

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, February 23, 2015

1:30 p.m.

1290 Broadway

Independence Pass Board Room - Ground floor, West side

1. Call to Order
2. Public Comment
3. January 26, 2015 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Move to recommend to the Regional Transportation Committee allocations to local operating agencies for purchase of traffic signal system equipment with Fiscal Year 2015 Traffic Signal System Improvement Program (TSSIP) contingency/ miscellaneous funds.
(Attachment B)
Greg MacKinnon
5. Move to recommend to the Board of Directors eligibility rules, process, evaluation criteria, and application form questions for the selection of FY2016-2017 projects to be funded through the DRCOG TDM Pool set-aside program of the 2016-2021 Transportation Improvement Program (TIP).
(Attachment C)
Melina Dempsey
6. Move to recommend to the Regional Transportation Committee the March 2014 amendments to the 2012-2017 Transportation Improvement Program (TIP).
(Attachment D)
Todd Cottrell

INFORMATIONAL ITEM

7. Briefing on FY 2014 Annual Listing of Projects (ALOP)
(Attachment E)
Todd Cottrell

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
9. Next Meeting – March 23, 2015
10. Adjournment

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

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ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, January 26, 2015

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Kent Moorman (Alternate)	Adams County-City of Thornton
Maria D'Andrea (Alternate)	Adams County-City of Brighton
Bryan Weimer (Alternate)	Arapahoe County
Dave Chambers	Arapahoe County-City of Aurora
Tom Reed (Alternate)	Aviation Interests
George Gerstle	Boulder County
Heather Balsler	Boulder County – City of Louisville
Debra Baskett (Chair)	Broomfield, City and County
Steve Klausing	Business/Economic Development
Paul Jesaitis (Alternate)	Colorado Dept. of Transportation, Reg. 1
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, DTD
Janice Finch (Alternate)	City and County of Denver
Dave Gaspers	City and County of Denver
Douglas Rex	Denver Regional Council of Governments
Art Griffith	Douglas County
John Cotten	Douglas County-City of Lone Tree
Mike Salisbury (Alternate)	Environment
Greg Fischer	Freight
Dave Baskett (Alternate)	Jefferson County-City of Lakewood
Bert Weaver	Non-MPO Area
Lenna Kottke	Non-RTD Transit
Ken Lloyd	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Jim Taylor	Senior
Ted Heyd (Alternate)	TDM/Non-motor
Dick Leffler	Weld County

OTHERS PRESENT:

Mac Callison (Alternate)	Arapahoe County-City of Aurora
Tom Reiff (Alternate)	Douglas County-Town of Castle Rock
Kate Cooke (Alternate)	Regional Air Quality Council

Public: Travis Greiman, City of Centennial; Danny Herrmann, CDOT Reg. 1; Eugene Howard, Douglas County

DRCOG staff: Steve Cook, Jacob Riger, Mark Northrop, Melina Dempsey, Matthew Helfant, Lawrence Tilog, Will Soper, Robert Spotts, Colleen Miller, Casey Collins

Call to Order

Chair Debra Baskett called the meeting to order at 1:38 p.m.

Public Comments

There were no public comments.

Summary of December 29, 2014 Meeting

The meeting summary was accepted, with correction of project descriptions in Art Griffith's friendly amendment (... to switch Douglas County's \$15 million US-85 operational project (*US-85: Blakeland Dr to County Line Rd* ID #68) for the \$15 million US-85 capacity project (*US-85 Highlands Ranch Pkwy to Blakeland Dr* ID #59).

Membership Announcements

The following change to TAC representation as of this meeting was noted by the Chair: Paul Jesaitis is the new alternate for CDOT, replacing Danny Herrmann.

ACTION ITEM

Move to recommend to the Regional Transportation Committee the draft 2040 *Fiscally Constrained Regional Transportation Plan* and the associated *DRCOG CO and PM-10 Conformity Determination*, and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*.

Jacob Riger presented the final draft *Fiscally Constrained 2040 RTP*. He noted fiscally constrained revenues projected over this 25-year period are about \$106 billion, while 'vision' needs estimates are about \$158 billion. Projects listed are "placeholders" until EIS or other studies define specific details, such as exact alignment, cross-section, cost, construction schedule, or operational details. The FC 2040 RTP passed pollutant emission tests for regional air quality conformity.

A public hearing was held at the January 21, 2015 Board meeting. Oral testimony and written comments were received from 15 speakers opposing the I-70 East project as proposed in the Supplemental Draft Environmental Impact Statement. A few technical staff comments were received (not related to public comment/hearing). Janice Finch said she would provide staff with Denver's letters of support for the I-70 East project.

The Board is scheduled to adopt the *Fiscally Constrained 2040 RTP* on February 18. In mid-2015, the *Fiscally Constrained 2040 RTP* plan will be integrated into the *2040 Regional Transportation Plan*, which will be integrated into the *Metro Vision 2040*.

Dave Baskett MOVED to recommend to the Regional Transportation Committee the draft 2040 *Fiscally Constrained Regional Transportation Plan* and the associated *DRCOG CO and PM-10 Conformity Determination*, and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*. George Gerstle SECONDED the motion.

The MOTION PASSED unanimously.

Move to recommend to the Regional Transportation Committee actions proposed by DRCOG staff regarding 2012-2017 Transportation Improvement Program (TIP) project delays for Fiscal Year 2014.

Todd Cottrell presented the *TIP Project Delay Report (End of Fiscal Year 2014)* and staff's proposed actions. Twenty-three TIP projects were listed in the report as first-year delayed; 8 projects have since been initiated or gone to ad. The 15 remaining projects were recommended to continue but with conditions, as described in the report.

It was noted, per action by the Board on December 2014, that the second-year delayed Wheat Ridge Kipling Trail project will continue without policy enforcement and is expected to go to ad today (January 26).

Heather Balsler MOVED to recommend to the Regional Transportation Committee actions proposed by DRCOG staff regarding *2012-2017 Transportation Improvement*

Program (TIP) project delays for Fiscal Year 2014. Art Griffith SECONDED the motion and the MOTION PASSED unanimously.

Move to recommend to the Regional Transportation Committee amendments to the FY 2014-2015 Unified Planning Work Program (UPWP).

Mark Northrop presented the amendments to the FY2014-2015 UPWP, as described in the agenda memo, which include updates to financial tables, schedule changes, and wordsmithing.

George Gerstle MOVED to recommend to the Regional Transportation Committee amendments to the *FY 2014-2015 Unified Planning Work Program* (UPWP). Art Griffith SECONDED the motion and the MOTION PASSED unanimously.

INFORMATIONAL ITEMS

Presentation on Travel Trends (VMT, US Census Mode of Travel to Work, and 2014 Bike to Work Day).

Several informational briefings on regional travel trends were provided:

1. Robert Spotts discussed DRCOG's annual traffic congestion report that focuses in 2014 on vehicle miles traveled (VMT) in the Denver region.
2. Melina Dempsey discussed US Census data related to specific modes of travel to work.
3. Colleen Miller provided summary results from DRCOG's annual Bike to Work Day event.

Kickoff discussion on the FY 2016-2017 Unified Planning Work Program (UPWP).

Todd Cottrell said staff has started development of the new FY 2016-2017 UPWP that covers the period of October 1, 2015 through September 30, 2017. In April 2015, the committee will be asked to review major work items to be covered in the new UPWP. A draft UPWP will be brought to the committee in June, and adoption is anticipated in July. The committee was asked to provide staff ideas on any new tasks, activities, programs, etc. that could be included.

- Bert Weaver proposed including a study on the feasibility of an interregional bike trail.
- Ted Heyd asked if national or CDOT bike/ped training partnerships/sponsorships could be included. Doug Rex noted training is a component of UPWP and sponsorships are handled through DRCOG's annual budget.

Briefing on TDM Pool Criteria and Process.

Melina Dempsey presented initial information on the process and eligibility rules for selecting projects for two-year funding (FYs 2016 and 2017) in the DRCOG TDM Pool, a program in the 2016-2021 TIP.

The TDM pool is CMAQ-funded at \$3.2 million over two years, and is partitioned into several set-asides:

1. The Regional TDM Partnership (7 TMAs) is funded at \$560,000 per year (\$80,000 per year per TMA) for a two-year funding total of \$1.12 million.
2. For other eligible TDM projects, the two-year funding total is \$2.08 million (\$1.28 million target for *Non-infrastructure* traditional marketing projects category; and \$800,000 target for *Infrastructure* multimodal-supportive projects category). Projects are solicited through a DRCOG Call for Projects, which is anticipated to open in March 2015. Project selections by the Board are expected in June/July.

A stakeholder workshop was held on January 13, with over 30 stakeholders attending.

Ms. Dempsey noted the maximum TDM project request is \$300,000 and the minimum is \$80,000. It was noted that bikeshare memberships and subsidies were deemed ineligible by FHWA last month and carshare memberships may be ineligible.

- Art Griffith suggested considering lowering the maximum dollar requirement, to encourage more local match. Steve Klausing noted projects that have been submitted are typically much lower than \$300,000.
- George Gerstle suggested:
 - having a minimum scoring threshold for eligible infrastructure projects
 - scoring should indicate the regional benefit of the project (more points)
 - allowing any remaining funding in the Infrastructure category to be shifted to the Non-Infrastructure marketing category
 - not funding sidewalks out of Infrastructure
- Steve Klausing encouraged funding projects that may be somewhat experimental.
- Janice Finch said regular bike/ped projects (trails, etc.) should not be funded in this call.

Ms. Dempsey asked for committee comments by email by Friday, February 6.

Administrative Items

2015 Cycle 1 Amendment process. Requests to amend the RTP should be submitted by February 20. An email will be sent out with information on the amendment request process. Jacob Riger asked that sponsors call him prior to submitting potential amendments. Adoption of Cycle 1 amendments is anticipated in July 2015.

A list of the TAP (*Transportation Alternatives Program*) projects in CDOT Regions 1 and 4 will be included in the draft TIP. The draft TIP will be made available beginning February 17 for the Public Comment period.

The meeting adjourned at 4:00 p.m. The next meeting is scheduled for February 23, 2015.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Greg MacKinnon, Traffic Operations Program Manager
303 480-5633 or gmackinnon@drcog.org.

Meeting Date	Agenda Category	Agenda Item #
February 23, 2015	Action	4

SUBJECT

This action concerns the *Traffic Signal System Improvement Program (TSSIP)* contingency/miscellaneous funds.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the recommended allocations to local operating agencies to purchase traffic signal system equipment with fiscal year 2015 TSSIP contingency/ miscellaneous funds.

ACTION BY OTHERS

N/A

SUMMARY

The current *Traffic Signal System Improvement Program (TSSIP)*, updated and adopted by DRCOG in September 2013, guides implementation of cost-effective improvements to traffic signal systems. The TSSIP is programmed in the adopted *2012-2017 Transportation Improvement Program (TIP)*.

Each year the TSSIP includes funding for contingencies and miscellaneous equipment purchase. The purpose of this funding is to first ensure that the program's capital improvements are fully funded. After any contingencies are satisfied, the remaining funding is available to purchase needed traffic signal equipment. Final cost estimates for the capital improvement projects are complete and about \$781,000 remains for "miscellaneous" equipment purchases in fiscal year 2015.

On November 6, 2014, the DRCOG Transportation Operations Program solicited requests for traffic signal system equipment applications. Nine operating agencies forwarded projects for consideration by the deadline, totaling about \$850,000. Staff reviewed the project applications according to the eligibility criteria (Attachment 1).

On January 28, 2015, staff presented the recommendations to the Regional Transportation Operations (RTO) Working Group for consensus. The RTO Working Group consists of transportation operations staff from the region's agencies and jurisdictions.

Staff recommends the following awards. A detailed description is attached (Attachment 2).

Castle Rock	approx. \$ 188,000
Centennial	approx. \$ 222,000
Denver	approx. \$ 110,000
Douglas County	approx. \$ 57,000
Lakewood	approx. \$ 29,000
Superior	approx. \$ 3,000

The recommendations total about \$608,000 of the available funds, the remaining funds will be held for use as contingency funds in fiscal year 2016 RTO Pool.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee allocations to local operating agencies for purchase of traffic signal system equipment with Fiscal Year 2015 *Traffic Signal System Improvement Program* (TSSIP) contingency/ miscellaneous funds.

ATTACHMENTS

1. Selection Criteria and Factors
2. Table A-2015 Miscellaneous Equipment Recommended Projects

ADDITIONAL INFORMATION

If you need additional information, please contact Greg MacKinnon, Traffic Operations Program Manager, at 303 480-5633 or gmackinnon@drcog.org.

ATTACHMENT 1

Selection Criteria and Factors

- Whether intersection is a “key” signal
 - On RTP roadway per the 2035 RTP or in the downtown core as per current TSSIP Update (September 2013)
 - On federal-aid roadways that exceed volume thresholds (25,000 vpd for 4-lane roadways and 15,000 vpd for 2-lane roadways)

- Ability to document benefits in the short-term through corridor retiming:
 - Benefits unlikely if retimed since 2011
 - Benefits unlikely if average signal spacing \geq 1/2 mile

- Priority of need criteria:

First priority	Equipment purchases to assure proper operation of existing systems.
Second priority	Equipment purchases to extend the reach of system control to new locations on Principal Arterials and above.
Third priority	Equipment purchases to acquire uninterruptible power supplies.
Fourth priority	Equipment purchases to extend the reach of system control to other federal-aid roadways exceeding volume thresholds.
Fifth priority	Equipment purchases to upgrade operations beyond base level signal control and provide improved communications.
Sixth priority	Equipment purchases to enhance/upgrade efficiency of existing systems.
Seventh priority	Funding for operating assistance for new traffic signal system deployments.

ATTACHMENT 2

Table A 2015 Miscellaneous Equipment Recommended Projects

Jurisdiction	Location	Qty	Cost	Upgrade/Purchase
Castle Rock	Radio tower location, Castle Rock Service Center	2		Backbone Ethernet radio equipment and supplies
	Wolfensberger master location, 5th Street master location, Meadows Parkway master location, Plum Creek master location	4		Upgraded Ethernet radio equipment and supplies
	Citywide	1		Upgraded traffic signal control system
	Total:		\$188,350	
Centennial	Dry Creek Road, Clarkson Street to Inverness Drive East	16		Upgraded signal controllers with upgraded cabinets and uninterruptible power supplies at select locations
	Total:		\$221,800	
Denver	Tower Road, 43rd Avenue to Pena Boulevard ramps	4		Upgraded signal cabinets and controllers with upgraded communications equipment and uninterruptible power supplies
	Green Valley Ranch Boulevard, Chambers Road to Himalaya Street	4		Upgraded signal cabinets and controllers with upgraded communications equipment and uninterruptible power supplies
	Total:		\$110,112	
Douglas County	Peoria Street, Lincoln Avenue to Teletech	1		About 7000 feet of fiber optic cable, conduit and tracer wire plus fiber optic splicing and termination supplies
	Total:		\$56,723	
Lakewood	Wadsworth Boulevard at: 26th Avenue, 20th Avenue, 2nd Avenue, 1st Avenue, Ohio Avenue, Florida Avenue, and Utah Place	7		Upgraded signal controllers and malfunction management units
	Total:		\$28,581	
Superior	McCaslin Boulevard and Marshall Road	1		Upgraded signal controller
	Total:		\$2,700	
	FY14 Total:		\$608,266	

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee
From: Melina Dempsey, Transportation Planner
303-480-5628 or mdempsey@drcog.org

Meeting Date	Agenda Category	Agenda Item #
February 23, 2015	Action	5

SUBJECT

Recommendation on eligibility rules, process, and evaluation criteria for the selection of projects to be funded through the DRCOG TDM Pool set-aside program of the *2016-2021 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed rules, process, and evaluation criteria.

ACTION BY OTHERS

N/A

SUMMARY

The DRCOG Board established several off-the-top set-aside programs as part of the *Policy on TIP Preparation for the 2016-2021 TIP*. One is the Regional Transportation Demand Management (TDM) set-aside. Traditionally, DRCOG allocates funds from the pool to specific projects every two years. This year's projects will be selected to be funded in fiscal year (FY) 2016 and FY 2017. The TAC received an initial briefing at last month's meeting and provided some comments and suggestions.

The approved 2016-2021 TIP Policy establishes \$3.2 million (federal funds) over 2 years to the TDM set-aside.

- \$1.12 million is allocated to the transportation management associations participating in the DRCOG Way to Go Program Regional TDM Partnership.
- \$2.08 million remains for other TDM Pool projects. Two categories of projects are eligible. Specific two-year FY 2016-17 total target amounts of funding are as follows:
 - \$1.28 million - Target for traditional TDM marketing projects
 - \$0.80 million - Target for multimodal supportive infrastructure
 - \$2.08 million - Other TDM Pool two-year total

Two years ago, the eligibility rules, evaluation criteria, and selection process underwent a major overhaul. The process went very smoothly for the 2013 selection cycle. Only minor changes are suggested for the new 2015 cycle.

The TAC is asked to recommend **two components** of the new TDM Pool process:

1. **Eligibility Rules and Selection Process** (Attachment 1) – Key changes from previous cycle: bikeshare membership subsidies are not eligible, small multimodal supportive infrastructure projects are eligible.
2. **Evaluation Criteria** (Attachment 2)

The remaining 2015 schedule for the TDM Pool project selection is as follows:

- March – Board approval of process components. Open the call for projects
- April – Project applications due
- May/June – Complete project evaluations (staff and project review panel)
- June/July – Committee recommendations and Board approve project selection

PREVIOUS DISCUSSIONS/ACTIONS

TAC – January 26, 2015

PROPOSED MOTION

Move to recommend to the Board of Directors eligibility rules, process, evaluation criteria, and application form questions for the selection of FY2016-2017 projects to be funded through the DRCOG TDM Pool set-aside program of the *2016-2021 Transportation Improvement Program (TIP)*.

ATTACHMENTS

- 1 – Draft TDM Pool Eligibility Rules and Selection Process
- 2 – Draft Evaluation Criteria for the 2015 TDM Pool Selection Cycle (FYs 2016-17)

ADDITIONAL INFORMATION

If you need additional information, please contact Melina Dempsey, Transportation Planner at 303-480-5628 or mdempsey@drcog.org;

ATTACHMENT 1

TDM Pool Eligibility Rules and Selection Process

Call for FY 2016-FY 2017 Projects

(Draft – February, 12, 2015)

1) Eligibility Requirements

- Project sponsors must be eligible to be direct sub-recipients of federal CMAQ funds. These include local governments, governmental agencies, and non-profits. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible as sponsors/direct sub-recipients of CMAQ funds.
- All scopes of work must adhere to the federal CMAQ Interim Program Guidance under MAP-21 (2013). A link to these guidelines can be found at:
http://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm
- Applications must be for new projects or activities which implement TDM strategies that reduce single occupant vehicle (SOV) travel and ultimately improve regional air quality and/or reduce traffic congestion. If a proposed project is an expansion of a previous project, the applicant must demonstrate how the proposal is distinctly different (i.e., targeted geographic area, population, etc).
- There are two main project categories; infrastructure and non-infrastructure. \$2,080,000 is allocated to the TDM Pool over a two-year period, with \$800,000 targeted to small infrastructure projects and \$1,280,000 to all other projects. These targets are subject to change depending on the types of applications received. Infrastructure and non-infrastructure projects will be scored and ranked separately from one another.
- **Infrastructure Multimodal Supportive project examples:**
 - Bikeshare – bikes, stations
 - Bicycle parking – mobile bike parking, bicycle racks, secure bicycle parking, sheltered parking
 - Bicycle parking projects shall be within ¼ mile of transit (Transit is defined as a transit station or park-n-ride facility).
 - Carshare - carshare capital purchases (vehicles) are eligible (per FHWA “Buy America” approval)
 - Sponsors must show that the newly requested vehicles serve distinctly new locations and members.
 - All vehicle purchases need to have the Buy America waiver secured prior to procurement.
 - Wayfinding and Signage
- **Non-Infrastructure project examples:**
 - Public Education, Marketing and Outreach promoting or expanding use of TDM measures
 - Marketing-related projects are mandated to utilize a direct working relationship link to the Way to Go campaign. *(Note: Way to Go staff has drafted a comprehensive list of options and ways to collaborate on TDM marketing efforts, and will work one-on-one with each applicant.)*
 - Innovative Projects *(Note: See Section 16 of CMAQ Guidance)*

ATTACHMENT 1

TDM Pool Eligibility Rules and Selection Process

Call for FY 2016-FY 2017 Projects

(Draft – February, 12, 2015)

- Transit Fare - reduced or free transit fare programs (subsidies) are eligible and should adhere to federal guidance:
 - targeted to distribution during or just prior to the ozone monitoring season and preferably should be associated with the peaks of the ozone season (the “ozone monitoring season” has been designated by EPA to be March 1 through September 30),
 - for a limited (short-term) duration for any person (multiple years for individuals does not meet the intent),
 - targeted to non-transit-using (SOV-prevalent) individuals, part of, linked to or partnered with a comprehensive area-wide air quality program
- New TMOs
 - Start-up funding assistance for a new Transportation Management Organization (TMO) cannot exceed two years. A minimum 20 percent of matching funds are required the first year, and 50 percent match in the second year. Additionally, the application must show a commitment of 100% locally derived funds to support the operation of the TMO for a third year.
 - Any new TMO seeking funds to start operations must capture a new market not currently served by other TMOs.
 - Sponsor must show it is an eligible agency (e.g., 501(c)(3), etc.)

Limited and Ineligible Project Types

- Projects that would have been eligible as stand-alone TIP projects are ineligible— (e.g., requesting \$100,000 or more of federal funds to construct a sidewalk or multi-use path.)
- Direct cash payment incentive programs are ineligible, except as a minor element within a larger project (less than 5% of the federal funding request).
- Stand-alone studies and plans are ineligible. This does not apply to minor studies within larger projects.
- Funding provided to local government sponsors should not significantly replace existing local funding for staff.
- Applicants should not request funding for projects or services that are currently performed by other agencies or government entities.
- Existing TMAs/TMOs participating in the Regional TDM Program may not submit project elements that duplicate activities outlined in the Regional TDM Program Master Agreement. Activities should be unique to those conducted as part of the TDM Regional Program.
- Bikeshare memberships/subsidies are not eligible per FHWA interpretation of CMAQ Guidance. Subject to change if FHWA changes/updates this interpretation (December 2015).

ATTACHMENT 1

TDM Pool Eligibility Rules and Selection Process

Call for FY 2016-FY 2017 Projects

(Draft – February, 12, 2015)

2) Funding Requirements

- Applicants may request funding for up to two years for federal Fiscal Years (FY) 2016 and 2017.
 - Federal FY 2016 is from October 2015 to September 2016
 - Federal FY 2017 is from October 2016 to September 2017.
- Minimum project request – must be for no less than **\$80,000** of federal funds, which can be allocated over two years. This minimum reduces the administrative burden of managing numerous small projects.
- Maximum individual project request is **\$300,000** over two years.
- A local match of at least 17.21% of the total project cost is required (federal TDM Pool = 82.79%). It may be a cash or an approved in-kind match contribution; however a cash match is encouraged. Applicants proposing a 100% cash match will be awarded additional scoring points. CDOT does not track overmatch (cash or in-kind). If a sponsor wants to overmatch the project on their own, they may do so, but without point incentives.

3) Application process

- Interested applicants will be required to attend a half day of application training sponsored by DRCOG and CDOT.
- Applicants must provide reasonable information and estimates regarding project **attributes** that will impact the amount of VMT reduced due to the project, for example:
 - For Infrastructure Projects: e.g., (as applicable to the type of project) number of new bike/carshare members, average number of trips per day, number of new bicyclists/transit users as a result of secure bike parking, etc.
 - For Non-Infrastructure Projects: e.g., (as applicable to the type of project) number of new businesses or individuals participating in program, current level of transit service in program area, number of new transit trips or new car/van pool trips, etc.

Applicants may calculate detailed predictions of VMT reduction, if they so choose, but are not required to do so.

- Non-local government sponsors **must** include documentation of support from the applicable local government(s) where the project is located.
- Sponsors of projects involving installation of infrastructure or construction must consider, prior to applying, federal right-of-way rules and procedures when estimating costs, schedule, and funding requests.
- If there are any questions at all about eligibility, please send DRCOG staff your question so that we may address the question with FHWA.

4) Project Evaluation and Selection process

- Establish Project Review Panel to assist with scoring and evaluating projects. Participants may include:
 - DRCOG Divisions: Transportation Planning and Operations; Communications and Marketing (Way to Go); and Regional Planning and Operations
 - CDOT
 - EPA Region 8

ATTACHMENT 1

TDM Pool Eligibility Rules and Selection Process

Call for FY 2016-FY 2017 Projects

(Draft – February, 12, 2015)

- Colorado Air Pollution Control Division
 - FHWA
 - RTD, if they did not submit an application
 - RAQC, if they did not submit an application
 - Transportation Management Association/Organization, if they did not submit an application
 - Other neutral TDM subject matter experts
- a) Each member of the Panel will review the applications and assign points to the criteria based on information contained in the project application forms.
- b) The Panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project.
- c) The Panel will recommend a list of projects to be funded by the Regional TDM Pool.
- d) The list will then be taken through DRCOG committees for review and final approval by the Board.

5) Award Conditions

- Each organization awarded funds will sign an IGA and enter into a contract with the Colorado Department of Transportation (CDOT) to complete their projects. CDOT serves as the steward of these federal funds.
- Projects must be completed within two years from the contract start date.
- Awardees are required to allocate 5-10 percent of their budget to surveys and/or tracking mechanisms to determine project results and benefits. Final project evaluations (reported results) will be due to DRCOG and CDOT upon project completion.
- Reported results must clearly articulate the estimated trips and VMT reduced due to the project. Final reimbursements are contingent upon receiving final project results.
- Additionally, CDOT requires status reports and reimbursement forms to be submitted throughout the duration of the project.

Resource: CMAQ Guidance 2013

http://www.fhwa.dot.gov/ENVIRONMENT/air_quality/cmaq/policy_and_guidance/2013_guidance/index.cfm

ATTACHMENT 2

Draft - Evaluation Criteria for the 2015 TDM Pool Selection Cycle (FYs 2016-17)

(February 13, 2015)

Evaluation Criteria		Max Pts	Other EXAMPLE Traits For Panel to Consider	
			Maximum Points	Minimum Points
A. Scored by Project Review Panel				
1	Level of Innovation and Uniqueness (uniqueness of market geographic area, market population/demographics, project type) Totally new (market/connections/project type) and extremely unique, seed funding to test concept is critical = 15 pts; Does not reach new market or is continuation of existing service/project/campaign = 1 pt	15	1) Project/program reaches completely new area. 2) Project/program serves or targets a totally new demographic or type of trips to reduce. 3) Project is unlike anything tried in the region in recent past. Concept has shown success in other cities. 4) Innovative Project. New, unique concept.	1) Serves area with current/recent/long-standing service. 2) Serves a population comparable to those that have been served by the sponsor for a long period of time. 3) Very similar to past endeavors, or continuation (maybe just with a new name) of an existing program.
2	Project Readiness: Sponsor is ready to go = 5 pts; Sponsor just getting started, extensive additional coordination required = 1 pt	5	Experienced sponsor of TDM projects.	Right-of-way needs to be obtained for construction of installation.
3	Timing/Synergy of Project: Immediate benefits/link to major roadway/rapid transit project = 5 pts; Benefits several years out, undeveloped area, no link to roadway or transit project = 1 pt	5	Project coincides with an immediate major construction project (traffic congestion) or opening of new rapid transit line/segment	
4	Motor Vehicle Trip and VMT Reduction potential: High = 22 pts, Medium = 11, Low = 5 Based on attributes (provided in application) specific to infrastructure and to non-infrastructure projects.	22	Project Review Panel will consider reliability and realism of attributes and assumptions used to reflect decreased VMT and improve air quality. Detailed calculation by applicant of trip & VMT reduction is optional.	
5	Transit Service Relation: Project directly promotes, incentivizes, or is located in proximity to transit.	5	1) Direct promotion of transit through marketing, or subsidized transit fares. 2) Infrastructure project directly serves and is proximate to transit.	No relationship to transit.
6	Funding Effectiveness (total project cost/user base) potential: Lower cost = 5 pts; Higher cost = 1 pt	5	Project Review Panel will consider reliability and realism of assumptions used in the calculation of results.	
7	Other Factors and Intangibles: Performance of Past Projects, clear/concise application, cooperation with Regional TDM Program, work well w/ WayTo Go = 7 pts; Poor products, poor coordination, poorly prepared application = 1 pt	7		
B. Measured/Scored by DRCOG Staff:				
	User Base - Population or/and Employment to be reached directly through this project in the specific project area	5	Points allocated based on results of all projects submitted.	
8	Environmental Justice Area: Entirely in EJ area = 5 pts; Partially in, or serves defined population away from project = 3 pts; Does not serve any EJ area = 1 pt	5		
9	Congestion Level in Project Area: High (>) = 10 pts Low (<) = 1 pts	10	Points allocated based on results of all projects submitted.	
10	Serves DRCOG Designated Urban Centers (UCs): Strongly serve/focused on established UCs = 5 pts; No UCs = 1 pt	5		
11	Jurisdiction's TIP Metro Vision Points	5	Pulled directly from 2012-2017 TIP Policy Document	
12	Financial Partners: 2 pts for one additional partner; 3 pts if two+ (must be identified in application as funding match partners)	3		
13	Type of Local Match - All cash = 3 pts, Any "in-kind" = 0 pts	3		

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
February 23, 2015	Action	6

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), generally taking place each quarter. Typically, these amendments involve the deletion and addition of projects or adjustments to existing projects and do not impact funding for other projects in the TIP.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the Board adopted [TIP Preparation Policy](#).

ACTION BY OTHERS

N/A

SUMMARY

Projects to be amended are listed in the tables, along with specific details and the reasons for the amendment. The proposed policy amendments to the [2012-2017 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the March 2015 amendments to the *2012-2017 Transportation Improvement Program* (TIP).

ATTACHMENT

TIP Amendment Table

ADDITIONAL INFORMATION

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

2012-2017 Transportation Improvement Program

Policy Amendments

02/12/2015

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2008-081	Region 4 Surface Treatment Pool									
Sponsor:	CDOT Region 4									
Scope:	Funds will be used to complete the Final Environmental Impact Statement, the Record of Decision for Phase I of North I-25 (MP 214 - 269), and for design and Right of Way for phase I elements. Project funding shown is for DRCOG portion only.									
		State (7 th Pot)		\$0	\$600	\$0	\$0	\$0		
		State (R P P)		\$2,900	\$585	\$5,738	\$3,338	\$5,852		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total		\$2,900	\$1,185	\$5,738	\$3,338	\$5,852		\$20,213

Revised Funding

Why Amend?	Add funding type and funding.	Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
		State (7 th Pot)		\$0	\$600	\$0	\$0	\$0		
		State (R P P)		\$2,900	\$585	\$5,738	\$3,338	\$5,852		
		State (RAMP)		\$0	\$0	\$0	\$10,000	\$0		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total		\$2,900	\$1,185	\$5,738	\$13,338	\$5,852	\$8,896	\$30,213

2012-2017 Transportation Improvement Program

Policy Amendments

02/12/2015

Pending

TIP#	Project Name: Limits,Sponsor,Scope
2012-120	Colfax Ave Transit Priority
Sponsor:	R T D
Scope:	Project will construct Colfax Ave bus infrastructure improvements from Broadway to Potomac Street. Bus stop improvements include bulbouts and transit signal priority.

New Funding

Why Amend?

Create new project.

Create new project: Colfax Ave Transit Priority. Add \$4,999,000 in Federal Section 5309 funds and \$1,700,000 in local match in FY2014.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal (5309)		\$0	\$0	\$4,999	\$0	\$0		
Local		\$0	\$0	\$1,700	\$0	\$0		
Total		\$0	\$0	\$6,699	\$0	\$0		\$6,699

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

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

Meeting Date	Agenda Category	Agenda Item #
February 23, 2015	Information	7

SUBJECT

The Federal metropolitan transportation planning statute requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal obligation.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

The enclosed report lists all transportation projects in the Denver region that were obligated federal funds in federal Fiscal Year 2014 (October 1, 2013 - September 30, 2014).

A net total of \$395.1 million was obligated in FY2014 for 92 transportation projects.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Draft FY2014 Annual Listing of Federally Obligated Projects

ADDITIONAL INFORMATION

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



Annual Listing of Federally Obligated Projects

FY 2014 (October 1, 2013 - September 30, 2014)

March 18, 2015

Purpose of this Report

The Federal metropolitan transportation planning statute states:

“An annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the cooperative effort of the State, transit operator and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the TIP.”¹

This report responds to the directive set forth in statute. It lists all transportation projects in the Denver region that were obligated in federal fiscal year 2014 (October 1, 2013 - September 30, 2014).

FHWA defines obligation as the federal government’s legal commitment (promise) to pay or reimburse the states or other entities for the federal share of a project’s eligible costs². Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed in this year. The obligated project cost reflected in this report also may not equal final project cost.

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 56 local governments from the Denver metro area, promotes a regional perspective towards the most pressing issues facing the metropolitan area and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and SW Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. MAP-21 requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). The council develops its positions by working with elected officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation](#)

¹ 23 U.S.C. 134 (j)(7)(B)

² Financing Federal Aid Highways Glossary. <http://www.fhwa.dot.gov/reports/fifahiw/ffahappa.htm>. August 13, 2004.

[Advisory Committee](#). Working groups and ad hoc groups are also created and appointed, as need dictates.

Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan (RTP), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's Metro Vision plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the "reasonably available" financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP, before they can be selected for Transportation Improvement Program (TIP) funding.

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the adopted list of public transit, roadway, bicycle, pedestrian, air quality projects, and studies that will receive federal transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are intended to only use state funds and are regionally significant, regardless of funding. The TIP implements the fiscally-constrained RTP. DRCOG's TIP covers a six-year period, though specific projects and their funding levels are usually identified within the first four years.

The TIP covering FY2014 is the 2012-2017 TIP, and was adopted on March 16, 2011. It has been amended regularly since adoption. Some of the projects in this obligation report are from previous TIP's.

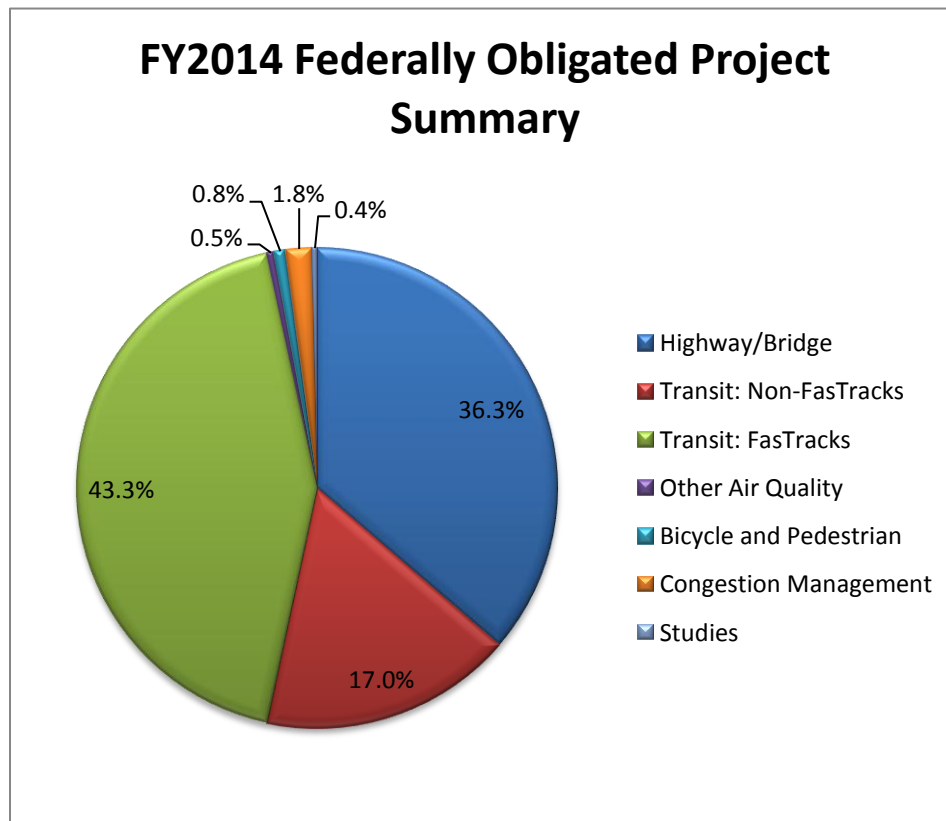
Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG's public involvement strategies include presenting information and educating the public, continually soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Summary of Projects

A net total of \$395.1 million was obligated in FY2014 on 92 transportation projects. Some statistics regarding the FY2014 obligations include:

- \$171.2 million (43.3%) was for RTD FasTracks projects, \$143.5 million (36.3%) for highway/bridge projects, \$67.2 million (17.0%) for non-FasTracks transit projects, \$6.9 million (1.8%) for congestion management projects, \$3.0 million (0.8%) for bicycle and pedestrian projects, \$1.8 million (0.5%) for other air quality projects, and \$1.3 million (0.4%) for studies. The chart below illustrates these percentages:



- The largest project obligation (\$150 million or 37.9% of the total) went to RTD for the Eagle P-3 project to construct the East and Gold FasTracks corridors.
- Only 7 of the 92 projects had net obligations over \$10 million, yet those projects accounted for 84.6% of the net amount obligated (\$334.5 of the \$395.1 million).
- The mean amount obligated per project was \$4.7 million while the median amount obligated per project was \$69,674. Deobligations were not counted in these calculations.

Obligation Report

This report is organized by TIP funding category. Within each TIP funding category, projects that have a net obligation in FY2014 are shown and include the following information:

- TIP Identification (TIP ID), which is a unique number given to each project selected for inclusion into a DRCOG TIP
- Project Name
- Sponsor, which lists the agency that is financially responsible for the current TIP project
- Obligations, which is the sum of all the obligations that occurred for that particular TIP project in FY2014
- Total Project Cost, which lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Total Federal Funds Awarded, which lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active in (may or may not be the current TIP)
- Total Federal Funds Remaining, which lists the programmed federal transportation funds in the current TIP that are remaining for the project.

For this report, the net obligation amount represents the individual project's total, and does not break out the allocations by funding source, unless easily identifiable. Therefore a star (*) within the obligation column in the following report indicates that this project is listed more than once and under a different funding source and cannot be specifically flagged as being obligated from a particular funding source. Consequently, even though the project is being listed within all its funding sources, the funding amount is only being listed in the funding source that best represents the majority of its funding within the TIP or within the most recent fiscal year.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Project Cost column as part of the total overall project cost. For the purposes of this report in FY2014, federal funding was distributed through the following TIP categories:

- 1702-High Priority Projects are funds earmarked for particular projects by Congress within the SAFETEA-LU federal transportation bill.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief funds are used to help decrease congestion and can be used in numerous ways, such as courtesy patrols, roadway operations, and widening projects.
- Congressional Allocation (highway and transit) funds are discretionary and additional funds (not formula funds) that the federal government may decide to award to the region.
- Federal Emergency funds are allocated to repair damage from and mitigate future harm from an emergency, natural disaster, or other major unforeseen event.
- Highways for LIFE are FHWA funds intended to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, faster construction, reduced congestion from construction, and improved quality and user satisfaction.

- Railroad Safety funds are FHWA funds to eliminate at-grade railroad crossings, enhance signage and provide other safety interventions near rail facilities.
- Regional Priority Projects typically fund construction, widening, and reconstruction on roadways on the state highway system.
- Safety funds typically fund projects that reduce the number and severity of crashes.
- Section 5307 fund capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 fund mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 fund capital assistance grants to private non-profit organizations to serve the transportation needs of elderly persons and persons with disabilities.
- Section 5337, or State of Good Repair, funds are FTA grants intended to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- STP-Enhancement can fund such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation. MAP-21 has eliminated STP-Enhancement funds and replaced them with Transportation Alternatives (TAP). The current TIP still reference these as STP-E, even though TAP funds are being used for projects.
- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the State Highway System.
- Transportation Infrastructure Finance Innovation Act (TIFIA) funds are awarded to projects that leverage additional funds from non-traditional sources like P3 partnerships.
- Transportation Investment Generating Economic Recovery (TIGER) grant funds are a discretionary grant program created as a part of the American Recovery and Reinvestment Act. They are awarded to projects that can show significant economic and employment impacts.

Some projects include a mixture of different TIP funding categories, and thus one project line under one funding source does not necessarily equal the total obligated funding for that project.

This report also contains negative obligations, depicted with (), which are called deobligations. Deobligation occurs when CDOT has to return the promise of funds to the federal government. Deobligation can occur for several reasons including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.

- A project phase is closed out causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project³.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation or negative number in the following table. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current “investments”, their bike/ped applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/programs/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT, RTD, and FTA, as DRCOG does not directly participate in the obligation process.

³ This report does not include the project phases.

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>1702-High Priority Projects</u>							
2007-032	US- 36: McCaslin Interchange Reconstruction	Louisville	(\$46,516)	Yes	\$900,000	\$298,000	\$0
1702-High Priority Projects Total			(\$46,516)				
<u>Bridge</u>							
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$8,576,946	Yes	\$67,666,000	\$0	\$0
Bridge Total			\$8,576,946				
<u>Bridge Off-System</u>							
2007-079	Region 1 Bridge Off-System Pool	CDOT Region 1	\$579,209	No	\$4,257,000	\$0	\$0
Bridge Off-System Total			\$579,209				
<u>Bridge On-System</u>							
2007-078	Region 1 Bridge On-System Pool	CDOT Region 1	\$277,387	No	\$73,929,000	\$0	\$0
2007-080	Region 6 Bridge On-System Pool	CDOT Region 6	\$32,270	No	\$118,870,000	\$0	\$0
2007-133	Region 4 Bridge On-System Pool	CDOT Region 4	\$831,859	No	\$16,166,000	\$0	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 1	*	No	\$127,099,000	\$0	\$0
Bridge On-System Total			\$1,141,516				
<u>Congestion Mitigation / Air Quality</u>							
1997-045	Regional Traffic Signal System Improvement Program	DRCOG	\$899,512	No	\$68,895,000	\$15,550,000	\$3,700,000
1999-097	Regional Transportation Demand Management (TDM) Program Pool	DRCOG	\$1,154,052	No	\$18,783,000	\$5,925,000	\$0
2005-026	Regional Intelligent Transportation System Pool	DRCOG	\$1,192,890	No	\$13,078,000	\$3,550,000	\$825,000

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2007-044	FasTracks Projects: DRCOG First Commitment Pool	R T D	\$5,350,000	No	\$75,000,000	\$32,000,000	\$14,000,000
2007-062	Congestion Evaluation Tool	DRCOG	\$62,143	No	\$490,000	\$390,000	\$0
2007-089	Civic Center Station Area Master Plan	R T D	\$200,000	No	\$250,000	\$200,000	\$0
2007-089	Broadway/I-25 Station Area Master Plan	Denver	\$175,000	No	\$219,000	\$175,000	\$0
2007-089	Fitzsimons Pkwy Station Area Study	R T D	\$160,000	No	\$200,000	\$160,000	\$0
2007-089	Littleton Downtown Light Rail Station Area Study	Littleton	\$100,000	No	\$125,000	\$100,000	\$0
2007-089	Southeast I-25 Urban Corridor Study	Denver South TMA	\$150,000	No	\$375,000	\$300,000	\$150,000
2007-089	Speer/Leetsdale Urban Center Study	Denver	\$80,000	No	\$325,000	\$260,000	\$180,000
2007-089	Englewood Light Rail Corridor Next Steps Study	Englewood	\$120,000	No	\$300,000	\$240,000	\$120,000
2008-004	New Energy Fleets Collaborative	R A Q C	\$1,177,580	No	\$5,323,000	\$4,169,000	\$0
2008-023	Inca St. Bike/Ped Bridge over 38th Ave Underpass	Denver	\$226,189	Yes	\$716,000	\$501,000	\$0
2008-100	Engines Off	Denver	\$20,075	No	\$125,000	\$100,000	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	\$15,801,803	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-001	Pearl Pkwy: 30th St to Foothills Pkwy/SH-157	Boulder	\$19,471	Yes	\$5,000,000	\$4,000,000	\$0
2012-002	Wonderland Creek Underpass and Multi-use Path Connection: Foothills Pkwy to Diagonal Hwy	Boulder	\$269,674	Yes	\$4,000,000	\$2,000,000	\$1,200,000
2012-011	Denver Traffic Signal System Upgrade: Citywide	Denver	\$1,019,703	No	\$7,185,000	\$4,800,000	\$1,026,000
2012-012	Advanced Fleet Technology Project	R A Q C	\$389,574	No	\$7,652,000	\$6,121,000	\$1,000,000
2012-013	Ozone Aware	R A Q C	\$267,944	No	\$2,080,000	\$1,663,000	\$0
2012-014	Bellevue call-n-Ride	R T D	\$231,000	No	\$1,034,000	\$827,000	\$0
2012-015	Golden Circulator Bus: West Corridor end of line to Downtown Golden	Golden	\$446,000	No	\$1,847,000	\$1,237,000	\$446,000
2012-016	BOLT Bus Service Enhancement: Longmont to Boulder	Boulder County	\$185,000	No	\$696,000	\$555,000	\$0
2012-017	Enhanced Bus Service: Boulder, Longmont, and Lyons	Boulder County	\$115,000	No	\$547,000	\$414,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-018	STAMPEDE Bus Service Enhancements	Univ of Colorado	\$142,000	No	\$534,000	\$426,000	\$0
2012-019	Adams County West Side call-n-Ride	Federal Heights	\$153,000	No	\$662,000	\$496,000	\$0
2012-033	144th Ave Station TOD Master Planning Study	Thornton	\$120,000	No	\$0	\$0	\$0
2012-059	Quebec St/C-470 Bike/Ped Bridge: County Line Rd to Park Meadows Dr	Douglas County	\$87,504	Yes	\$850,000	\$500,000	\$0
2012-064	Regional TDM Program: Way to Go	DRCOG	\$2,091,673	No	\$7,652,000	\$7,200,000	\$0
2012-088	Commerce City to Denver CBD Regional Bus Service	Commerce City	\$148,000	No	\$555,000	\$444,000	\$148,000
Congestion Mitigation / Air Quality Total			\$32,554,787				
<u>Congestion Relief</u>							
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2007-072	Region 1 Congestion Relief Pool	CDOT Region 1	\$449,797	No	\$11,627,000	\$0	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 1	*	No	\$127,099,000	\$0	\$0
2012-063	I-25 North PEL Action Items	CDOT Region 6	*	No	\$15,500,000	\$0	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$4,000,000	Yes	\$67,666,000	\$0	\$0
Congestion Relief Total			\$4,449,797				
<u>Congressional Allocation</u>							
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	(\$849,682)	No	\$45,783,000	\$30,904,000	\$0
Congressional Allocation Total			(\$849,682)				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
Federal Emergency							
2012-116	Region 4 2013 Flood-Related Projects Pool	CDOT Region 4	\$9,158	No	\$129,512,000	\$127,068,000	\$95,950,000
Federal Emergency Total			\$9,158				
Railroad Safety							
2012-044	Peoria St/Smith Rd RR Grade Separation	Denver	\$5,287,000	Yes	\$57,187,000	\$32,187,000	\$0
Railroad Safety Total			\$5,287,000				
Regional Priority Projects							
1997-033	Arapahoe Ave (SH-7): Cherryvale Rd to N 75th St	CDOT Region 4	\$867,168	Yes	\$34,798,000	\$0	\$0
2001-154	US-85: Cook Ranch Rd to Meadows Pkwy Widening	CDOT Region 1	\$1,011,226	No	\$102,598,000	\$0	\$0
2001-259a	East I-70 Corridor: Environmental Study (I-25/Pena Blvd)	CDOT Region 6	\$239,458	No	\$29,771,000	\$0	\$0
2003-124	US-285: Foxton Rd to Richmond Hill Rd Widening	CDOT Region 1	\$125,356	No	\$28,126,000	\$0	\$0
2005-136	Region 6 Misc/Design Pool	CDOT Region 6	\$323,249	No	\$47,128,000	\$0	\$0
2007-072	Region 1 Congestion Relief Pool	CDOT Region 1	*	No	\$11,627,000	\$0	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	*	No	\$282,696,000	\$2,000,000	\$0
2007-158	I-25: Santa Fe Dr to Alameda Ave Interchange Improvements (Valley Hwy Phases I and II)	CDOT Region 1	\$7,050,085	No	\$127,099,000	\$0	\$0
2007-171	US-6/Federal Blvd/Bryant St: Federal to Bryant Interchange and Ramp Improvements	CDOT Region 1	\$4,829,827	No	\$30,000,000	\$0	\$0
2008-029	SH-7: US-287 to I-76 Corridor Optimization Study	CDOT Region 6	\$42,533	No	\$700,000	\$0	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2008-116	SH-79 Realignment & Grade Separation/Flyover (Bennett)-PEL Study	CDOT Region 1	\$51,738	No	\$300,000	\$0	\$0
2008-117	US-36: Wetland Mitigation	CDOT Region 6	\$270,606	No	\$2,950,000	\$0	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-043	I-25/Arapahoe Rd Interchange Reconstruction	Arapahoe County	*	Yes	\$69,000,000	\$4,200,000	\$0
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	\$4,984,000	No	\$68,524,000	\$20,000,000	\$0
2012-078	I-25: Wetland Mitigation	CDOT Region 4	\$1,095,763	No	\$1,100,000	\$0	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$21,000,000	Yes	\$67,666,000	\$0	\$0
Regional Priority Projects Total			\$41,891,009				

Safety

2001-225	Region 6 Hot Spot Pool	CDOT Region 6	\$104,538	No	\$5,151,000	\$0	\$0
2001-226	Region 6 Safety Enhancement Pool	CDOT Region 6	\$2,989,659	No	\$13,159,000	\$0	\$0
2007-073	Region 1 Hazard Elimination Pool	CDOT Region 1	\$631,842	No	\$38,302,000	\$0	\$0
2007-075	Region 1 Traffic Signals Pool	CDOT Region 1	\$63,593	No	\$2,651,000	\$0	\$0
2007-081	Region 6 Hazard Elimination Pool	CDOT Region 6	\$1,195,841	Yes	\$41,410,000	\$0	\$0
2007-090	Region 4 Safety Enhancement Pool	CDOT Region 4	\$331,314	No	\$2,295,000	\$0	\$0
2007-094	Region 4 Hazard Elimination Pool	CDOT Region 4	\$260,916	No	\$15,785,000	\$0	\$0
2007-144	Safe Routes to School Pool	CDOT	\$835,652	Yes	\$4,909,000	\$0	\$0
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	*	No	\$68,524,000	\$20,000,000	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$4,800,000	Yes	\$67,666,000	\$0	\$0
Safety Total			\$11,213,355				

Section 5307

1997-084	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	R T D	\$55,542,034	No	\$861,087,000	\$218,420,000	\$55,140,000
Section 5307 Total			\$55,542,034				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>Section 5309 New Start</u>							
2008-111	FasTracks Eagle P-3 Corridors (Gold and East Line)	R T D	\$150,000,000	No	\$2,057,477,000	\$928,745,000	\$457,250,000
Section 5309 New Start Total			\$150,000,000				
<u>Section 5309 State of Good Repair</u>							
2012-097	Seniors' Resource Center Building Rehab	R T D	\$363,400	No	\$436,000	\$363,000	\$0
Section 5309 State of Good Repair Total			\$363,400				
<u>Section 5310</u>							
2012-107	Enhanced Mobility for Elderly and Disabled (FTA 5310)	R T D	\$1,261,353	No	\$5,928,000	\$4,575,000	\$2,124,000
Section 5310 Total			\$1,261,353				
<u>Section 5337 State of Good Repair</u>							
1999-052	State of Good Repair	R T D	\$8,700,325	No	\$119,472,000	\$42,000,000	\$11,000,000
Section 5337 State of Good Repair Total			\$8,700,325				
<u>STP Enhancement</u>							
2007-046	Folsom Street: Regent Drive Underpass	Univ of Colorado	\$335,634	Yes	\$4,553,000	\$2,694,000	\$0
2008-023	Inca St. Bike/Ped Bridge over 38th Ave Underpass	Denver	*	Yes	\$716,000	\$501,000	\$0
2008-099	SH-121/Wadsworth Boulevard Bike/Ped Facility	Wheat Ridge	(\$11,886)	Yes	\$780,000	\$624,000	\$0
2012-003	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	Denver	\$123,844	Yes	\$3,457,000	\$2,765,000	\$0
2012-006	Greenwood Plaza Blvd Sidewalks	Greenwood Village	\$4,968	Yes	\$1,645,000	\$871,000	\$0
2012-008	West Corridor End of Line Bike/Ped Overpass	Golden	\$1,041,768	Yes	\$2,270,000	\$1,220,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-052	Ridge Rd Bike/Ped Project: Independence St to Iris St	Arvada	\$120,000	Yes	\$1,000,000	\$800,000	\$0
2012-055	28th St/US-36 Multi-use Bike/Ped Path: Iris Ave to Yarmouth Ave	Boulder	\$166,606	Yes	\$2,224,000	\$1,224,000	\$624,000
2012-056	Blake St Bike/Ped Station Access (40th Ave to 38th Ave/Blake St Station)	Denver	\$152,448	Yes	\$2,354,000	\$1,224,000	\$0
STP Enhancement Total			\$1,933,382				

STP Metro

1999-097	Regional Transportation Demand Management (TDM) Program Pool	DRCOG	*	No	\$18,783,000	\$5,925,000	\$0
2003-071	I-225/Colfax Interchange Project Level Feasibility Study / EA / Design / Construction	Aurora	*	No	\$45,783,000	\$30,904,000	\$0
2007-029	120th Ave Connection: Wadsworth Blvd to US-287	Broomfield County	(\$3,202,313)	Yes	\$80,073,000	\$20,914,000	\$0
2007-032	US-36: McCaslin Interchange Reconstruction	Louisville	*	Yes	\$900,000	\$298,000	\$0
2007-044	FasTracks Projects: DRCOG First Commitment Pool	R T D	*	No	\$75,000,000	\$32,000,000	\$14,000,000
2008-006	Colfax/Welton/Galapago Intersection Operation Improvements: Speer Blvd to Fox St	Denver	\$795,362	Yes	\$2,168,000	\$1,734,000	\$0
2008-020	SH-83: Lincoln Avenue Intersection Improvements	Parker	\$13,894	Yes	\$398,000	\$280,000	\$0
2008-043	Ozone SIP Modeling Efforts and Analysis	R A Q C	\$7,861	No	\$593,000	\$487,000	\$0
2008-093	Arapahoe Road Reconstruction	Centennial	(\$225,050)	No	\$1,446,000	\$1,157,000	\$0
2008-111	FasTracks Eagle P-3 Corridors (Gold and East Line)	R T D	*	No	\$2,057,477,000	\$928,745,000	\$457,250,000
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-035	South Broadway Reconstruction: Kentucky Ave to south of Tennessee Ave	Denver	\$159,763	Yes	\$5,384,000	\$2,692,000	\$0
2012-036	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	Lakewood	\$873,213	Yes	\$7,801,000	\$6,240,000	\$0
2012-038	Bellevue Ave and Quebec St Intersection Operational Improvements	Greenwood Village	\$378,142	Yes	\$1,505,000	\$1,053,000	\$0

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
2012-040	Foothills Pkwy/SH-157 Operational Improvements: Diagonal Hwy to Valmont Rd	Boulder	(\$25,525)	Yes	\$830,000	\$600,000	\$0
2012-042	32nd Ave Widening: Wright Ct to Braun Ct Operational Improvements	Wheat Ridge	\$795,674	Yes	\$5,517,000	\$2,924,000	\$0
2012-043	I-25/Arapahoe Rd Interchange Reconstruction	Arapahoe County	*	Yes	\$69,000,000	\$4,200,000	\$0
2012-044	Peoria St/Smith Rd RR Grade Separation	Denver	\$6,645,681	Yes	\$57,187,000	\$32,187,000	\$0
2012-045	Kipling Pkwy Underpass: Van Bibber Trail Extension from W 56th Pl to Grandview Ave	Arvada	\$83,989	Yes	\$2,000,000	\$1,600,000	\$1,308,000
2012-046	Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36	Boulder	(\$423,162)	Yes	\$5,400,000	\$4,046,000	\$1,954,000
2012-072	US-287 (Federal)/92nd Ave Intersection Operations Improvements	Federal Heights	\$131,681	No	\$5,671,000	\$3,970,000	\$0
2012-094	Wadsworth Blvd Widening: W 35th Ave to W 46th Ave PEL Study	Wheat Ridge	\$13,355	No	\$1,200,000	\$636,000	\$0
STP Metro Total			\$6,022,565				

Surface Treatment

2001-214	Region 6 Surface Treatment Pool	CDOT Region 6	\$29,844,920	No	\$351,222,000	\$0	\$0
2007-095	Region 4 Surface Treatment Pool	CDOT Region 4	\$32,724	No	\$51,486,000	\$0	\$0
2007-096	Region 1 Surface Treatment Pool	CDOT Region 1	\$27,031,367	No	\$282,696,000	\$2,000,000	\$0
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-046	Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36	Boulder	*	Yes	\$5,400,000	\$4,046,000	\$1,954,000
2012-063	I-25 North PEL Action Items	CDOT Region 6	\$244,032	No	\$15,500,000	\$0	\$0
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	\$3,416,171	No	\$68,524,000	\$20,000,000	\$0
2012-086	US-6: Bridges Design/Build	CDOT Region 6	\$6,000,000	Yes	\$67,666,000	\$0	\$0
Surface Treatment Total			\$66,569,214				

TIPID	Project Name	Sponsor	Obligations	Bike/ Ped	Total Cost	Fed. Total	Fed. Funds Remaining
<u>TIFIA</u>							
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
TIFIA Total			\$0				
<u>TIGER</u>							
2008-114	US-36: Boulder to I-25 Managed Lanes/BRT	HPTE	*	Yes	\$725,300,000	\$94,000,000	\$1,453,000
2012-073	North I-25 Interim Managed Lanes: US-36 to 120th Ave	CDOT Region 6	*	No	\$68,524,000	\$20,000,000	\$0
TIGER Total			\$0				
Grand Total of Obligations			\$395,648,649				

* - Indicates that this project was previously listed within the report under a different funding source and cannot be properly flagged for sure as being obligated from a particular funding source. Even though the project is being listed within all its funding sources, the funding amount is only being listed in the funding source that best represents the majority of its funding within the TIP or within the most recent fiscal year.



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