600,000 in FY20 for an ozone SIP modeling study</li></ul>	
<b>Human Service Transportation</b>	<b>\$4,000,000</b> <ul style="list-style-type: none"><li>• \$4,000,000 to improve service and mobility options for vulnerable populations by funding underfunded/underserved trips and rolling stock expansion.</li></ul>	Calls for Projects are tentatively scheduled for the summer of 2019 and 2021.



# TDM services program purpose and goals

**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 TDM
- Support healthy and active choices
- Improve awareness and access to mobility options for people of all ages, incomes and abilities



# Funding available and sponsor eligibility

## Funding available 2022 – 2023 call

- **\$900,000** for 2-year period

## Eligibility

Project sponsors must be eligible to be direct recipients of federal transportation funds. 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 STBG program guidance.

Project sponsors must pledge local matching funds or in-kind .



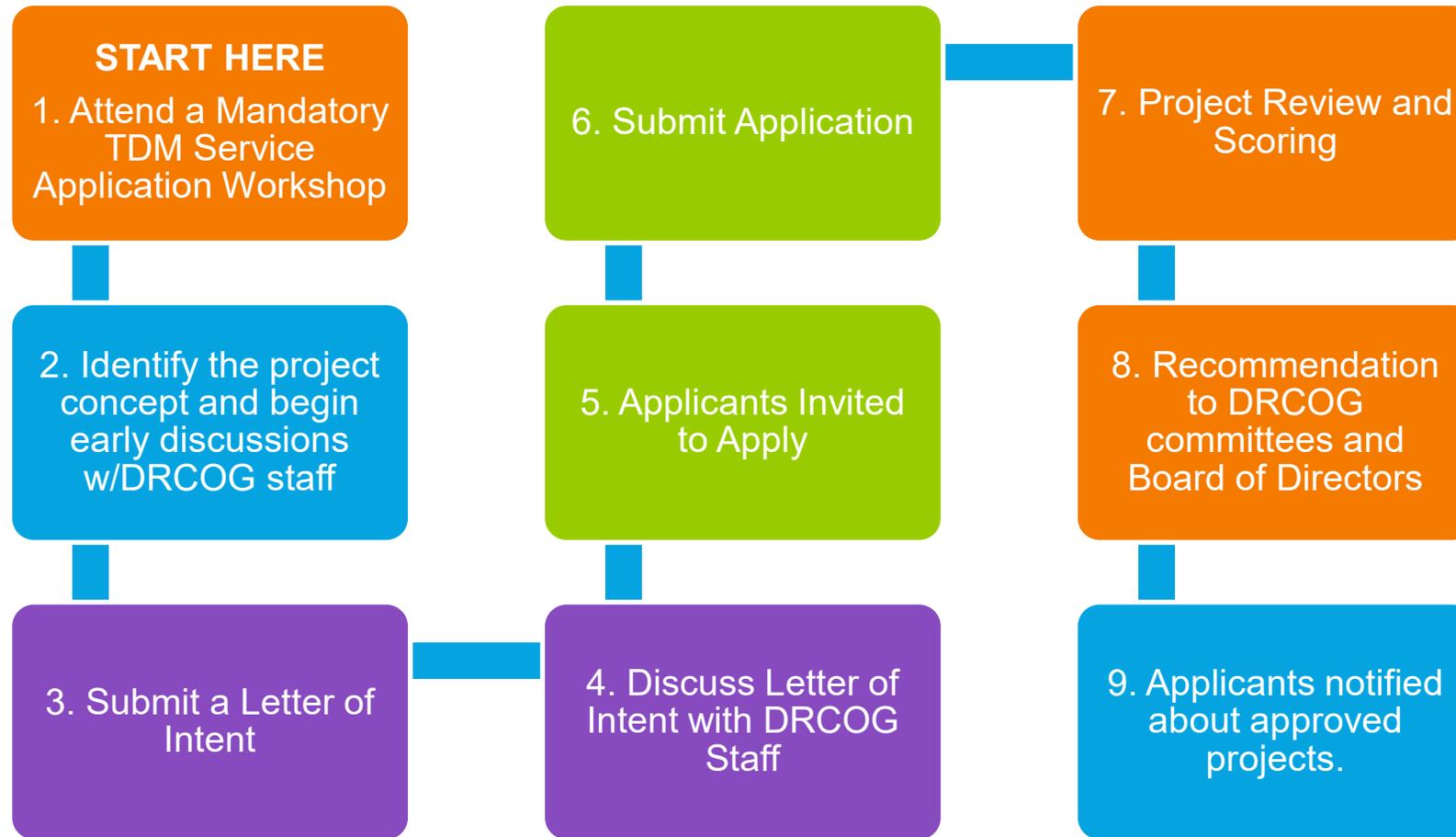
# Two-Step Application Process

Letter of  
Intent

Application



# Application Process





# 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
- Panel **may include** external stakeholders and subject matter experts:
  - Federal Highways Administration
  - Colorado Dept. of Transportation
  - Colorado Department of Public Health and Environment
  - Regional Air Quality Council, RTD, other TDM professionals

## 2. Each member of the panel will review the applications and assign points to the criteria based on information contained in the application – Section A



## Project Review Process continued

- 3. In addition to review committee scoring on evaluation criteria, DRCOG will score 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**
- 5. Panel will recommend 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)**
  - VMT reduction
  - Level of innovation and uniqueness
  - Replicability
  - Access
  - Funding effectiveness
  - Project and applicant readiness
  - Timing/synergy of project
- **DRCOG data-driven scoring (25% of total)**
  - Short trip opportunity potential
  - Environmental justice area
  - Serves DRCOG designated Urban Center
  - Financial partners
  - Local Match

**THANK YOU!**

**Steve Erickson**

Director, Communications and Marketing

[serickson@drcog.org](mailto:serickson@drcog.org)

303.480.6716

**ATTACH D**

## ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
May 24, 2021	Informational Briefing	6

### SUBJECT

Discussion of potential amendments to the Metro Vision Plan's transportation-related performance measures and targets.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

While developing the 2050 Metro Vision Regional Transportation Plan ([2050 RTP](#)), DRCOG staff explored updates to the [Metro Vision Plan's](#) transportation-related [performance measures and targets](#) to reflect the outcomes and priorities of the 2050 RTP and related DRCOG planning efforts (such as [Taking Action on Regional Vision Zero](#)). Chapter 4 of the 2050 RTP documents initial concepts for amending the Metro Vision Plan measures and/or targets. The relationship of both plans is critical as the 2050 RTP is one of the primary methods to implement the transportation theme of Metro Vision.

Of Metro Vision's 16 performance measures, nine are transportation (or transportation-related) measures. Of these nine measures, staff is exploring updates to the measure and/or target for four of them (highlighted):

- Traffic fatalities
- Travel time variation
- Person delay
- Surface transportation greenhouse gas emissions
- Housing near high-frequency or rapid transit
- Employment near high-frequency or rapid transit
- Non-single occupant vehicle (SOV) mode share to work
- Vehicle miles traveled (VMT) per capita per day
- Affordable housing and transportation (H+T) costs

Additionally, staff is interested in exploring new measures and targets relating to transit service quality and active transportation. Any changes to measures and targets within Metro Vision would ultimately occur during an amendment process to the Metro Vision Plan later this year, which is actively being discussed by the DRCOG Board. Staff is also proposing that the current measure related to housing and transportation costs be removed and replaced with a housing-related measure because transportation costs are not substantially measured in surveys and no longer consistently modeled.

Proposed measure/target concepts are described briefly below:

#### Traffic fatalities

As part of adoption of *Taking Action on Regional Vision Zero*, DRCOG committed to a target of zero fatalities and serious injuries. Based on subsequent coordination with (and feedback from) the DRCOG Board, staff is proposing to amend the existing Metro Vision measure and target:

- Existing measure and target: Less than 100 fatalities annually by 2040
- Proposed measures and targets: Zero fatalities by 2040; Zero serious injuries by 2045

#### Travel time variation (TTV) and person hours of delay (PHD)

Staff is interested in either a single measure and target that more holistically addresses person travel in the region, and that is easier to understand, and/or to replace PHD. The PHD measure generalizes and averages across millions of people, and possibly conflicts with other Metro Vision targets (such as non-SOV mode share to work). Severe congestion impacts for some populations may be diluted through the PHD measure that averages delay across millions of people, making it difficult to understand the real impact. When measuring congestion, it is important to consider severity, duration, and magnitude of congestion. TTV is intended to measure the severity of congestion. PHD is somewhat redundant with TTV as worsening peak congestion increases TTV, and increases delay, increasing PHD. Instead of having two severity related measures, a new potential measure could focus on duration of congestion or off-peak travel congestion, incorporating magnitude by measuring in person miles traveled. Off-peak congestion has a large impact on freight and other economic activity, and the ability to flex work hours to avoid congestion.

#### Surface transportation greenhouse gas emissions

The current target is a 60% decrease in surface transportation-related greenhouse gas (GHG) emissions per capita from the 2010 baseline. Staff proposes to revise this measure and target to align with the state goals set forth in HB19-1261 (Colorado Climate Action Plan). Through HB19-1261, the state is developing strategies to drastically reduce GHG emissions in every sector. A transportation rulemaking will occur later this year, which will define aggressive targets for surface transportation-related GHG emissions. Once these targets are set later this year, staff would subsequently amend the Metro Vision GHG target to align with the state targets.

#### New measure: Transit service quality

Staff is interested in a new measure to focus on the usefulness and quality of transit as a meaningful mobility option. RTD will be addressing these issues and potential new transit performance measures as part of its re-started Reimagine RTD process, particularly the Mobility Plan for the Future. Reimagine RTD is now anticipated for completion in Spring 2022. At that time, staff would propose this new measure and target to be consistent with Reimagine's outcomes.

New measure: Active transportation

Staff proposes to track progress towards implementing the active transportation network as defined in DRCOG's [Regional Active Transportation Plan](#) and 2050 RTP. Potential measures and targets would encompass both quantity and quality of facilities.

The staff presentation contains additional information about proposed measure/target concepts for discussion. DRCOG staff will discuss these concepts further at the May TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff presentation

ADDITIONAL INFORMATION

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

# POTENTIAL METRO VISION PLAN TRANSPORTATION AMENDMENTS

TRANSPORTATION ADVISORY COMMITTEE

May 24, 2021

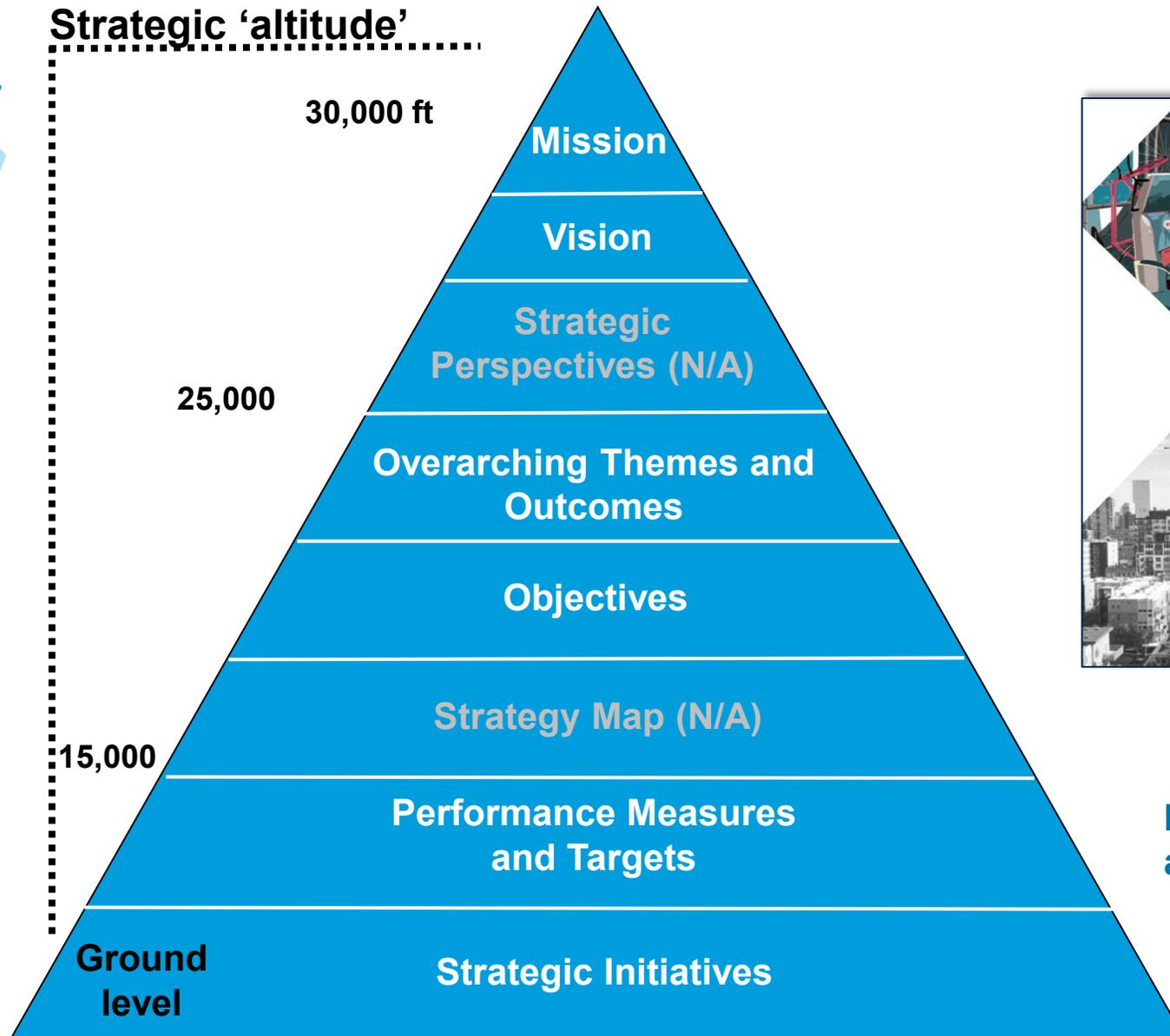
Jacob Riger | Andy Taylor | Robert Spotts | Melissa Balding

# INTRODUCTION



- **Context:** Staff has been discussing with DRCOG Board potential amendments to Metro Vision Plan outcomes, objectives, measures, targets, & strategic initiatives
- **Rationale:** Update Metro Vision (adopted in 2017) and align to recent DRCOG & regional planning efforts
- **Schedule:** Formal Metro Vision Plan amendment process to occur later in 2021

# STRATEGIC PLANNING MODEL AND METRO VISION



How will we know if we are achieving the results we want?

# STATED PURPOSE: JUDGING COLLECTIVE IMPACT



Metro Vision measures:

1. help to **verify whether the shared actions** of planning partners, including local governments, **are moving the region toward desired outcomes**
2. are **not intended to judge the performance of individual jurisdictions or projects**



# METRO VISION ESTABLISHES A SERIES OF MEASURES



Based on:

- **relevance** to plan outcomes
- availability of regularly **updated and reliable** data sources
- use of **measurable, quantitative** information, rather than anecdotal insights



# NOT BY MEASURES ALONE



In addition to the core performance measures..., a **dynamic and flexible performance management approach** will be used. DRCOG will continue to **research and share data and information that may illustrate progress** toward shared outcomes.



Why not just make more measures?

- Lack of regular and reliable data
- Modeled performance instead of observations
- Anecdotal instead of systemic observations

# TOPIC: TRANSPORTATION



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Non-single-occupant vehicle (non-SOV) mode share to work	25.1 percent (2014)	35.0 percent
Daily vehicle miles traveled (VMT) per capita	25.5 daily VMT per capita (2010)	10 percent decrease from 2010
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30
Daily person delay per capita	6 minutes (2017)	Less than 9 minutes
Number of traffic fatalities	185 (2014)	Fewer than 100 annually
Surface transportation-related greenhouse gas emissions per capita	26.8 pounds per capita	60 percent decrease from 2010

## Staff proposal:

- Implement changes noted in Chapter 4 of the **2050 Metro Vision Regional Transportation Plan** (details follow)

# TOPIC: SAFETY



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Number of traffic fatalities	185 (2014)	Fewer than 100 annually

## Staff proposal (Board direction):

- Zero fatalities by **2040**
- Zero serious injuries by **2045**

# TOPIC: CONGESTION



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30
Daily person delay per capita	6 minutes (2017)	Less than 9 minutes

## Staff proposal:

- Reduce to a single measure and/or eliminate PHD
- Create new complementary measure/target to TTV

# TOPIC: CONGESTION



Metric	Measure	Pro	Con	2020 Estimate*	Forecasted 2040**	Target
<b>Travel Time Variation</b>	On average, how much longer it takes to travel in peak periods.	Simple to calculate No change Good metric for peak congestion  Good for severity	TTV was another acronym; propose changing values to percentages instead of a ratio	19%	31%	Less than 25%
<b>Off Peak Travel in Severe Congestion</b>	How much mid-day off peak travel occurs in severe congestion (in PMT).	Mid-day congestion when TDM strategies may be less effective  Tangible way to track mid-day duration by magnitude	Only focuses fixed hours, not peak spreading or unique circumstances	15%	32%	Less than 25%
<b>Network with Extended Congestion</b>	How much of the network has extended congestion (in miles).	Meaningful when mapped	Mileage as a metric may not be meaningful  Much of network never congested	15%	27%	Less than 20%
<b>Travel in Extended Congestion</b>	How much of the PMT in the region occurs on roadways with extended congestion.	Inclusion of magnitude and people experiencing congestion throughout whole day	Neutralizes- with blend of peak period severity and off-peak congestion	28%	48%	Less than 35%

# TOPIC: GREENHOUSE GAS EMISSIONS (GHG)



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Surface transportation-related greenhouse gas emissions per capita	26.8 pounds per capita	60 percent decrease from 2010

## Staff proposal:

- **Wait for rulemaking** that implements Colo. House Bill 2019-1261 GHG targets
- **Revise target** consistent with final-rulemaking

# NEW TOPIC: TRANSIT SERVICE QUALITY



## **Staff proposal:**

- New measure/target to focus on transit quality/usefulness
- RTD is addressing through Reimagine process
- Wait for outcomes of Reimagine to define
- DRCOG & RTD interested in TAC input

# NEW TOPIC: ACTIVE TRANSPORTATION



## Staff proposal:

- New measure/target to focus on active transportation implementation

Metric	Measure	Pro	Con
<b>Active Transportation Corridor Mileage Completion</b>	50% of the active transportation corridor mileage is completed.	Achievable, action-based and correctable with transportation funding. Aligns with other collaborative planning efforts across the region.	Definition/selection of corridors may change and evolve  May not be actionable for some jurisdictions that have nearly completed their corridors.
<b>High Comfort Share of Facilities (Separated bike lanes, off-street, and bicycle boulevards)</b>	The network is 50% high comfort facilities, on track for the target of 80%.	Measures quality of facilities- which is important for tracking usability of facilities. Considers how not all facilities are created equal, and emphasizes making facilities accessible to a broader audience.	This does not measure connectivity and how these facilities work to complete a network or fill important gaps.

# TOPIC: HOUSING + TRANSPORTATION COSTS



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	41 percent (2013)	50 percent

## Staff proposal:

- **remove**, and
- replace with **new housing-related measure**

## Transportation costs are:

- not measured in surveys, and
- not regularly modeled

# TAC INPUT/GUIDANCE REQUESTED ON:



- Direction of proposed changes to current Metro Vision transportation measures/targets (preference for options presented or new options)
- Reaction to proposed new measures & options



**THANK YOU!**  
**QUESTIONS?**

**ATTACHE**

## ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
May 24, 2021	Informational Briefing	7

### SUBJECT

FY 2024-2027 Transportation Improvement Program (TIP) Policy Development: Regional Share Project Eligibility.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

At the April 26 TAC meeting, DRCOG staff provided an overview of the Regional Share process in the FY 2020-2023 TIP and an outline of possible adjustments for incorporating the Regional Share into the FY 2024-2027 TIP. TAC members present felt the Regional Share process should continue and not be removed nor replaced as a set-aside. The following is an overview of the previous discussions and further staff recommendations. In addition, staff is providing initial thoughts and a recommendation on the Regional/Subregional Share funding split for the 2024-2027 TIP.

## Part 1: Regional Share Project Selection Process

### Regional Share Definition

The definition used for the FY 2020-2023 TIP was: The intent of the Regional Share is to select a limited number of regional, high priority projects that play a crucial role in shaping and sustaining the future of individuals, cities, and counties in the region consistent with Metro Vision and the Regional Transportation Plan. The focus is to connect communities, greatly improve mobility and access, and provide a high return on investment to the region.

April TAC Discussion: The definition should focus on or include answers to questions such as:

- Who benefits from a Regional Share project?
- Who and how many does a Regional Share project move?
- Should it move freight and not just people?
- How many users does it draw?
- What are the economic benefits of the project?

May TAC Discussion: Staff feels the definition should be broad to reflect the connection between the 2050 MVRTP, Metro Vision, and the TIP, while the Regional Share project eligibility will assist in answering some of the questions above. DRCOG staff proposes the following Regional Share definition for discussion:

Regional Share projects and programs serve to achieve the regional outcomes and objectives of the Metro Vision Plan and the regionally-funded project and program investment priorities set by the 2050 Regional Transportation Plan.

- *This ties the Regional Share back to the 2050 MVRTP and Metro Vision Plan.*

### **Funding Availability**

After funding for the Set-Asides was taken off-the-top, the Regional Share process received 20% of the available funding to program. For the FY 2020-2023 TIP cycle, \$25 million was committed off-the-top to the Central 70 project, leaving a \$32 million target. Assuming TIP funding levels and the Regional/Subregional split remained constant, the FY 2024-2027 TIP Regional Share target is expected to be \$57 million.

The Regional Share also had project funding submittal limits. No submittals could request more than \$20 million in DRCOG-allocated funds and the funds were required to be matched at a minimum of 50%.

April TAC Discussion: No comments were received regarding the maximum limit of \$20 million per submittal of DRCOG-allocated funds, though comments were heard in favor of lowering the minimum match of 50% and in favor of retaining the 50% match requirement.

May TAC Discussion: DRCOG recommends keeping the cap at a \$20 million request for DRCOG-allocated funds per application, though reducing the match to a minimum of 20%.

In addition, DRCOG staff recommends adding a DRCOG-allocation minimum funding request of \$5 million (\$6.25 million overall minimum project cost), except for studies. This will allow the Regional Share to maintain a “regional” theme in terms of project size.

### **Project Type and Location**

Due to the limited amount of funding available for this share and to further reflect the intent, project type and limitations were included for the Regional Share Call for Projects.

#### April TAC Discussion

Minimal comment was heard regarding project type eligibility; the single comment was in favor of keeping everything similar to the previous process.

#### May TAC Discussion

Since the current project eligibility relates to the 2040 MVRTP, it will need to be updated to reflect the newly adopted 2050 MVRTP. Staff proposes the following updates to reflect the 2050 MVRTP regionally funded fiscally-constrained project and program investment priorities. Eligible projects are included within the table below; eligible programs are recommended to remain the same:

- Applicants could submit a program if it is region-wide. Regional programs need to focus on optimizing the multimodal transportation system by increasing

mobility and access, and/or programmatic efforts to ensure that people of all ages, incomes, and abilities are connected to their communities and the larger region.

<b>2020-2023 TIP</b> <b>2040 MVRTP Eligible Networks and Projects</b>	<b>2024-2027 TIP</b> <b>2050 MVRTP Eligible Networks and Projects</b> (Eligible projects are limited to those within the 2020-2029 air quality staging period)
<b>Regional Rapid Transit (Figure 2)</b> <i>(rail and BRT/busway guideway corridors)</i>	<b>Transit Projects</b> – any project that would implement a connected BRT network or further define desired transit service along specific corridors via meaningful next steps investments as identified in the 2050 MVRTP. Projects must be specifically identified on <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP on the following networks: <ul style="list-style-type: none"> <li>• Regional Bus Rapid Transit Network</li> <li>• Corridor Transit Planning Project and Program</li> </ul>
<b>Bicycle and Pedestrian Projects</b> – Projects 1) from an adopted local plan or, 2) on or in proximity of a regional corridor or key multi-use trail identified on <a href="#">Figure 3</a>	<b>Active Transportation Program</b> –An active transportation project that closes a <u>gap</u> on or between the regionally-defined <a href="#">Active Transportation Corridors</a> . The project may or may not be identified in the Active Transportation projects and program section of <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP. Projects must be in an adopted plan.
<b>Freeways and Major Regional Arterials (MRAs) on the <a href="#">Regional Roadway System</a></b> <i>(NOT ELIGIBLE: stand-alone roadway reconstruction and any projects on tollways (E-470, NW Parkway, Jefferson Parkway))</i> <a href="#">Figure 4</a> : Eligible Roadway Capacity projects identified in blue. <a href="#">Figure 5</a> : Eligible Roadway Operational project locations identified in red (freeways) and gold major regional arterials).	<b>Arterial Safety and Regional Vision Zero Projects and Program</b> – A project that addresses travel safety on the adopted <a href="#">Taking Action on Regional Vision Zero Plan</a> identified <a href="#">High-Injury Network</a> (on an arterial roadway or higher). The project may or may not be identified in the Arterial Safety/Regional Vision Zero Projects and Program section on <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP.  <b>Multimodal Capital Projects</b> - Projects identified on <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP. <i>(NOT ELIGIBLE: stand-alone roadway reconstruction and any projects on tollways (E-470, NW Parkway, Jefferson Parkway))</i>
<b>Regional Managed Lanes System (Figure 6)</b>	Not carried forward; covered in Multimodal Capital Projects.
<b>Rail Freight System (Figure 7)</b> <i>(new railroad grade separations at existing grade crossings that improve operations on the designated Regional Roadway System)</i>	<b>Freight Program</b> – Focused projects to implement adopted multimodal freight plans. Eligible projects include any project located on a <a href="#">Major Regional Arterial or Freeway</a> that <u>primarily</u> improves freight movement. The project may or may not be listed in the Freight Projects and Program section of <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP.
<b>Studies</b> – Any study for a project that is DRCOG eligible	<b>Studies</b> – Study limits must include the <a href="#">entire MPO boundary</a> at a minimum <u>and</u> specifically addresses one

	of the following: transit (BRT or a transit corridor), active transportation, arterial safety, or freight.
<b>Multimodal Projects</b> Fixed route or on-demand transit ( <i>capital and operating costs eligible</i> ) TDM programs Multimodal mobility projects enabled by new technology	Not carried forward to be eligible for the Regional Share.

### Application Submittal and Evaluation

Regional Share project applications, though submitted from individual sponsors, were first discussed at each subregional transportation forum, as each subregion was permitted a maximum of three submittals. In addition, two submittals each were allowed from RTD and CDOT (though the Central 70 project counted as one of CDOT’s project submittals).

After all applications were evaluated and scored by DRCOG staff, a project review panel was convened and met to discuss and prioritize the eligible applications for 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 to five regional subject matter experts. As part of the panel decision-making process, selected project sponsors may be asked to make a brief presentation to the panel to further assist in project recommendations.

#### April TAC Discussion

No discussion took place at the previous meeting.

#### May TAC Discussion

Staff proposes no changes to the Regional Share application submittal and evaluation process.

## Part 2: Regional/Subregional Share Funding Split

The funding split for the FY 2020-2023 TIP process was 20% to the Regional Share and 80% to the Subregional Share. The Subregional Share was then further broken down to each subregion target based on the proportion of the average of each county’s population, VMT, and employment as compared to the regional total. The previous cycle’s discussion and eventual recommendation and action of this funding split was one of the most critical in the development of the Dual Model process. If the funding for DRCOG to allocate for this upcoming TIP cycle is similar to the past, the Regional Share allocation would be approximately \$57 million.

Based on the discussion at the April TAC meeting on the Regional Share, DRCOG staff is recommending the split for the FY 2024-2027 TIP remain the same based on the following:

- The proposed changes to the FY 2024-2027 TIP Regional Share eligibility (at the time of this memo) are projected to remain similar to the FY 2020-2023 TIP.

- State and federal transportation funding actions are largely unknown at this time. Future funding action and allocations may dictate revisiting this split before the 2024-2027 TIP Policy is adopted in January 2022.

PREVIOUS DISCUSSIONS/ACTIONS

[April 26, 2021 TAC](#)

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff Presentation
2. 24-27 TIP Schedule – Updated May 2021

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, at 303-480-6737 or [tcottrell@drcoq.org](mailto:tcottrell@drcoq.org).

# **FY 2024-2027 TIP Policy Development Regional Share Discussion (Continued)**

Transportation Advisory Committee  
May 24, 2021

Todd Cottrell

# REGIONAL SHARE DEFINITION



- April Discussion Outcomes:
  - Who benefits?
  - Who/how many does it move?
  - Move freight?
  - Users it draws?
  - Economic benefits?

# REGIONAL SHARE DEFINITION



- Staff: keep definition broad to reflect connection; let project eligibility answer previous questions:
  - Regional Share projects and programs serve to achieve the regional outcomes and objectives of the Metro Vision Plan and the regionally-funded project and program investment priorities set by the 2050 Regional Transportation Plan.

# FUNDING ELIGIBILITY



- Funding: \$20 M submittal max; min. 50% match
- April Discussion: comments heard in favor of lowering the 50% match and retaining the 50% match
- Staff Recommendations:
  - DRCOG allocations between \$5 and \$20 million, except studies
  - Minimum match of 20%
  - Goal is to maintain a "regional" project size

# PROJECT ELIGIBILITY: TYPE AND LOCATION



- April Discussion: minimal, but keep everything similar
- Staff Recommendations:
  - Update from 2040 MVRTP to 2050 MVRTP regionally funded fiscally-constrained project and program investment priorities in the 2020-2029 staging period
  - Programs: remain the same; region-wide
  - Projects: see table

# PROJECT ELIGIBILITY



<b>2020-2023 TIP</b> <b>2040 MVRTP Eligible Networks and Projects</b>	<b>2024-2027 TIP</b> <b>2050 MVRTP Eligible Networks and Projects</b> <i>(Eligible projects are limited to those within the 2020-2029 air quality staging period)</i>
<p><b>Regional Rapid Transit</b> (<a href="#">Figure 2</a>)  <i>(rail and BRT/busway guideway corridors)</i></p>	<p><b>Transit Projects</b> – any project that would implement a connected BRT network or further define desired transit service along specific corridors via meaningful next steps investments as identified in the 2050 MVRTP. Projects must be specifically identified on <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP on the following networks:</p> <ul style="list-style-type: none"> <li>• Regional Bus Rapid Transit Network</li> <li>• Corridor Transit Planning Project and Program</li> </ul>
<p><b>Bicycle and Pedestrian Projects</b> – Projects 1) from an adopted local plan or, 2) on or in proximity of a regional corridor or key multi-use trail identified on <a href="#">Figure 3</a></p>	<p><b>Active Transportation Program</b> –An active transportation project that closes a gap on and between the regionally-defined <a href="#">Active Transportation Corridors</a>. The project may or may not be identified in the Active Transportation projects and program section of <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP. Projects must be in an adopted plan.</p>
<p><b>Freeways and Major Regional Arterials (MRAs) on the <a href="#">Regional Roadway System</a></b></p> <p><i>(NOT ELIGIBLE: stand-alone roadway reconstruction and any projects on tollways (E-470, NW Parkway, Jefferson Parkway))</i></p> <p><a href="#">Figure 4</a>: Eligible Roadway Capacity projects identified in blue.</p> <p><a href="#">Figure 5</a>: Eligible Roadway Operational project locations identified in red (freeways) and gold major regional arterials).</p>	<p><b>Arterial Safety and Regional Vision Zero Projects and Program</b> – A project that addresses travel safety on the adopted <a href="#">Taking Action on Regional Vision Zero Plan</a> identified <a href="#">High-Injury Network</a> (on an arterial roadway or higher). The project may or may not be identified in the Arterial Safety/Regional Vision Zero Projects and Program section on <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP.</p> <p><b>Multimodal Capital Projects</b> - Projects identified on <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP.</p> <p><i>(NOT ELIGIBLE: stand-alone roadway reconstruction and any projects on tollways (E-470, NW Parkway, Jefferson Parkway))</i></p>

# PROJECT ELIGIBILITY



<b>2020-2023 TIP</b> <b>2040 MVRTP Eligible Networks and Projects</b>	<b>2024-2027 TIP</b> <b>2050 MVRTP Eligible Networks and Projects</b> (Eligible projects are limited to those within the 2020-2029 air quality staging period)
<b>Regional Managed Lanes System</b> ( <a href="#">Figure 6</a> )	Not carried forward; covered in Multimodal Capital Projects.
<b>Rail Freight System</b> ( <a href="#">Figure 7</a> ) <i>(new railroad grade separations at existing grade crossings that improve operations on the designated Regional Roadway System)</i>	<b>Freight Program</b> – Focused projects to implement adopted multimodal freight plans. Eligible projects include any project located on a <a href="#">Major Regional Arterial or Freeway</a> that <u>primarily</u> improves freight movement. The project may or may not be listed in the Freight Projects and Program section of <a href="#">Table 3.1</a> in the 2020-2029 staging period of the 2050 MVRTP.
<b>Studies</b> – Any study for a project that is DRCOG eligible	<b>Studies</b> – Study limits must include the <a href="#">entire MPO boundary</a> at a minimum <u>and</u> specifically addresses one of the following: transit (BRT or a transit corridor), active transportation, arterial safety, or freight.
<b>Multimodal Projects</b> Fixed route or on-demand transit <i>(capital and operating costs eligible)</i> TDM programs Multimodal mobility projects enabled by new technology	Not carried forward to be eligible for the Regional Share.

# APPLICATION SUBMITTAL AND EVALUATION



- Three application limit submitted to subregions (two by CDOT/RTD)
- Each subregion submits to DRCOG to score
- Project review panel discusses, prioritizes, and recommends projects
- DRCOG staff is proposing no changes

# REGIONAL/SUBREGIONAL FUNDING SPLIT



- FY 20-23 TIP: 20% Regional and 80% Subregional
- DRCOG staff recommends no change at this time due to:
  - Regional Share eligibility is proposed to be similar to 20-23 TIP process (at time of memo/presentation)
  - State/Federal transportation funding is largely unknown



# DISCUSSION

**ATTACHMENT C**

## 2024-2027 TIP Schedule (as of May 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		
<b>TIP Policy Document</b>																											
Dual Model Overview			O	X																							
Regional Share/Panel			O	O/X	X																						
Regional/Subregional Funding Split				O/X	X																						
Project Scoring (Roles, Method)									X																		
Incorporating DRCOG Plans									X																		
Focus Areas									X																		
TIP Set-Asides									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	
Draft Application																										X	
<b>Draft Policy Document</b>																										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		
<b>Calls for Projects, Recommendations, and Action</b>																											
<b>Regional Share Call for Projects</b>																											
R.S. Application Review (staff/panel)																											
R.S. Projects Action															X												
<b>Subregional Share Call for Projects</b>																											
S.S. Application Review by Forums																											
S.S Project Action																						X					
Staff Prepare Draft TIP																											
Public Hearing Draft TIP Released																											
Draft 2024-2027 TIP - Public Hearing																										X	
<b>2024-2027 TIP Adoption</b>																										X	
TAC/TAC Work Session																											
Activity																											
Board Work Session																										O	
DRCOG Board																										X	

**ATTACH F**

## ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Steve Cook, Manager Mobility Analytics and Operations  
(303) 480-6749 or [scook@drcog.org](mailto:scook@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
May 24, 2021	Informational Briefing	8

### SUBJECT

2021-2022 Statewide Multimodal Travel Survey project.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

DRCOG is working in partnership with CDOT and the state's other Metropolitan Planning Organizations (MPOs) on the Statewide Multimodal Travel Survey project (note that a formal project name will be selected during the initial planning phase). Over the next two years, several survey components will be designed and administered to obtain information on household, business, and visitor travel characteristics throughout the state. CDOT has hired a consultant team to conduct this major project.

This summer, a detailed survey work plan will be prepared. Survey instruments and procedures will be designed and evaluated via pilot test surveys in the fall and winter. The design process is very important as this is when specific survey questions about household characteristics and travel attributes are defined. As much as planners would like to receive information on a very large number of household and traveler traits, the surveyor's dilemma is to balance the amount of information obtained from each household with the burden that a lengthy survey produces, which can lead to (among other problems) poor response rates, which in turn increase survey costs and compromise data quality.

The majority of surveying is expected to take place in 2022. Further small-scale annual surveys will likely be administered in the future to monitor changing trends in travel patterns. Major public outreach efforts will be conducted in association with the surveys. Example survey components will likely include:

- Traditional household diary surveys
- Smartphone-based travel tracking surveys
- Visitor intercept and self-administered surveys (e.g., DIA and other visitor destinations)
- Rental car use
- Surveys on household and business package deliveries
- Incorporation of travel data from "big data" sources

The previous household survey (called “Front Range Travel Counts”) was conducted in 2010/2011. DRCOG led this survey effort along with RTD, CDOT, and MPOs in the Front Range Corridor. Results from travel surveys are used to calibrate DRCOG’s regional travel demand model, known as Focus. The results are also used for project evaluation and selection processes and to create information documents for decisionmakers, general public, and the media.

Erik Sabina, CDOT’s Information Management Branch Manager, and Steve Cook will describe the project and solicit thoughts and questions from the committee.

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

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

<b>ATTACHMENT</b>
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1. Presentation on 2021/2022 Statewide Multimodal Travel Survey project

<b>ADDITIONAL INFORMATION</b>
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If you need additional information, please contact Steve Cook, Manager, Mobility Analytics and Operations, at (303) 480-6749 or [scook@drcog.org](mailto:scook@drcog.org)

# 2022 Statewide Multimodal Travel Survey Project

**Transportation Advisory Committee**

**May 24, 2021**

**Steve Cook, DRCOG Mobility Analytics and Operations Manager**  
**Erik Sabina, CDOT Information Management Branch Manager**



# 2022 Statewide Multimodal Travel Surveys

- Follow up to 2010 “Front Range Travel Counts” household survey
- Partnership with CDOT:
  - MPOs: DRCOG; PPACOG; NFRMPO; PACOG; RTD; others
- Enhancement to US Census 2020 data
- Uses of survey results:
  - Calibration of Focus Regional Travel Demand Model
  - Project evaluation and selection
  - Information for decision making, public officials, media



# Survey components

- Traditional household diary surveys
- Smartphone-based travel tracking diaries
- Visitor surveys (e.g. DIA and other visitor destinations)
- Rental car use
- Household and business package deliveries
- Incorporation of travel info from “big data” locational based service (LBS) sources
- Future tracking surveys





## Key activities (draft)

- 2021:
  - Detailed project plan
  - Draft sample designs; survey instruments;
  - Target sampling & response rates
  - Pilot surveys
- 2022/2023:
  - Media and public outreach
  - Recruitment of participants; interviewer training
  - **Conduct surveys;** LBS data purchases
  - Compile, QC, and “expand” data
  - Reports for model practitioners and general public



# Questions and Discussion

**ATTACH G**

## ATTACHMENT G

To: Chair and Members of the Transportation Advisory Committee

From: Emily Lindsey, Transportation Technology Strategist, Transportation Planning & Operations 303-480-5628 or [elindsey@drcog.org](mailto:elindsey@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
May 24, 2021	Informational Briefing	9

### SUBJECT

CDOT Mobility Hub Program and Project Status

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The Colorado Department of Transportation (CDOT) has a statewide mobility hub strategy, which includes the development of a [draft Mobility Hub Handbook](#) and implementation of mobility hub projects throughout Colorado. Several of these mobility hubs are in the Denver region along the I-25 corridor and funded through Senate Bill 267. At the May TAC meeting, the committee will be briefed on CDOT's mobility hub strategy and receive a project status update for mobility hubs in the Denver region from CDOT's Sharon Terranova and a member of the consultant team, Ed Parks.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENTS

1. CDOT Presentation

### ADDITIONAL INFORMATION

If you need additional information, please contact Emily Lindsey, Transportation Technology Strategist, Transportation Planning & Operations, at 303-480-5628 or [elindsey@drcog.org](mailto:elindsey@drcog.org).



**COLORADO**

Department of Transportation

# Mobility Hub Program

DRCOG Transportation Advisory Committee

May 24, 2021



# Mobility Hub Vision and Goals

**Vision Statement:** CDOT plans to re-envision the traditional park-and-ride transit locations into “Mobility Hubs”—transportation centers at select locations, which emphasize multimodal options, seamless mode to mode transitions, real-time passenger information, convenience, and opportunities to create higher intensity transit friendly development surrounding these hubs.



INCREASE TRANSIT  
RIDERSHIP  
AND MULTIMODAL  
OPTIONS

INCREASE SAFETY, TRAVEL  
TIME, RELIABILITY,  
ECONOMIC VITALITY,  
AND AIR QUALITY

DECREASE THE  
NUMBER OF VEHICLE  
MILES TRAVELED BY  
COLORADO RESIDENTS

DECREASE OR  
MITIGATE AIR  
POLLUTION ACROSS  
THE STATE

DECREASE OR MITIGATE  
GROWING CONGESTION  
ON CORRIDORS  
THROUGHOUT  
THE STATE



# Station Definitions and Characteristics

**Park-N-Rides:** Transit stops that allows drivers to leave their vehicles at a parking lot and take public transportation for the remainder of their trip. Park-and-rides do not typically have connections to other transit routes. Amenities at park-and-rides usually include a parking lot and a shelter.

**Transit Centers:** Locally owned and operated transit facilities that Bustang is stopping at but are not CDOT owned and operated. The local agencies have jurisdiction over the name and operations of the facility.

- Frisco Transit Center
- Pueblo Transit Center

**Mobility Hubs:** Focal point in the transportation network that seamlessly integrates different types of modes of transportation, multimodal supportive infrastructure, and place-making strategies to create activity centers that maximize first- and last-mile connectivity.

- Connectivity to local transit, employment and housing



***Monument Park-and-Ride***

***Colorado Springs Transit Center Schematic***

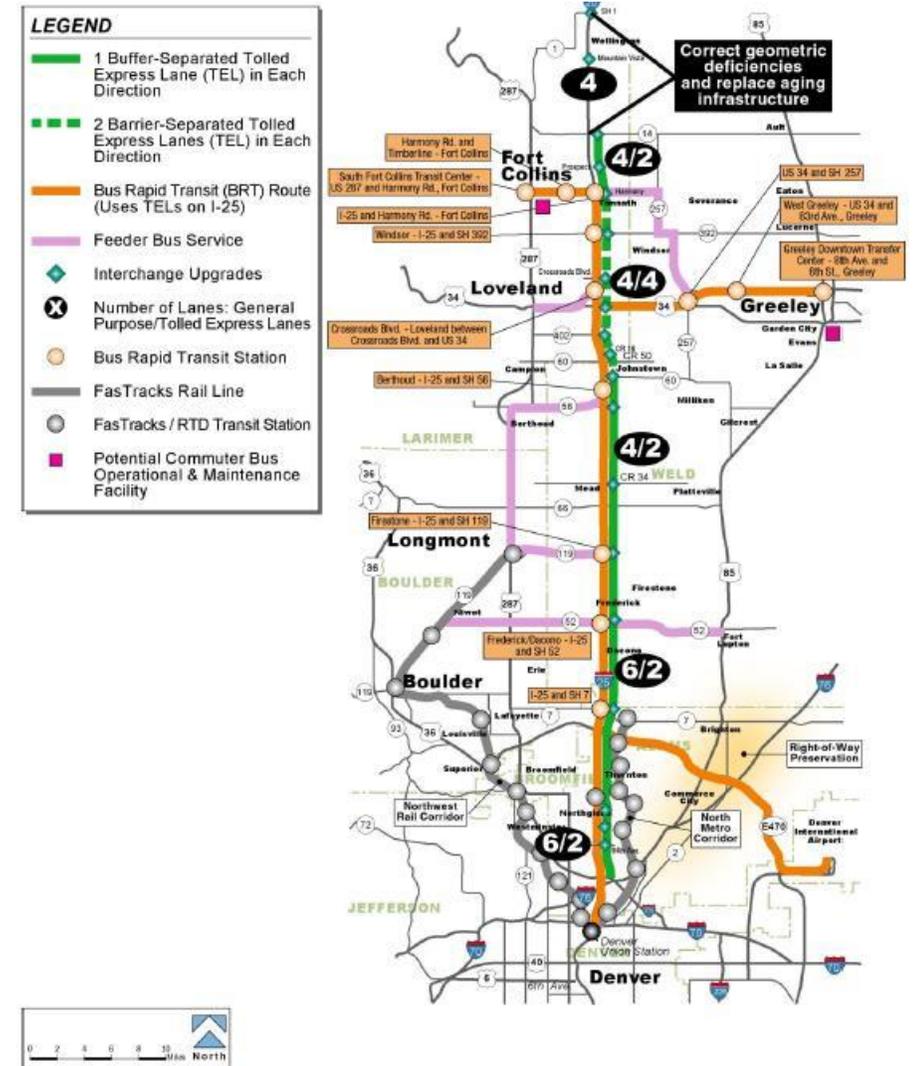


***Centerra Loveland Mobility Hub Schematic***



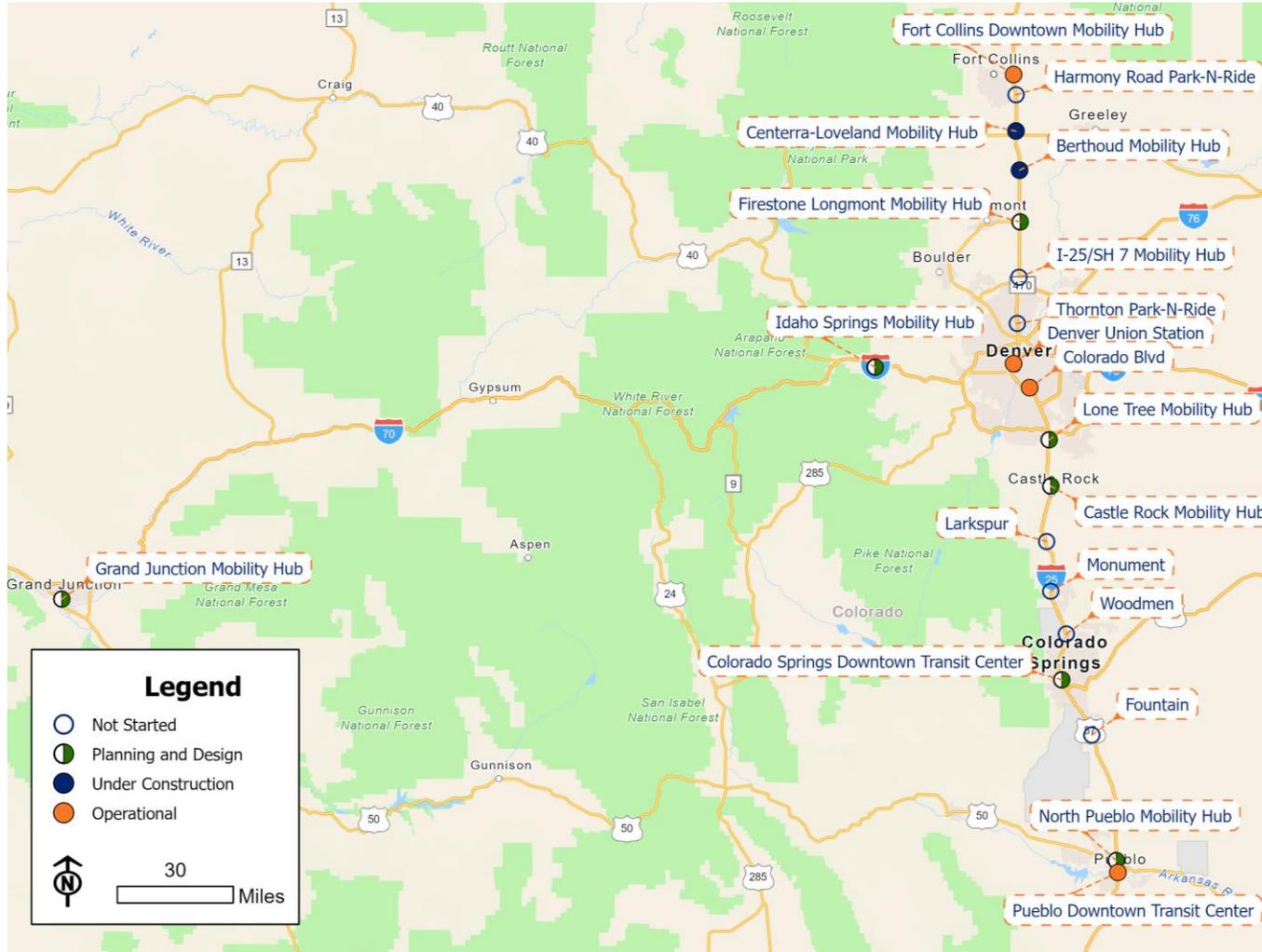
# Bustang History

- 2008 Intercity and Regional Bus Network plan developed
- 2009 DTR created by State Legislation
- 2011 North I-25 FEIS Express Bus Service
- 2014 Intercity and Regional Bus Network plan updated
- 2015 Bustang Interregional Express Bus Service began
- 2018 Outrider Rural Regional Bus Service began
- 2019 1st Mobility Hub approved for construction at Centerra Loveland





# Mobility Hub Program



## Planning and Design Not Started

1. Harmony Road Park-N-Ride
2. I-25/SH 7 Mobility Hub
3. Thornton Park-N-Ride
4. Larkspur
5. Monument
6. Woodmen
7. Fountain

## Planning and Design In Progress

1. Firestone Longmont Mobility Hub
2. Idaho Springs Mobility Hub
3. Lone Tree Mobility Hub
4. Castle Rock Mobility Hub
5. Colorado Springs Downtown Transit Center
6. North Pueblo Mobility Hub
7. Grand Junction Mobility Hub

## Under Construction

1. Centerra-Loveland Mobility Hub
2. Berthoud Mobility Hub

## Completed

1. Fort Collins Downtown Mobility Hub
2. Denver Union Station
3. Colorado Blvd
4. Pueblo Downtown Transit Center



# DRCOG Project Updates

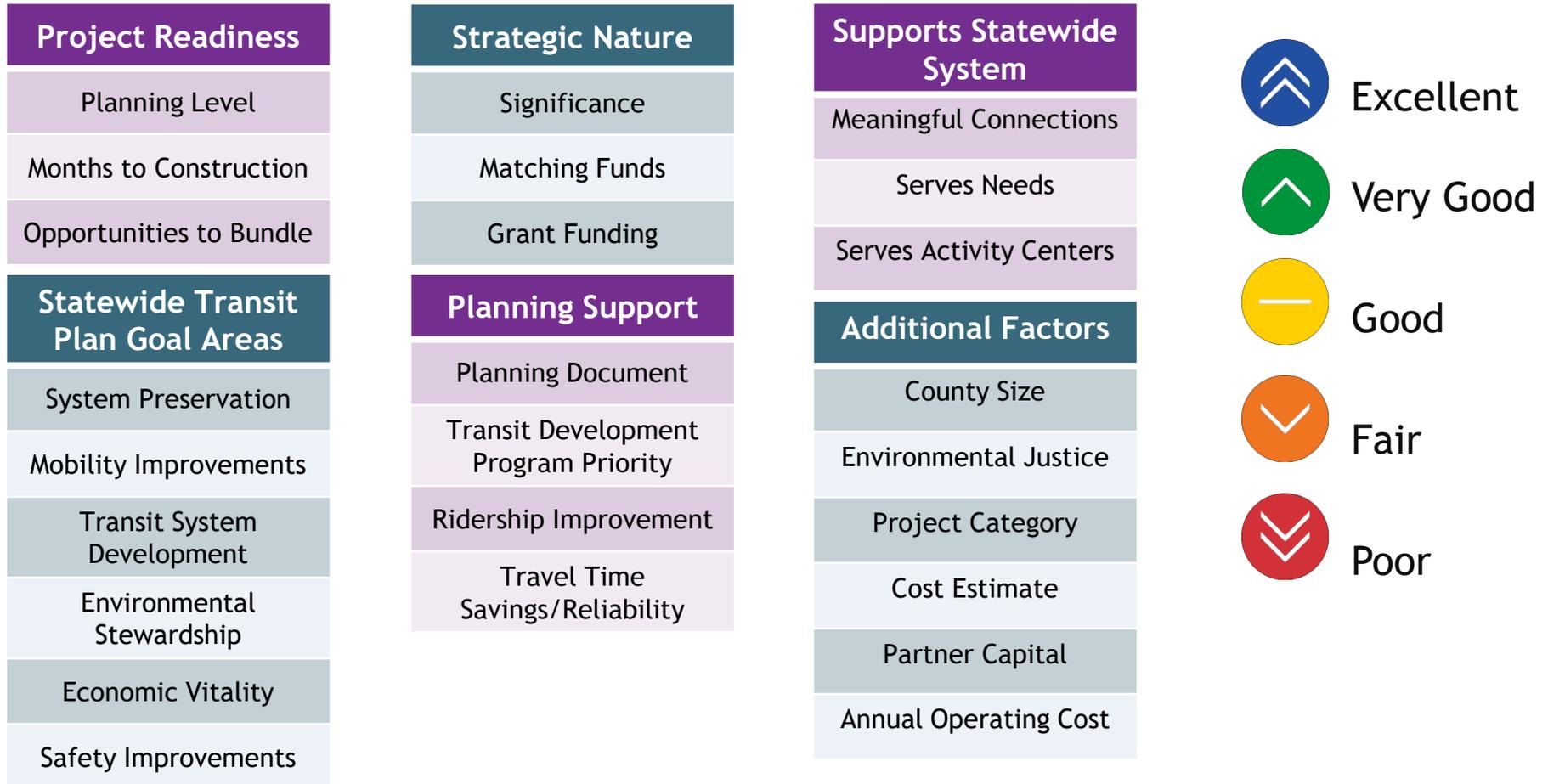
Location	Current Stop	Mobility Hub Status	Total Estimated Cost	SB267 Funding (Years 1-4)	Matching Funds
CO 119 Mobility Hub - Phase I	No	Design	\$8,900,000	\$8,900,000	\$0
CO 119 Mobility Hub - Phase II (Center Median)	No	Property Acquisition	\$22,000,000	\$3,500,000	TBD
SH 7 Mobility Hub	No	Not Started	\$200,000,000 <sup>1</sup>	\$11,500,000 <sup>2</sup>	TBD
Lone Tree Mobility Hub	Yes	Preconstruction	\$20,000,000	\$10,000,000	TBD
Castle Rock Mobility Hub	No	Planning	\$30,000,000	\$15,000,000 <sup>2</sup>	TBD
Idaho Springs Mobility Hub	Yes	Planning	\$10,000,000	\$4,430,000	TBD

1. \$200M is for the full buildout; Interim construction would be \$11.5M

2. Additional funds to be requested in Year 4



# Project Selection Process





# Mobility Hub Planning Process





# Mobility Hub Location Criteria & Metrics

Criteria	Metrics
<b>Distance from Nearby Mobility Hub</b>	<ul style="list-style-type: none"> <li>• Miles from the nearest mobility hub(s)</li> <li>• Recommended 10 mile spacing on I-25/ 30 mile spacing on I-70</li> </ul>
<b>Transit Operations</b>	<ul style="list-style-type: none"> <li>• Accommodate a center median transit stop</li> <li>• Streamlined operations and routing</li> <li>• Efficient transit travel times</li> <li>• Ability to utilize managed lanes</li> </ul>
<b>Vision and Goals</b>	<ul style="list-style-type: none"> <li>• Alignment with project vision and goals</li> </ul>
<b>Site Constraints</b>	<ul style="list-style-type: none"> <li>• Site accessibility and right-of-way availability</li> <li>• Topography and terrain</li> <li>• Presence of other barriers</li> <li>• Space availability</li> </ul>
<b>Travel Patterns</b>	<ul style="list-style-type: none"> <li>• Average daily traffic volumes</li> <li>• Existing transit ridership (boardings and alightings)</li> <li>• Projected transit ridership (boardings and alightings)</li> </ul>
<b>Connectivity</b>	<ul style="list-style-type: none"> <li>• Miles of existing and planned sidewalk</li> <li>• Miles of existing and planned bicycle facilities</li> <li>• Miles of existing and planned trails</li> <li>• Connections to local transit</li> <li>• Front Range Passenger Rail</li> </ul>
<b>Community Support</b>	<ul style="list-style-type: none"> <li>• Political support</li> <li>• Stakeholder support</li> </ul>
<b>Development and Land Use Characteristics</b>	<ul style="list-style-type: none"> <li>• Existing adjacent supporting land uses</li> <li>• Compatible with local land use zoning</li> <li>• Ability to promote and implement Transit Oriented Development</li> <li>• Planned supporting development is underway</li> </ul>



# Sky Ridge Station Example

Criteria	Metric	Sky Ridge Station
Distance from Nearest Mobility Hub	Miles from the nearest mobility hub(s)	Denver Union Station: 19.2 Castle Rock: 9.7
	Transit Operations	Compatible
Vision and Goals	Accommodate for a center-loading transit stop	Compatible
	Streamlined operations and routing	Compatible
	Efficient transit travel times (NB/SB)	\$9.92/\$10.59
	Ability to utilize managed lanes	Compatible
Site Constraints	Alignment with project vision and goals	Compatible
	Site accessibility and right-of-way availability	Compatible
	Topography and terrain	Somewhat Compatible
	Presence of other barriers	Compatible
Travel Patterns	Space availability	Compatible
	Average daily traffic volumes	157,000
	Existing transit ridership	LRT: 634 FlexRide: 39
	Projected transit ridership	TBD
Regional Connectivity	Miles of existing and planned sidewalk	361
	Miles of existing and planned bicycle facilities	85
	Connections to local transit	LRT and FlexRide
	Front Range Passenger Rail	TBD
Community Support	Political support	TBD
	Stakeholder support	TBD
	Existing adjacent supporting land uses	Somewhat Compatible
Development and Land Use Characteristics	Residents within walking distance (1/2 mile)	383
	Residents within biking distance (3 miles)	15,457
	Residents within driving distance (5 miles)	33,751
	Jobs within walking distance (1/2 mile)	335
	Jobs within biking distance (3 miles)	20,507
	Jobs within driving distance (5 miles)	54,534
	Compatible with Local Land Zoning	Compatible
	Ability to promote and implement Transit Oriented Development	Compatible
	Planned supporting development is underway	Somewhat Compatible
	Projected residents within walking distance (1/2 mile) in 2030	891
	Projected residents within biking distance (3 miles) in 2030	17,140
	Projected residents within driving distance (5 miles) in 2030	41,164
	Projected jobs within walking distance (1/2 mile) in 2030	6,341
	Projected jobs within biking distance (3 miles) in 2030	46,828
	Projected jobs within driving distance (5 miles) in 2030	106,404
	Projected number of service jobs within walking distance (1/2 mile)	5,795
	Projected number of service jobs within biking distance (3 miles)	20,404
Projected number of service jobs within driving distance (5 miles)	71,728	



# Mobility Hub Typologies

Type of Mobility Hub	Contextual Characteristics	Level of Amenities
<b>Type I:</b> <b>Larkspur</b>	<ul style="list-style-type: none"> <li>• <b>Transit Activity:</b> Low number of boardings and alightings</li> <li>• <b>Land Use Characteristics:</b> Low residential or employment density or development potential</li> <li>• <b>Population Demographics:</b> Low percentage of seniors, households living below the poverty level, and zero-vehicle households</li> </ul>	<p>Low</p>
<b>Type II:</b> <b>Berthoud</b>	<ul style="list-style-type: none"> <li>• <b>Transit Activity:</b> Medium number of boardings and alightings</li> <li>• <b>Land Use Characteristics:</b> Medium residential or employment density or development potential</li> <li>• <b>Population Demographics:</b> Medium percentage of seniors, households living below the poverty level, and zero-vehicle households</li> </ul>	<p>Medium</p>
<b>Type III:</b> <b>Centerra Loveland</b>	<ul style="list-style-type: none"> <li>• <b>Transit Activity:</b> High number of boardings and alightings</li> <li>• <b>Land Use Characteristics:</b> High residential or employment density or development potential</li> <li>• <b>Population Demographics:</b> High percentage of seniors, households living below the poverty level, and zero-vehicle households</li> </ul>	<p>High</p>



# Mobility Hub Amenities by Typology

Amenity	Type I	Type II	Type III
<b>Regional Connections</b>			
Connections to State Highway System	Optional	Optional	Recommended
<b>Multimodal Connections</b>			
Local/Regional Transit Connections	Recommended	Recommended	Recommended
Pedestrian Facility Connections	Recommended	Recommended	Recommended
Bicycle Facility Connections	Recommended	Recommended	Recommended
Park-and-Ride	Recommended	Recommended	Recommended
Passenger Pick-Up / Drop-Off	Recommended	Recommended	Recommended
TOD Opportunities Nearby	Optional	Optional	Recommended
<b>Station Amenities</b>			
Route Information	Recommended	Recommended	Recommended
Real-Time Transit Information	Optional	Recommended	Recommended
Universal Ticketing	Optional	Optional	Optional
Furniture	Recommended	Recommended	Recommended
Shelter/Canopy	Recommended	Recommended	Recommended

Amenity	Type I	Type II	Type III
Windscreens	Recommended	Recommended	Recommended
Warming Centers	Optional	Optional	Optional
Lighting	Recommended	Recommended	Recommended
Paper Schedules	Optional	Optional	Optional
Bicycle Racks	Recommended	Recommended	Recommended
Bicycle Lockers	Optional	Optional	Optional
Security Cameras	Recommended	Recommended	Recommended
Wayfinding Information	Optional	Optional	Optional
EV Charging Stations	Recommended	Recommended	Recommended
Parking Counting System	Not Required	Optional	Optional
Bicycle/Scooter Share Parking	Optional	Optional	Optional
Bicycle Maintenance Facilities	Not Required	Optional	Optional

Amenity	Type I	Type II	Type III
Public Space	Optional	Optional	Optional
<b>Enhanced Station Amenities</b>			
Restrooms	Optional	Optional	Optional
Welcome Center	Not Required	Optional	Optional
Artistic Elements	Not Required	Optional	Optional
Emergency Call In Box	Recommended	Recommended	Recommended
Wi-Fi/ Smartphone Connectivity	Optional	Recommended	Recommended
<b>Other Multimodal Connections</b>			
Existing/Future Rail Connection	Optional	Optional	Optional
National Bus Service Connection	Optional	Optional	Optional
Resort Shuttle Connection	Optional	Optional	Optional
Car Share Options	Optional	Optional	Optional
<b>Community Related Facilities</b>			
Parcel Pickup	Optional	Optional	Optional

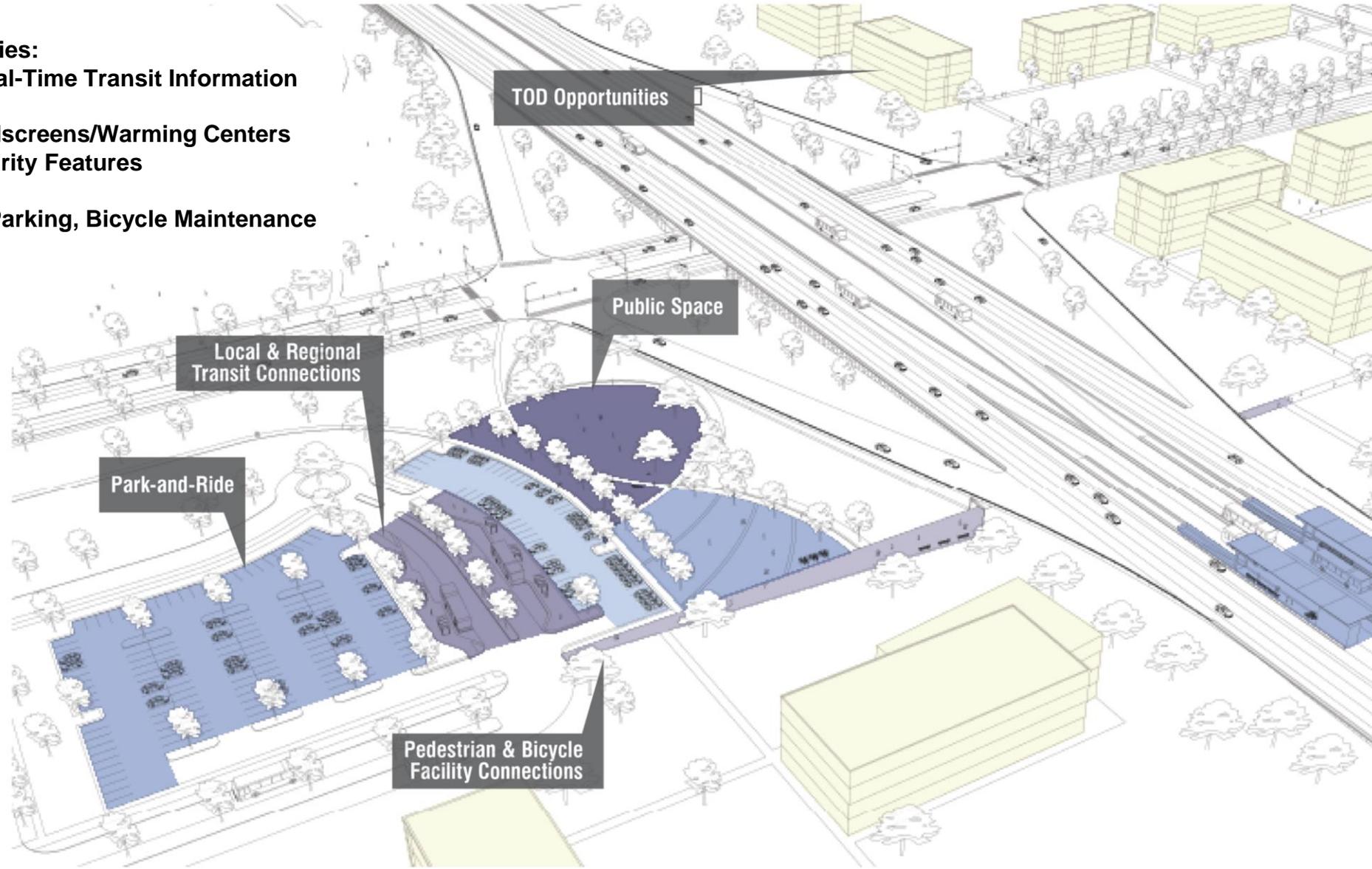
Not Required
Optional
Recommended



# Mobility Hub Design Features

## Examples of Other Amenities:

- Route Information & Real-Time Transit Information
- Furniture
- Shelters/Canopies/Windscreens/Warming Centers
- Adequate Lighting/Security Features
- Wayfinding Information
- Bicycle/Scooter Share Parking, Bicycle Maintenance Facilities





# Typology Approximate Costs

- Costs of mobility hubs are directly tied to the typology and can vary, center loading vs slip ramps, and parking demand
  - These costs include amenities such as Fixtures, EV Chargers, Wayfinding Signs, Passenger Information Display Signs, etc.

Project	Description	Low - High, [Average]
Project 1	A large parking lot (350 spaces) with two slip ramps (similar to Firestone-Longmont)	\$9M - \$18M, [\$13M]
Project 1b	A small parking lot (150 spaces) with two slip ramps	\$6M - \$15M, [\$10M]
Project 2	A small parking lot with off-street bus bays (similar to Fairplay)	\$3.5M - \$8M, [\$6M]
Project 3	A large parking lot and a center loading station (similar to Centerra-Loveland)	\$16M - \$30M, [\$23M]
Project 4	A location w/o parking, but with slip ramps and ped. connections (similar to Lone Tree)	\$7M - \$18M, [\$13M]
Project 5	A downtown transit center with a parking deck and off-street bus bays	\$11M - \$16M, [\$14M]



# Baseline Amenity Approximate Costs

Element	Low	High
Slip Ramps	\$1M	\$3M
Center Loading Station	\$4M	\$7M
Large Parking Lot	\$3M	\$5M
Small Parking Lot	\$1M	\$3M
Off Street Bus Bays	\$500K	\$1.5M
Bike/Ped Connections	\$450K	\$550K
Pedestrian Tunnel/Overpass	\$2M	\$5M
Custom Shelters	\$180K	\$220K
Stock Shelters	\$25K	\$35K
Large Parking Lot EV Charging	\$225K	\$275K
Small Parking Lot EV Charging	\$100K	\$150K
Lighting	\$200K	\$250K
Passenger Information Displays	\$125K	\$175K
Wayfinding Signage	\$80K	\$120K
Street Furniture	\$30K	\$50K



# Partnership Funding

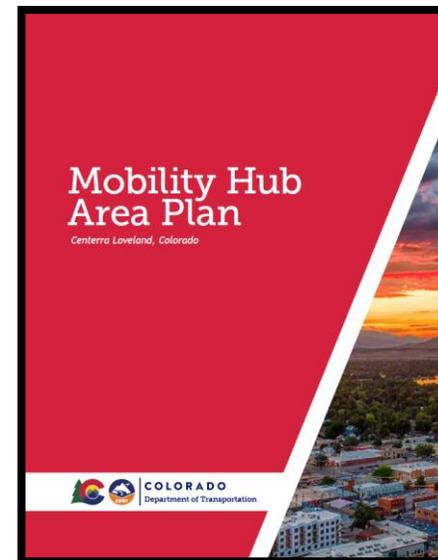
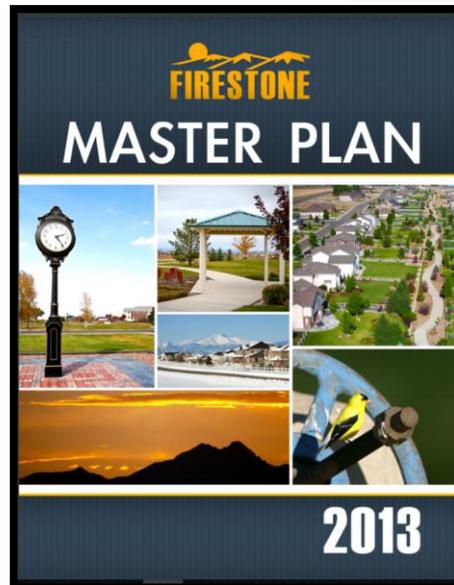
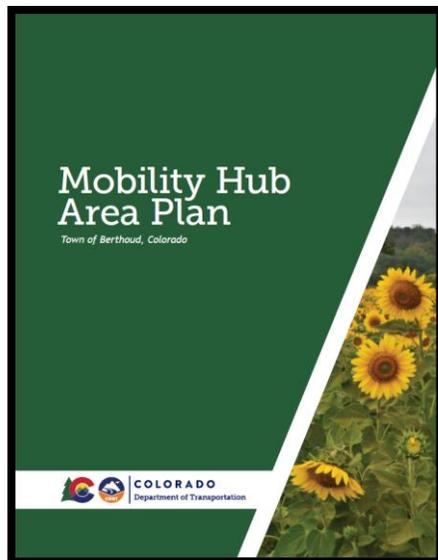
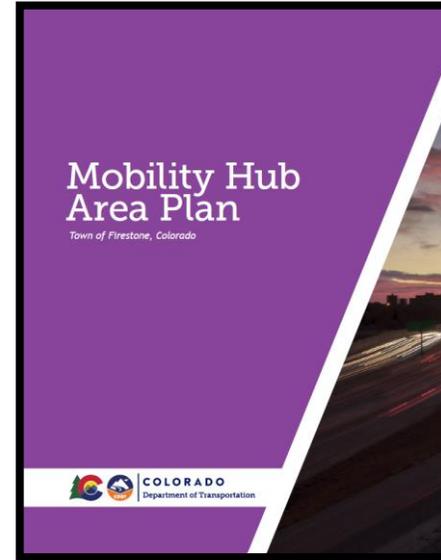
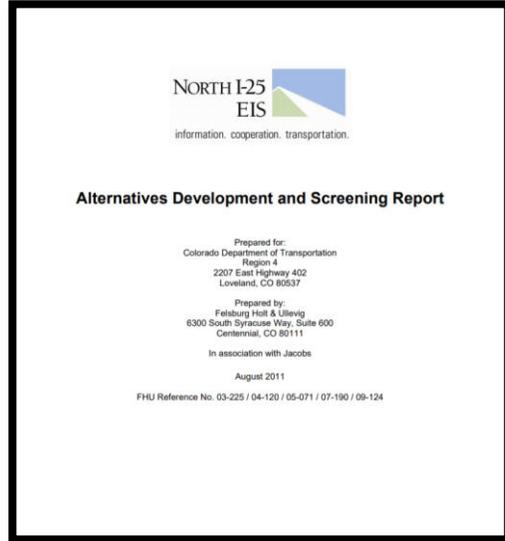
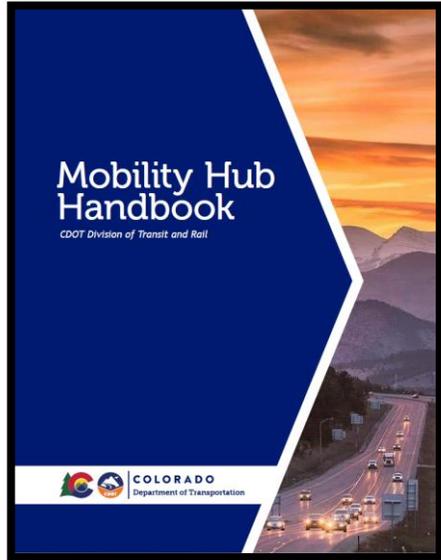
- Partnership funding can come in the form of cash, land donations, or other work that helps with the base project scope
  - Base project scope is defined as the project elements that must be constructed to enable Bustang operations at a hub
- “Partner funds” are defined as any funds which aren’t budgeted to DTR SB 267 Transit
- The amount of match required depends on the type of project (see below)

Project Type	Preconstruction	Construction
Mobility Hub - Phase 2 - Fully Built <sup>1</sup>	100% DTR	50% DTR/50% Partner
Mobility Hub - Phase 1 <sup>1</sup>	100% DTR	100% DTR
Local Agency Project < \$2.5M	80% DTR/20% Partner	80% DTR/20% Partner
Partner Project > \$2.5M <sup>2</sup>	50% DTR/50% Partner	50% DTR/50% Partner
DTR Project	100% DTR	100% DTR

1. An Interim Mobility Hub is a location in which CDOT is making an improvement within their existing property. A Long-Term Mobility Hub is a location in which CDOT anticipates acquiring new property to make an improvement.  
 2. The first \$2.5M of project cost will get an 80/20 match; the remaining cost will require a 50/50 match.



# Supporting Documents





# 1601 TDM Process and Mobility Hubs

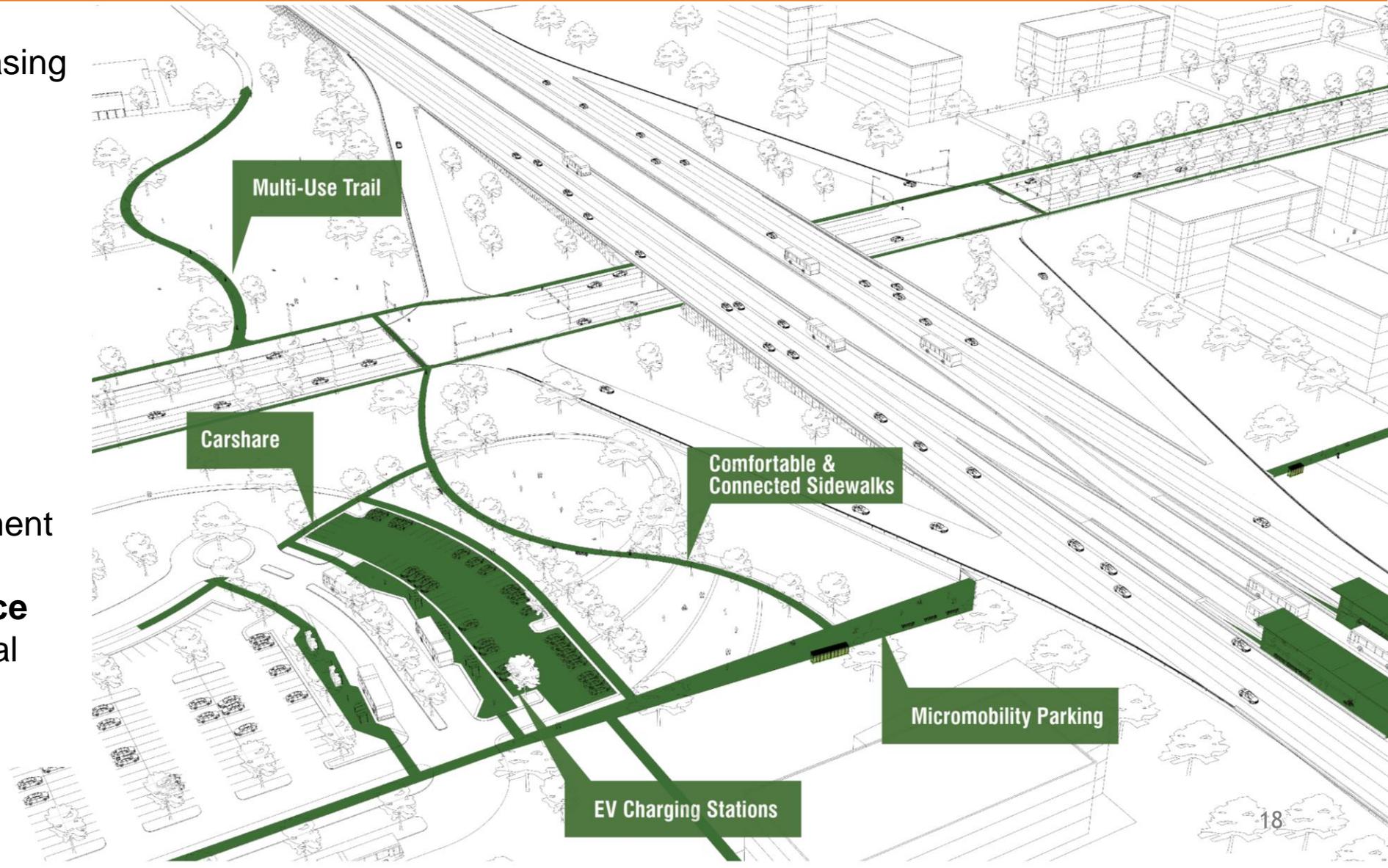
TDM "Core Efforts" = increasing access to:

- Local/Regional/Intercity Transit
- Carpools (Park-n-rides)
- Bike/Walk connections

TDM "Support Strategies" include:

- Parking management

Mobility Hub capital investment supports TDM efforts by encouraging **mobility choice** and streamlining multi-modal connectivity.



**ATTACH H**

## ATTACHMENT H

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
May 24, 2021	Informational Item	10

### SUBJECT

US House Transportation Reauthorization Earmark Requests

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The US House Committee on Transportation and Infrastructure (T&I) intends to advance surface transportation authorization legislation later this spring. The Committee is pursuing member-designated spending (earmarks) in the legislation. As part of that process, the Committee requested that members submit and publish requests. The guidance provided to members and the list of requests by every member that submitted requests is located at

<https://transportation.house.gov/committee-activity/issue/member-designated-projects>

The Committee Chair has indicated that each member will receive about \$15 to \$20m in requests in the legislation. DRCOG staff has compiled the full list of requests by Colorado Congressional District.

### PREVIOUS DISCUSSIONS/ACTIONS

N/A

### PROPOSED MOTION

N/A

### ATTACHMENTS

1. House Transportation Reauthorization Earmark Requests-Colorado

### ADDITIONAL INFORMATION

If you need additional information, please contact Ron Papsdorf, Division Director, Transportation Planning & Operations, at 303-480-6747 or [rpapsdorf@drcog.org](mailto:rpapsdorf@drcog.org).

## US House Committee on Transportation and Infrastructure, Transportation Reauthorization Earmark Requests

Member	District	Project Name	City	Project Sponsor	Request
Diana DeGette	CO-01	16th St Mall Reconstruction Program	Denver	City and County of Denver	\$6,530,000.00
Diana DeGette	CO-01	Broadway Station at I-25 Multimodal and Safety Improvements Project Phase 2	Denver	Denver Department of Infrastructure and Regional Transportation	\$13,500,000.00
Diana DeGette	CO-01	Central Corridor Rail Replacement	Denver	District (RTD)	\$7,930,000.00
Diana DeGette	CO-01	I-25 Valley Highway: Phases 3 and 4 ROW Acquisition	Denver	Colorado Department of Transportation	\$5,530,000.00
Joe Neguse	CO-02	Big Barnes Ditch Trail Improvements	Loveland	City of Loveland	\$500,000.00
Joe Neguse	CO-02	Cameron Peak Post-Fire Emergency Funding	Larimer County	Colorado Department of Transportation	\$2,000,000.00
Joe Neguse	CO-02	CO 9 Widening from Iron Springs to Frisco	Summit County	Colorado Department of Transportation	\$1,000,000.00
Joe Neguse	CO-02	Eisenhower Johnson Memorial Tunnel (EJMT) Repairs and Upgrades	Dillon	Colorado Department of Transportation	\$4,000,000.00
Joe Neguse	CO-02	Frisco Transit Center	Frisco	Colorado Department of Transportation	\$6,650,000.00
Joe Neguse	CO-02	State Highway 119 and State Highway 52 Multimodal Intersection Improvements	Boulder County	Boulder County	\$5,000,000.00
Joe Neguse	CO-02	US 36 and Community Drive Roundabout	Estes Park	Colorado Department of Transportation	\$850,000.00
Jason Crow	CO-06	Aurora Bicycle and Pedestrian Master Plan Update	Aurora	The City of Aurora	\$800,000.00
Jason Crow	CO-06	Bridge Street & I-76 Interchange	Brighton	City of Brighton	\$22,400,000.00
Jason Crow	CO-06	Easter/Havana Intersection Improvements	Centennial	City of Centennial	\$6,000,000.00
Jason Crow	CO-06	Expansion of Gun Club Road	Aurora	City of Aurora	\$1,500,000.00
Jason Crow	CO-06	I-25/Belleview Avenue Interchange Improvements	Greenwood Village	Arapahoe County	\$10,000,000.00
Jason Crow	CO-06	I-70/Airpark Interchange Reconstruction	Aurora	Arapahoe County	\$29,200,000.00
Jason Crow	CO-06	US 85 (Highlands Ranch Pkwy to County Line)	Highlands Ranch	Douglas County Commissioners	\$4,000,000.00
Ed Perlmutter	CO-07	Federal Parkway Multimodal Transportation Improvements	Westminster	City of Westminster	\$4,107,114.00
Ed Perlmutter	CO-07	I-70 and 32nd Ave. Bridge Replacement	Wheat Ridge	Colorado Department of Transportation	\$2,000,000.00
Ed Perlmutter	CO-07	Peaks to Plains Trail - Golden to Jeffco Line Segment	Jefferson County	Jefferson County	\$4,000,000.00
Ed Perlmutter	CO-07	Peaks to Plains Trail – Huntsman to Rigor	Jefferson County	Jefferson County	\$2,000,000.00
Ed Perlmutter	CO-07	Mortis Segment	Jefferson County	Jefferson County	\$2,000,000.00
Ed Perlmutter	CO-07	SH-72 (Indiana St) Widening at UPRR	Arvada	City of Arvada	\$1,095,872.00
Ed Perlmutter	CO-07	Wadsworth Widening: 35th Avenue to I-70	Wheat Ridge	City of Wheat Ridge	\$10,000,000.00
Ed Perlmutter	CO-07	West Colfax Pedestrian Safety and Infrastructure Project	Lakewood	City of Lakewood	\$1,750,000.00

### Links to Member Website

<https://degette.house.gov/community-project-funding-requests-1>

<https://neguse.house.gov/member-designated-projects?peek=Ks%2FySnGuMwe%2Bgfs7BCHw1z13sQnF88KxVoD7E%2BqCT3O%2Fd%2FR>

<https://crow.house.gov/services/member-designated-projects>

<https://perlmutter.house.gov/constituent-services/district-project-funding-requests.htm>

Monday, May 17, 2021