

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, JULY 18, 2018
6:30 – 8:50 p.m.
1001 17TH STREET
ASPEN-BIRCH CONFERENCE ROOM

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. Move to Approve Agenda
5. 6:35 Report of the Chair
 - Report on Regional Transportation Committee
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
6. 6:45 Report of the Executive Director
7. 6:55 Public Comment

Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

CONSENT AGENDA

8. 7:15 Move to Approve Consent Agenda
 - Minutes of June 27, 2018
(Attachment A)

TIMES LISTED WITH EACH AGENDA ITEM ARE APPROXIMATE
IT IS REQUESTED THAT ALL CELL PHONES BE SILENCED
DURING THE BOARD OF DIRECTORS MEETING. THANK YOU

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701.



ACTION ITEMS

9. 7:20 Discussion of amendments to the 2018-2021 Transportation Improvement Program (TIP)
(Attachment B) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
10. 7:25 Discussion of amendments to the FY 2018-2019 Unified Planning Work Program
(Attachment C) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
11. 7:30 Discussion of SB18-001 Multimodal Options Fund
(Attachment D) Ron Papsdorf, Director, Transportation Planning & Operations
12. 7:45 Discussion of adopting the draft Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2020-2023 TIP
(Attachment E) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

INFORMATIONAL BRIEFINGS

13. 8:00 Presentation on Citizen's Academy Initiative
(Attachment F) Brad Calvert, Director, Regional Planning & Development
14. 8:15 Presentation on Active Transportation Plan
(Attachment G) Emily Lindsey, Transportation Planner, Transportation Planning & Operations
15. 8:25 Presentation on RTD's Regional Bus Rapid Transit (BRT) Study
(Attachment H) Holly Buck, Felsburg Holt Ullevig
16. 8:40 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report on State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Herb Atchison
 - C. Report from Metro Area County Commissioners– Roger Partridge
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report on E-470 Authority – Ron Rakowsky
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

17. 2018-2021 Transportation Improvement Program Administrative Modifications
(Attachment I) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
18. Relevant clippings and other communications of interest
(Attachment J)
Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

ADMINISTRATIVE ITEMS

19. **Next Meeting – August 15, 2018**
20. Other Matters by Members
21. 8:50 Adjourn

SPECIAL DATES TO NOTE

2018 Board Workshop

August 24/25

For additional information please contact Connie Garcia at 303-480-6701 or
cgarcia@drcog.org

CALENDAR OF FUTURE MEETINGS

July 2018

17	Regional Transportation Committee	8:30 a.m.
18	Finance and Budget Committee	CANCELLED
18	Performance and Engagement Committee	5:00 p.m.*
18	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.

August 2018

1	Board Work Session	CANCELLED
1	Performance and Engagement Committee	4:00 p.m.**
14	Regional Transportation Committee	8:30 a.m.
15	Finance and Budget Committee	5:30 p.m.
15	Board of Directors	5:30 p.m.
17	Advisory Committee on Aging	Noon – 3 p.m.
27	Transportation Advisory Committee	1:30 p.m.

September 2018

5	Board Work Session	4:00 p.m.
5	Performance and Engagement Committee	5:30 p.m.
18	Regional Transportation Committee	8:30 a.m.
19	Finance and Budget Committee	5:30 p.m.
19	Board of Directors	6:30 p.m.
21	Advisory Committee on Aging	Noon – 3 p.m.
24	Transportation Advisory Committee	1:30 p.m.

* Please note change in date/time for this meeting

** Start time for this meeting is moved up due to cancellation of the Board Work Session

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, JUNE 27, 2018

Members/Alternates Present

Herb Atchison, Chair	City of Westminster
Jeff Baker	Arapahoe County
David Beacom	City and County of Broomfield
Anthony Graves (Alternate)	City and County of Denver
Jolon Clark (Alternate)	City and County of Denver
Randy Wheelock	Clear Creek County
Roger Partridge	Douglas County
Libby Szabo	Jefferson County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Aaron Brockett	City of Boulder
Margo Ramsden	Town of Bow Mar
Roger Hudson	City of Castle Pines
George Teal	Town of Castle Rock
Tammy Maurer	City of Centennial
Laura Christman	City of Cherry Hills Village
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Lynette Kelsey	Town of Georgetown
Jim Dale	City of Golden
George Lantz (Alternate)	City of Greenwood Village
Stephanie Walton	City of Lafayette
Jacob LaBure (Alternate)	City of Lakewood
Jacob Lofgren	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Ashley Stolzmann	City of Louisville
Barney Dreistadt (Alternate)	Town of Lyons
Joyce Palaszewski	Town of Mead
Kristopher Larsen	Town of Nederland
John Diak	Town of Parker
Bud Starker	City of Wheat Ridge
Debra Perkins-Smith	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W Rex, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Kim Groom, Broomfield; Brad Boland, Castle Rock; Jamie Hartig, Douglas County; Janice Finch, Justin Begley, Nicholas Williams, Denver; Larry Strock, Lochbuie; Joyce Downing, Northglenn; Kent Moorman, Thornton; David Krutsinger, Jeff Sanders, Danny Herrmann, CDOT; Jennifer Cassell, Bowditch & Cassell; and DRCOG staff.

Chair Herb Atchison called the meeting to order at 6:30 p.m. with a quorum present.

Move to approve agenda

Director Graves **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair

- The Regional Transportation Committee met and concurred with DRCOG action on TDM project selection and Title VI Plan.
- Director Diak reported the P&E Committee met and discussed the workshop agenda. The agenda will be forwarded to the Board in July. He noted the Executive Director evaluation is underway. He noted the Board Collaborative Assessment survey will be sent to Board Directors on July 6.
- Director Stolzmann reported the Finance and Budget Committee authorized the Executive Director to negotiate and execute contracts with CDOT for the Regional TDM program, and to receive funding to administer a Senior Health Insurance Assistance Program. The committee received a presentation on the 2017 DRCOG audit. There were no findings reported in this audit for federal grants.

Report of the Executive Director

- Mr. Rex reported staff is fully moved into the new office space. He thanked Roxie Ronsen for all her work on the move. Parking procedures for DRCOG meetings was discussed.
- An estimated 35,000 riders participated in Bike to Work Day today. Mr. Rex congratulated Steve Erickson and his staff for their hard work.
- Board Workshop room registrations are now open.
- DRCOG is developing an Active Transportation Plan. Input was solicited from Bike to Work Day participants, and there is an online survey.
- Director Dozal, Town of Superior, provided an overview to DRCOG staff on the history of telecommunications.
- Mr. Rex congratulated Bob Roth on his re-election to the CML Executive Board.
- Mr. Rex reported staff has been discussing Senate Bill 1, which provides some general fund dollars for transportation. A small amount of those funds are expected to be allocated to the MPOs for programming. Staff will bring a recommendation to the Board in July regarding the funds.

Public comment

No public comment was received.

Move to approve consent agenda

Director Christman **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Minutes of the May 16, 2018 meeting

Presentation on Colorado Department of Transportation Transit Development Program

David Krutsinger, CDOT Division of Transit and Rail, provided an overview of the program. CDOT began a process in the spring to develop the program to identify priority transit capital improvement projects statewide that could be considered for funding if additional resources become available.

A question was asked about how the projects on the list were prioritized. Mr. Krutsinger noted the priorities were based on input from participating jurisdictions.

Presentation on Planimetrics

Ashley Summers, DRCOG IS Manager, provided information on past and upcoming Planimetrics projects. Planimetric data supports planning, research and analysis pursued by DRCOG, our member governments, public agencies, private firms, entrepreneurs, and research institutions.

Update on the 2020-2023 TIP Policy Document

Todd Cottrell, Senior Transportation Planner, provided an overview of the draft TIP Policy Document. It is anticipated the draft document will be presented to the Board in July for action. The dual model TIP process for the 2020-2023 TIP cycle will include a call for projects for a regional share of available funds, and a call for projects for subregional projects. Project funding recommendations will be made to the Board for adoption.

Committee Reports

State Transportation Advisory Committee – Director Partridge reported SB 267 is undergoing a TABOR challenge.

Metro Mayors Caucus – Director Atchison reported the Metro Mayors Caucus discussed upcoming elections and transportation funding ballot initiatives.

Metro Area County Commissioners – Director Partridge noted the Commissioners received a census presentation.

Advisory Committee on Aging – the Advisory Committee on Aging did not meet.

Regional Air Quality Council – Doug Rex reported the council continued work on the Executive Director recruitment. The council discussed local agency air quality projects and EPAs reconsideration of the light duty vehicle greenhouse gas standards. The council also discussed the progress of the VW settlement program and the ozone reduction program being conducted by CDPHE.

E-470 Authority – Director Partridge noted the Authority extended a 3-year contract with public/private entities for tolling services. There will be a groundbreaking and dedication to former Aurora mayor Steve Hogan

Report on FasTracks – Director Van Meter reported the RTD Board reviewed the executive summary of a history and status report on FasTracks prepared by staff. RTD has received approval from the PUC to remove flaggers from the A Line.

Next meeting – **July 18, 2018**

Board of Directors Minutes

June 27, 2018

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Other matters by members

Mr. Rex noted the July 4 Board work session is cancelled.

Adjournment

The meeting adjourned at 8:02 p.m.

Herb Atchison, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 18, 2018	Action	9

SUBJECT

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.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current Board-adopted [TIP Amendment Procedures](#).

ACTION BY OTHERS

[July 9, 2018](#) – TAC recommended approval
[July 17, 2018](#) – RTC will act on a recommendation

SUMMARY

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed policy amendments to the [2018-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- **1997-084** **RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance**
Add funding
- **1999-052** **RTD State of Good Repair**
Add funding
- **2008-111** **FasTracks Eagle P-3 Corridors (Gold and East Line)**
Add and shift funding
- **2012-108** **RTD Capital Improvements: Bus and Facilities Funding**
Add funding
- **2018-014** **I-25 Capacity Improvements: Castle Rock to El Paso County Line**
Temporarily switch state funding sources

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve amendments to the *2018-2021 Transportation Improvement Program* (TIP).

ATTACHMENT

1. Proposed TIP amendments
2. Draft resolution

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.

1997-084: Update control total funding levels**Existing****Title: RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance****Project Type: Transit Vehicles****TIP-ID: 1997-084****STIP-ID:****Open to Public:****Sponsor: R T D****Project Scope**

Ongoing program: Overhaul and maintenance for transit vehicles. A portion of these 5307 funds will be applied to capital cost of contracting. RTD has privatized service on fixed-routes and private carriers provide capital maintenance in addition to fixed-route bus service. In addition to routine capital maintenance, RTD will apply 5307 capital maintenance funds to bus fuel cost and utility cost for LRT vehicles as a result of the Federal Transit Administration expanded definition of allowable cost.

Affected County(ies)

Regional



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5307)		\$116,220	\$57,378	\$57,952	\$58,531		
State		\$0	\$0	\$0	\$0		
Local		\$26,218	\$11,475	\$11,590	\$11,706		
Total	\$0	\$142,438	\$68,853	\$69,542	\$70,237	\$0	\$351,070

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5307)		\$116,220	\$62,400	\$64,300	\$66,200		
State		\$0	\$0	\$0	\$0		
Local		\$26,218	\$15,600	\$16,075	\$16,600		
Total	\$0	\$142,438	\$78,000	\$80,375	\$82,800	\$0	\$383,613

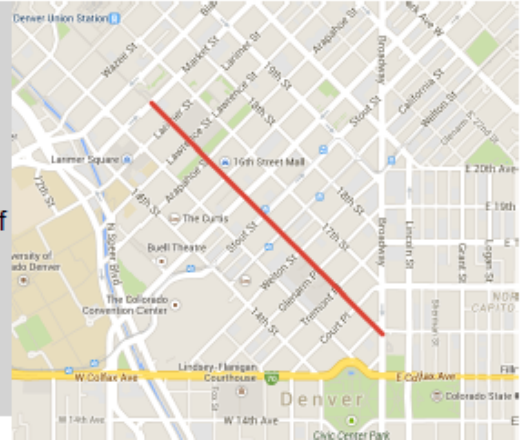
1999-052: Update control total funding levels**Existing**Title: **State of Good Repair**Project Type: **Transit Operational Improvements**TIP-ID: **1999-052**STIP-ID: **SST6740.010**

Open to Public:

Sponsor: **R T D****Project Scope**

Funds will be used for upgrades and maintenance of the 16th St Mall from Broadway to Market St. Funds will also be used for RTD's transfer facilities at each end of the 16th St Mall, and other fixed guideway assets. Funds will also go toward on-going maintenance of rail guideways, and preventative maintenance of the Fixed Guideway Rail and assets, including maintenance of the LRT Rolling stock and LRT maintenance support. Includes funds for State of Good Repair funding and high-intensity motor bus.

Affected Municipality(ies)	Affected County(ies)
Denver	Denver



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5337)		\$17,225	\$11,000	\$11,000	\$11,000		
State		\$0	\$0	\$0	\$0		
Local		\$4,056	\$2,500	\$2,500	\$2,500		
Total	\$0	\$21,281	\$13,500	\$13,500	\$13,500	\$0	\$61,781

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5337)		\$17,225	\$16,800	\$17,300	\$17,800		
State		\$0	\$0	\$0	\$0		
Local		\$4,056	\$4,200	\$4,330	\$4,450		
Total	\$0	\$21,281	\$21,000	\$21,630	\$22,250	\$0	\$86,161

2008-111: Add additional New Starts funding to meet full appropriations and shift funding to FY 2019 per FTA request

Existing

Title: **FasTracks Eagle P-3 Corridors (Gold and East Line)**

Project Type: **Rapid Transit**

TIP-ID: **2008-111**

STIP-ID:

Open to Public: **2016**

Sponsor: **R T D**

Project Scope

Build electrified commuter rail line running from Denver Union Station to Denver International Airport (East Line) and Denver Union Station to Ward Rd (Gold Line). Projects being combined at the request of FTA due to outcome of P-3 process. Former East Corridor TIP-ID 2007-052 and Gold Line Corridor TIP-ID 2007-054.



Affected Municipality(ies)	Affected County(ies)
Arvada	Adams
Aurora	Denver
Denver	Jefferson
Wheat Ridge	

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (5309S)		\$195,950	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Local (RTD)		\$177,846	\$0	\$0	\$0		
Total	\$1,539,209	\$373,796	\$0	\$0	\$0	\$0	\$1,913,005

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (5309S)		\$0	\$213,263	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Local (RTD)		\$0	\$193,559	\$0	\$0		
Total	\$1,558,736	\$0	\$406,822	\$0	\$0	\$0	\$1,965,558

2012-108: Update control total funding levels**Existing**Title: **RTD Capital Improvements: Bus and Facilities Funding**Project Type: **Transit Vehicles**TIP-ID: **2012-108**

STIP-ID:

Open to Public:

Sponsor: **R T D****Project Scope**

Funds will be directed to capital improvements including the following:

1 - Civic Center Station infrastructure improvements including improvements to the building, access areas, boarding areas, shelters, and overall accessibility through reconfiguration of adjacent park area;

2 - Funds will also be used to purchase fuel efficient buses and vans equipped with ADA-compliant lifts.

Affected County(ies)

Regional



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5339)		\$9,660	\$5,367	\$5,420	\$5,475		
State		\$0	\$0	\$0	\$0		
Local		\$2,150	\$1,074	\$1,085	\$1,095		
Total	\$0	\$11,810	\$6,441	\$6,505	\$6,570	\$0	\$31,326

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5339)		\$9,660	\$5,800	\$5,980	\$6,160		
State		\$0	\$0	\$0	\$0		
Local		\$2,150	\$1,450	\$1,500	\$1,550		
Total	\$0	\$11,810	\$7,250	\$7,480	\$7,710	\$0	\$34,250

2018-014: Swap out \$92 million of SB267 funding for SB 1 funding due to ongoing litigation and move to FY 2019

Existing

Title: **I-25 Capacity Improvements: Castle Rock to El Paso County Line**

Project Type: **Roadway Capacity**

TIP-ID: **2018-014**

STIP-ID:

Open to Public: **2021**

Sponsor: **CDOT Region 1**

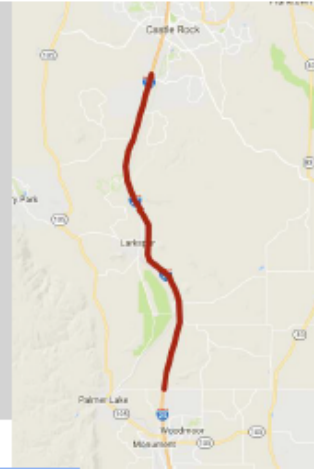
Project Scope

Add one new express lane in each direction from Castle Rock to the El Paso County line.

Total CDOT project cost is \$350 million and extends south of the DRCOG boundary to Monument.

Affected County(ies)

Douglas



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (INFRA)		\$0	\$65,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (SB267)		\$30,000	\$195,000	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0		
Total	\$0	\$30,000	\$270,000	\$0	\$0	\$0	\$300,000

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (INFRA)		\$0	\$65,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (SB-1)		\$0	\$92,000	\$0	\$0		
State (SB267)		\$0	\$133,000	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0		
Total	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____ 2018

A RESOLUTION AMENDING THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing comprehensive transportation planning process designed to prepare and adopt regional transportation plans and programs; and

WHEREAS, the urban transportation planning process in the Denver region is carried out through cooperative agreement between the Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation; and

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2018-2021 was adopted by the Board of Directors on April 19, 2017; and

WHEREAS, it is necessary to amend the 2018-2021 Transportation Improvement Program; and

WHEREAS, the Regional Transportation Committee has recommended approval of the amendments.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2018-2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that these amendments to the 2018-2021 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2018 at Denver, Colorado.

Herb Atchison, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
July 18, 2018	Action	10

SUBJECT

This action concerns amending the *FY 2018-2019 Unified Planning Work Program* (UPWP).

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed 2018-2019 UPWP amendments.

ACTION BY OTHERS

[July 9, 2018](#) – TAC recommended approval
[July 17, 2018](#) – RTC will act on a recommendation

SUMMARY

The *FY 2018-2019 Unified Planning Work Program* (UPWP) describes the transportation planning activities to be conducted in the Denver region. The UPWP, prepared biennially, is the two-year work program for the MPO and also serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. The FY 2018-2019 UPWP was adopted in July 2017.

Periodically, amendments to the UPWP are necessary to accurately reflect work to be performed or to comply with changes in federal law. Proposed amendments are shown in the [track-changes version](#) of the FY 2018-2019 UPWP and fall into three general categories:

- Procedural: minor modifications to tasks and activities.
- Financial: updates and clarifications to the finance tables in Appendix A
- Schedule: minor updates to some deliverable completion dates in activity descriptions and in Appendix B

Staff will further describe the proposed amendments during the meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to amend the *FY 2018-2019 Unified Planning Work Program*.

ATTACHMENTS

1. Draft resolution
2. Link: [Amended FY 2018-2019 Unified Planning Work Program in track-changes](#)

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcoq.org; or Todd Cottrell at (303) 480-6737 or tcottrell@drcoq.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2018

A RESOLUTION TO AMEND THE 2018-2019 UNIFIED PLANNING WORK PROGRAM
FOR TRANSPORTATION PLANNING IN THE DENVER REGION

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing comprehensive transportation planning process in the Greater Denver Transportation Management Area; and

WHEREAS, the *2018-2019 Unified Planning Work Program* was adopted in July 2017; and

WHEREAS, it is necessary to amend the *2018-2019 Unified Planning Work Program* to show changes in funding levels; and

WHEREAS, some activities and completion dates are updated as of July 2018; and

WHEREAS, the Regional Transportation Committee has recommended these amendments of the *2018-2019 Unified Planning Work Program*.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the *2018-2019 Unified Planning Work Program* for Transportation Planning in the Denver Region as indicated in the attachment to this resolution.

RESOLVED, PASSED AND ADOPTED this _____ day of _____, 2018 at Denver, Colorado.

Herb Atchison, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH D

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 18, 2018	Action	11

SUBJECT

SB18-001 Multimodal Transportation Options Fund

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends including anticipated SB18-001 FY 2018 and 2019 Local Multimodal Projects funding (less 1% for the non-MPO area of DRCOG) in the 2020-2023 TIP calls for projects, split 20% to the regional share and 80% to the subregional share.

ACTION BY OTHERS

[July 9, 2018](#) – TAC recommended approval of the staff recommendation

[July 17, 2018](#) – RTC will act on a recommendation

SUMMARY

Background

SB18-001 provides State General Fund transfers to the State Highway Fund, the Highway Users Tax Fund, and a new Multimodal Transportation Options Fund during state fiscal years 2018 (\$495m) and 2019 (\$150m). Of these transfers, 15% is allocated to the Multimodal Transportation Options Fund (\$74.25m and \$22.5m). The Multimodal Transportation Options Fund is further distributed 15% for State Multimodal Projects and 85% (\$63.1m and \$14.1m) for Local Multimodal Projects.

SB18-001 defines Multimodal Projects as “Capital or operating costs for fixed route and on-demand transit, transportation demand management programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, and bicycle or pedestrian projects.” Recipients of these funds must provide a match from non-Multimodal Transportation Options funds equal to the amount of the award.

Funding Distribution

SB18-001 directs the Colorado Transportation Commission to establish a distribution formula for the disbursement of the amount allocated for Local Multimodal Projects based on population and transit ridership. Subject to formal action anticipated in the fall, CDOT expects that the Commission will allocate these funds to the Transportation Planning Regions (TPRs), including DRCOG, to distribute to local multimodal projects.

Using the formula previously established by CDOT for developing its Transit Development Program, DRCOG should receive approximately 60% of the disbursement for local multimodal projects, or approximately \$38 million in FY 2018 and \$12 million in FY 2019. Note that this allocation will be for the entire DRCOG region, not just the Metropolitan

Planning Organization (MPO) boundary. The non-MPO portion of DRCOG (Clear Creek County, Gilpin County, eastern Arapahoe County, and eastern Adams County) represents approximately 1% of the entire DRCOG population. Therefore, 1% of the anticipated Local Multimodal Projects funding (\$500,000) will be set aside for a special call for projects for those areas.

Options

DRCOG staff has identified several options for allocating the anticipated SB18-001 Local Multimodal Projects funding.

1. **Allocate all funds to the 2020-2023 TIP.** Include all anticipated Local Multimodal Projects funding (less 1% for the non-MPO area of DRCOG) in the upcoming calls for projects in the FY 2020-2023 TIP, split 20% to the regional share and 80% to the subregional share.
2. **Allocate FY 2018 funds to the existing TIP waiting list projects and roll over FY 2019 funds to the 2020-2023 TIP.** The 2018-2021 TIP was adopted April 19, 2017 and includes a Waiting List Protocol. Under that protocol, if additional funds become available in FY 2018 (before October 1, 2018), DRCOG staff will initiate the process to allocate funds to waiting list projects. Additional funding that becomes available in FY 2019 (after September 30, 2018) will be rolled over and included with the call for projects in the FY 2020-2023 TIP.
3. **Allocate all funds to a new DRCOG Multimodal Options Fund.** Conduct a separate call for projects for the SB18-001 Local Multimodal Projects funding after the 2020-2023 TIP calls for projects have been completed.

While the first General Fund transfer will occur in FY 2018, these additional funds will likely not become available through Transportation Commission action before October 1, 2018. Additionally, the existing waiting list is three years old and may not reflect current local priorities and the Multimodal Transportation Options Fund affords broader project eligibility that was not contemplated during the last TIP cycle. Finally, incorporating these funds in the 2020-2023 TIP Calls for Projects affords the opportunity to leverage them with TIP funds.

Therefore, staff proposes, consistent with the 2018-2021 TIP Waiting List Protocol, to roll over the SB18-001 Local Projects Multimodal Options Fund resources and include them in the regional and subregional calls for projects in the FY 2020-2023 TIP.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to include anticipated SB18-001 FY 2018 and FY 2019 Multimodal Transportation Options Fund Local Projects resources (less 1% for the DRCOG non-MPO areas) in the regional (20%) and subregional (80%) shares of the 2020-2023 TIP calls for projects.

ATTACHMENTS

1. 2018-2021 Transportation Improvement Program, Appendix E-Waiting List
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Ron Papsdorf, Director, Transportation Planning and Operations at (303) 480-6747 or rpapsdorf@drcog.org.

APPENDIX E

Waiting List

Table 4. Eligible Projects for Waiting List for the 2018-2021 TIP

STP-M	CMAQ and/or TAP	Sponsor	Project Name	TIP Project ID	TIP Score	Project Type	Federal Funding Request
1		Commerce City	Vasquez Access Study: I-270 to Hwy 2/US-85	CoCy-2014-005	N/A	Studies	\$180
	1	Denver	U - South Platte Greenway/Cherry Creek Trail: Confluence Bridge Upgrades	Denw-2014-025	68	B/P	\$7,980
	2	Univ of Col - Boulder	N - 19th St and 21st St Bridges and Trails	UoCB-2014-003	67.6	B/P	\$7,305
	3	Arvada	U - W 57th Ave Sidewalks: Independence St to Balsam St	Arnd-2014-034	67.2	B/P	\$628
	4	Denver	N - Peoria Station Multi Use Path: 39th Ave to 44th Ave	Denw-2014-026	66.9	B/P	\$1,950
	5	Wheat Ridge	N - Kipling St Multi-Use Trail: 32nd Ave to 44th Ave	WhRd-2014-006	66.9	B/P	\$2,240
	6	Denver	U - 1st Ave/Steele St Multimodal Improvements: 1st Ave to Colorado Blvd	Denw-2014-035	66.3	B/P	\$5,254
	7	Lakewood	N - Sheridan Blvd Bike Path: 6th Ave to 10th Ave	Lakw-2014-006	66.1	B/P	\$1,920
	8	Denver	N - 38th St/Marion St/Walnut St Multimodal Improvements: Walnut St to Lawrence St/Downing St	Denw-2014-028	65.6	B/P	\$2,131
	9	Boulder	N - Skunk Creek Bike/Ped Underpass at Moorehead Ave	Bldr-2014-002	65.4	B/P	\$2,640
	10	Denver	N - Sheridan Station Sidewalks: 8th to 10th/Coffax to 17th	Denw-2014-027	64.7	B/P	\$1,172
	11	Aurora	N - 6th Ave Bike/Ped Facility: Vaughn St to Del Mar Circle	Aura-2014-011	64.2	B/P	\$4,674
2		Denver	Coffax Ave Transit Enhancements: 7th St near I-25 to Yosemite	Denw-2014-011	63.8	Operations	\$12,004
	12	Arvada	U - Independence St Sidewalks: W 50th Ave to W 57th Ave	Arnd-2014-029	63.1	B/P	\$1,665
	13	Wheat Ridge	N - 32nd Ave Bike Lanes: Sheridan Blvd to Youngfield St	WhRd-2014-007	62.5	B/P	\$4,000
	14	Westminster	N - Walnut Creek Trail: 103rd Ave to 108th Ave	West-2014-003	62	B/P	\$8,280
	15	Boulder	U - SH-157/Foothills Pkwy Bike/Ped Underpass at Sioux Dr	Bldr-2014-010	61.2	B/P	\$3,440
	16	Lone Tree	N - Lincoln Ave Pedestrian Bridge: West of Heritage Hill Circle	Ltre-2014-001	59	B/P	\$1,500
	17	Arvada	N - Ridge/Reno Rd Mixed-use Trail: Garrison St to Allison St	Arnd-2014-018	58.7	B/P	\$1,442
3		Parker	Parker Road Transportation and Land Use Plan	Park-2014-005	N/A	Studies	\$125
4		Denver	56th Ave Widening: Chambers Rd to Pena Blvd	Denw-2014-012	58.3	Capacity	\$9,800
	18	Boulder County	N - Butte Mill Multimodal Connection: Valmont Path to Arapahoe Rd Transit	BlCo-2014-007	57.9	B/P	\$312
	19	Denver	N - 38th/Blake Station: 35th St Multimodal Improvements: Wazee St to S Platte Greenway Trail	Denw-2014-030	57.9	B/P	\$3,479
	20	Boulder County	N - Williams Fork Trail Multi-Use Path	BlCo-2014-008	57.8	B/P	\$632
5		R T D	83L Enhancements: Downtown Civic Center to Nine Mile	RTD-2014-006	N/A	Studies	\$800
6		Douglas County	County Line Rd: Phillips Ave to University Blvd Capacity Improvements	DgCo-2014-001	57.4	Capacity	\$6,000
7		Lakewood	Wadsworth: Ohio Ave to 285 PEL	Lakw-2014-004	N/A	Studies	\$1,600
8		Aurora	Parker Rd/Quincy Ave/Smoky Hill Rd Operational Improvements	Aura-2014-005	56.9	Operations	\$4,492
	21	Boulder	N - 28th St/US-36: Fourmile Canyon to Yarmouth Ave Multi-Use Path	Bldr-2014-005	55.2	B/P	\$4,880
9		Longmont	Design: Oligarchy Ditch Trail/Main St Underpass: Mountain View Ave to 21st Ave	Long-2014-007	N/A	Studies	\$160
10		Lakewood	Alameda Ave Operational Improvements: Vance St to Pierce St	Lakw-2014-007	55	Operations	\$1,150
11		Thornton	104th Ave Widening: Grandview Ponds to S Platte River	Thor-2014-001	54.2	Capacity	\$8,040
	22	Boulder	N - Table Mesa Dr Bike/Ped Underpass	Bldr-2014-001	54	B/P	\$3,840
12		Westminster	Sheridan Blvd Operational Improvements: 87th Ave to US-36	West-2014-001	53.3	Operations	\$5,600
13		Aurora	Airport Blvd-Buckley Rd/Alameda Pkwy Intersection Operational Improvements	Aura-2014-006	53.1	Operations	\$1,664
14		Louisville	Hwy 42/96th St Corridor Operational Improvements: Pine St to S Boulder Rd	Lou-2014-003	53	Operations	\$8,837
	23	Arvada	U - W 60th Ave Bike/Ped Facilities: Tennyson St to Sheridan Blvd	Arnd-2014-030	52.8	B/P	\$1,378
	24	Arvada	N - W 52nd Ave Bike/Ped Facilities: Marshall St to Vance St	Arnd-2014-004	52.2	B/P	\$687
	25	Arapahoe County	N - Yale Ave/Holly St/Highline Canal Trail Pedestrian and Roadway Improvements	ApCo-2014-009	51.5	B/P	\$1,470
15		Lafayette	South Boulder Rd and 119th/120th St Operational Improvements	Lafa-2014-007	50.5	Operations	\$2,665
16		Commerce City	88th Ave Widening: I-76 to Hwy 2	CoCy-2014-003	50	Capacity	\$28,809
	26	Parker	N - Parker Road Sidewalk Connection: Twenty Mile Road to Indian Pipe Ln	Park-2014-003	49	B/P	\$541
17		Arvada	SH-72 at W 72nd Ave Intersection Operational Improvements	Arnd-2014-002	49	Operations	\$5,406
	27	Arvada	N - Little Dry Creek Bike/Ped Grade Separation	Arnd-2014-017	48.7	B/P	\$2,873
	28	Nederland	N - Middle Boulder Creek Bridge Project	Nedl-2014-002	48.1	B/P	\$726
	29	Boulder	N - Bear Creek Canyon Bike/Ped Underpass	Bldr-2014-003	47.5	B/P	\$4,480
18		Louisville	Highway 42/96th St Corridor Operational Improvements: Lock St to Pine St	Lou-2014-001	46.5	Operations	\$4,178
	30	Boulder	N - Fourmile Canyon Creek: 19th St to Violet Ave Bike/Ped Facilities	Bldr-2014-006	46.4	B/P	\$5,298
19		Aurora	6th Ave/Pkwy Extension: Liverpool St to E-470	Aura-2014-008	45.3	Capacity	\$13,918
20		Louisville	Hwy 42/96th St Corridor Operational Improvements: S Boulder Rd to Paschal Dr	Lou-2014-004	44.6	Operations	\$4,840
21		Denver	Quebec St Operational Improvements: Sandown Rd/40th Ave to I-70	Denw-2014-022	44.4	Operations	\$4,290
22		Castle Rock	Plum Creek Pkwy and Wilcox St Intersection Operational Improvements	CRck-2014-003	43.4	Operations	\$1,730
23		Aurora	Peoria St Operational Improvements: Fitzsimons Pkwy to North of Sand Creek	Aura-2014-007	43	Operations	\$11,874
	31	Arvada	N - Alkire St Pedestrian Bridge	Arnd-2014-001	42.8	B/P	\$2,039
	32	Erie	N - Coal Creek Extension: Reliance Park to Erie Village	Erie-2014-009	39.4	B/P	\$1,480
	33	Erie	N - Coal Creek Trail Extension: Reliance Park to Kenosha Rd	Erie-2014-003	36.5	B/P	\$1,840
	34	Nederland	U - Lakeview Dr/SH-72 Intersection Operational Improvements	Nedl-2014-001	35.9	B/P	\$467
	35	Longmont	N - County Line Rd Bike Shoulders: 9th Ave to SH-66	Long-2014-006	34.5	B/P	\$1,360
24		Castle Rock	Founders Pkwy and Crowfoot Valley Rd Intersection Operational Improvements	CRck-2014-002	34.4	Operations	\$2,042
	36	Lyons	N - US36 (Broadway) and SH-7 (5th Ave) Bike/Ped Facilities	Lyon-2014-001	34.1	B/P	\$1,309
	37	Westminster	U - 72nd Ave Sidewalk Reconstruct: Stuart St to Xavier St	West-2014-002	33.6	B/P	\$3,360
	38	Jefferson County	N - 32nd Ave Bike/Ped Facilities: Alkire St to Eldridge St	JfCo-2014-002	31.1	B/P	\$1,113
25		Erie	County Line Road Operational Improvements: Bonnel Ave to Erie Pkwy	Erie-2014-001	31	Operations	\$3,240
26		Erie	County Line Road Operational Improvements: Erie Pkwy to Telleen Ave	Erie-2014-002	30	Operations	\$2,640
27		Lafayette	Hwy 7 and 119th St Operational Improvements	Lafa-2014-006	29.9	Operations	\$1,510
	39	Boulder County	N - Isabelle Rd Shoulders: N 95th St to N 109th St	BlCo-2014-002	26.4	B/P	\$1,418
	40	Erie	U - Pedestrian Underpass at Coal Creek Crossing	Erie-2014-007	25	B/P	\$320
28		Erie	County Line Road Operational Improvements: Telleen Ave to Evans St	Erie-2014-004	24	Operations	\$2,200
	41	Erie	N - County Line Road Bike Shoulders: Evans St to SH-52	Erie-2014-005	20.6	B/P	\$1,760
	42	Jefferson County	N - McIntyre St Bike/Ped Facilities: 32nd Ave to SH-58	JfCo-2014-003	20.4	B/P	\$824

Waiting List Protocol

If additional funds become available in FY2018, DRCOG staff will initiate the process to allocate funds to waiting list projects as described below. Additional funding that becomes available in FY2019 (October 1, 2018) will be rolled over and included with the Call for Projects in the FY2020-2023 TIP. This protocol does not apply to any TIP set-asides, pool programs, or projects not on the waiting list.

When DRCOG staff is informed of additional funds, the following steps will be followed:

1. Obtain official verification from CDOT of availability of funds.
2. When either a) \$2 million is accrued within one of the two specific funding program categories (STP-Metro or CMAQ/TA) or b) an amount equal to 100% of the next-in-line (top-ranked) project funding request is accrued, staff will first contact sponsors of projects to try to advance project phases already identified in the TIP. Staff will then select projects in order from the waiting list(s) included in preceding page (Appendix E, Table 4) of the 2018-2021 TIP to the limit of applicable funds available.
 - a. Contact the sponsor of the top ranked project on the waiting list, by funding category to determine the sponsor's interest in being selected. If the amount of funds available is less than the requested cost of that project, the sponsor will be asked if it would be willing to complete the entire project as submitted for the amount of funds available. Projects that accept partial funding will be removed from the list. If the response is no, or if all the available funds have not been fully allocated, DRCOG staff will proceed to the next project on the waiting list. Sponsors that request to be passed over on the funding opportunity will remain on the waiting list.
 - b. At the end of FY 2018 (September 30, 2018), even if less than \$2 million has accrued within a funding category, staff will go down the wait list in accordance with section 2.a. above to allocate available funds.
3. Recommend projects to be programmed and take them through the committee process to the Board as TIP Amendments.




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SB18-001 Multimodal Transportation Options Fund

Presented by:
Ron Papsdorf
Transportation Planning
& Operations


Board of Directors
July 18, 2018



SB18-001 Multimodal Transportation Options Fund

Overview

- General Fund Transfers FY 2018 and FY 2019
- 15% to new Multimodal Fund
 - 15% State Projects
 - 85% Local Projects
- Directs Transportation Commission to establish a distribution formula based on population and transit ridership
- Recipients must provide a match equal to the amount of award



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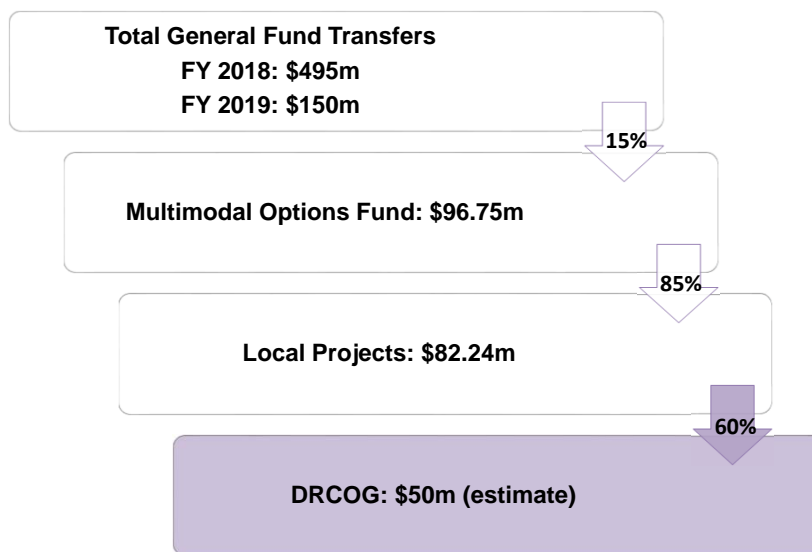
SB18-001 Multimodal Transportation Options Fund

Multimodal Projects – defined in SB18-001

- Capital or operating costs for fixed route and on-demand transit
- Transportation demand management programs
- Multimodal mobility projects enabled by new technology
- Multimodal transportation studies
- Bicycle or pedestrian projects



SB18-001 Multimodal Transportation Options Fund





SB18-001 Multimodal Transportation Options Fund

DRCOG Distribution Recommendation

Include in the 2020-23 TIP Process and split between Regional and Subregional shares – separate process for non-MPO area of DRCOG

Pro

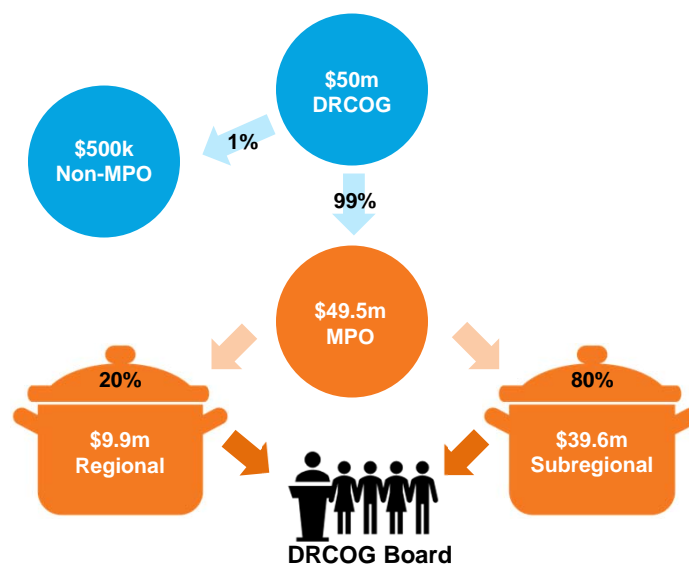
- Consistent with 2018-2021 TIP Waiting List Protocol
- Opportunity to leverage Federal TIP funding
- Synergy with other Regional/Subregional project submittals

Con

- A little “messy” due to eligibility and match requirements



SB18-001 Multimodal Transportation Options Fund





SB18-001 Multimodal Transportation Options Fund

Other Distribution Options

Fund eligible projects from the 2018-2021 TIP Waiting List with anticipated FY 2018 Multimodal Transportation Options Local Projects funds and roll over FY 2019 funds to the 2020-2023 TIP (less 1% for non-MPO)

Pro

- Maximizes opportunity to fund currently prioritized eligible projects
- Allows opportunity to leverage a portion of SB18-001 Multimodal Transportation Options Local Projects funding with the 2020-2023 TIP process

Con

- Not consistent with the 2018-2021 TIP Waiting List Protocol
- The 2018-2021 TIP waiting list is three years old and may not reflect current priorities nor all of the SB18-001 Multimodal Projects eligibilities

Treat as a new “set-aside” program and run a separate call for projects after the 2020-23 TIP Process is complete

Pro

- Clean process specific to the statutory eligibility and match requirements

Con

- Missed opportunity to leverage Federal TIP funding



ATTACHE

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 18, 2018	Action	12

SUBJECT

Development of the next 2020-2023 *Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the draft 2020-2023 *Policy on TIP Preparation* to be used for the Regional and Subregional Share Calls for Projects for the development of the 2020-2023 TIP.

ACTION BY OTHERS

[July 9, 2018](#) – TAC recommended approval
[July 17, 2018](#) – RTC will act on a recommendation

SUMMARY

The *Policy on Transportation Improvement Program Preparation* serves as the “rules” for all items relating to the TIP, including how the TIP will be developed, how projects will be selected, and how amendments will be processed, among other things. The process of soliciting funding requests for the TIP cannot begin until the Policy document is adopted.

After the adoption of the 2016-2021 TIP in April 2015, DRCOG staff, along with TAC, RTC, and Board members reviewed the TIP process and concluded major adjustments were desired. Those changes resulted in what is called the Dual Model Process for TIP project selection. The Dual Model process, including project eligibility, evaluation criteria, selection process, and all other aspects of this new approach are documented in the *2020-2023 Policy on TIP Preparation*.

Attachment 1 contains the draft TIP Policy document. The July 9 recommendation from TAC on how to incorporate the state Multimodal Transportation Options funds (MMOF) into the DRCOG TIP process (see previous agenda item 11) was to roll over the MMOF funds into the Regional and Subregional Call for Projects. Policy document text changes showing this are in track changes.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt the draft *Policy on Transportation Improvement Program* (TIP) *Preparation, Procedures for Preparing the 2020-2023 TIP*.

ATTACHMENTS

1. Board resolution
2. July 17, 2018 Action Draft of the *2020-2023 Policy on TIP Preparation*
3. Comments received on Draft TIP Policy
4. Staff presentation

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303 480-6701 or drex@drcog.org; or Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at 303-480-6737 or tcottrell@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2018

A RESOLUTION ADOPTING THE *POLICY ON TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PREPARATION, PROCEDURES FOR PREPARING THE 2020-2023 TIP*

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the Denver region is carried out through a cooperative agreement between the Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation; and

WHEREAS, the DRCOG Regional Transportation Committee has recommended approval of the proposed *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2020-2023 TIP*.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Denver Regional Council of Governments, as the Metropolitan Planning Organization, hereby adopts the *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2020-2023 TIP*.

RESOLVED, PASSED AND ADOPTED this _____ day of _____, 2018 at Denver, Colorado.

Herb Atchison, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director



2018

Policy on Transportation Improvement Program (TIP) Preparation

PROCEDURES FOR PREPARING THE **2020-2023 TIP**

July 17, 2018
ACTION DRAFT

Denver Regional Council of Governments
1001 17th St.
Denver, CO 80202
www.drcog.org



Preparation of this report has been financed in part through grants from the Federal Transit Administration and the Federal Highway Administration of the U. S. Department of Transportation

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I. INTRODUCTION

The 2020-2023 *Transportation Improvement Program* (TIP) will specifically program the federally-funded transportation improvements and management actions to be completed by the Colorado Department of Transportation (CDOT), the Regional Transportation District (RTD), local governments, and other project sponsors over a four-year period.

[Metro Vision](#) serves as a comprehensive guide for future development of the region with respect to growth and development, transportation, and the environment. One component of *Metro Vision* is the [2040 Metro Vision Regional Transportation Plan](#) (2040 MVRTP). It presents the vision for a multimodal transportation system that is needed to respond to future growth, as well as to influence how the growth occurs. It specifies strategies, policies, and major capital improvements that advance the objectives of *Metro Vision*. The Fiscally Constrained 2040 MVRTP defines the specific transportation elements and services that can be provided through the year 2040 based on reasonably expected revenues.

As required by federal [and state](#) law, the TIP must be fiscally constrained to funds expected to be available. All projects selected to receive federal [and state](#) surface transportation funds, and all regionally significant projects regardless of funding type, must be identified in the TIP.

The 2020-2023 TIP will specifically identify and program projects for federal [and state](#) funding based on the MVRTP. It takes the multimodal transportation vision of the MVRTP and begins to implement it through projects funded in 2020-2023. This TIP cycle introduces a new process for all funds allocated through DRCOG – a dual model selection process. This process splits available funding into two shares - regional and subregional. The regional process is conducted similar to previous DRCOG allocations, while the subregional process proportionally targets funding for planning purposes to each county and all the eligible applicants within, to recommend projects that meet the regional vision of DRCOG and the needs of each individual subregion. Because this is viewed as a pilot process, DRCOG has committed the testing of the dual model process for the next two TIP cycles. Just like every TIP Policy, this document can be amended by the Board during this TIP cycle, and the process will be evaluated before the document is updated for the next TIP cycle.

The TIP is prepared and adopted by the Denver Regional Council of Governments (DRCOG), the region's Metropolitan Planning Organization (MPO), in cooperation with CDOT and RTD. This document establishes policies and direction for developing the TIP and selecting projects to be included.

A. AUTHORITY OF THE MPO

Federal law charges MPOs with the responsibility for developing and approving the TIP. DRCOG directly selects projects with federal [and state](#) funding, and reviews CDOT- and RTD-submitted projects for consistency with regional plans.

B. GEOGRAPHIC AREA OF THE TIP

The TIP is prepared for the area shown in Figure 1. Projects must be located within the MPO boundaries (the blue outline), though projects within eastern Adams and Arapahoe Counties are eligible for Congestion Mitigation/Air Quality (CMAQ) funding only.

C. TIME PERIOD OF THE TIP

The four years of the 2020-2023 TIP contain committed, programmed projects. TIP projects may also contain prior and future funding for years before FY 2020 and after FY 2023. Prior and future funding is not fiscally constrained, and typically is used to financially align CDOT and RTD planning products, in addition to DRCOG-selected TIP projects that were selected outside of this TIP.

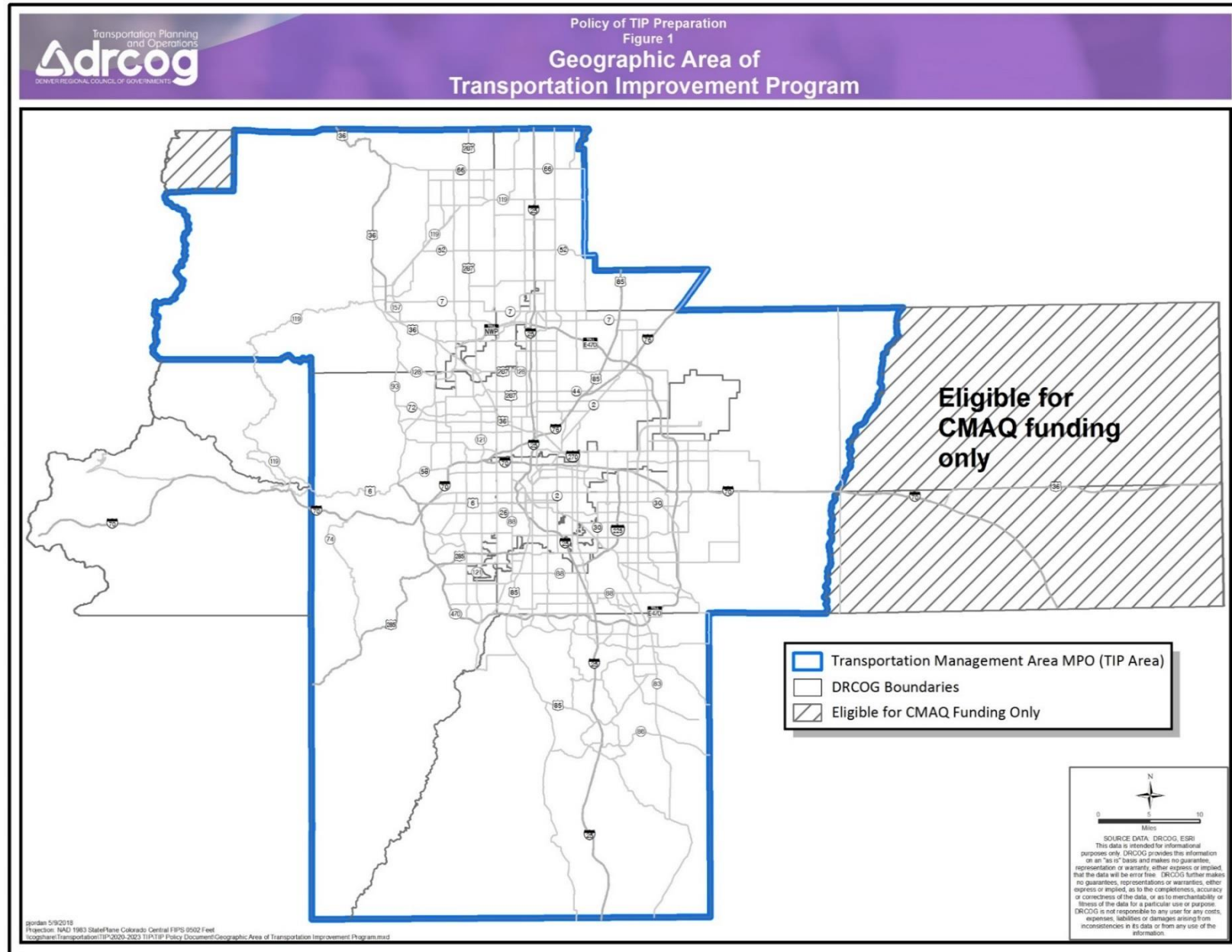
D. TIP DEVELOPMENT SCHEDULE

Table 1 shows the process and tentative schedule for developing the 2020-2023 TIP. A more detailed schedule, along with DRCOG funding request application forms and instructions, will be distributed with the solicitation for funding requests and posted on the DRCOG website.

Table 1. Transportation Improvement Program Development Schedule

TIP Process Element	End Date
TIP Policy Development	July 2018
Solicitation for DRCOG Regional Share Funding Requests, Initial Evaluation, and Draft Project Listing	August 2018 - January 2019
Required TIP Training	August 2018
Solicitation for DRCOG Subregional Share Funding Requests, Initial Evaluation, and Draft Project Listing	February 2019 - June 2019
Draft TIP Document Preparation	January - June 2019
Public Hearing on Draft TIP	July 2019
Committee Review of Draft TIP	July - August 2019
Board Action for TIP Adoption	August 2019

ATTACHMENT 1
ACTION DRAFT – July 17, 2018



II. AGENCY ROLES AND REQUIREMENTS

This section identifies the funding programmed by DRCOG, CDOT, and RTD, the steps taken to integrate the three processes, and common requirements for all TIP projects, regardless of funding source.

A. AGENCY ROLES

Each of the three regional transportation planning partners—**DRCOG, CDOT, and RTD**—select projects for the funds over which it has authority. These three selection processes are conducted separately until they are integrated into a draft TIP by DRCOG staff. (See Section V.A for additional details.) All project sponsors are strongly encouraged to discuss their potential project with relevant agencies before their funding requests are submitted.

DRCOG selects projects to receive Federal-Aid Highway and state funding from the following threefour programs. Please see Appendix B for examples of projects by funding source.

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives (TA)
- Congestion Mitigation/Air Quality (CMAQ)
- State Multimodal Transportation Options Fund (MMOF)

CDOT selects projects for inclusion into the TIP using a variety of federal, state, and local revenues. Though not an exclusive list, the programmatic categories listed below are typically used to fund CDOT projects. These programs and responsibilities for selecting projects typically evolve with each new federal transportation act.

- | | |
|---|---|
| • ADA (Americans with Disabilities Act) | • Permanent Water Quality Facilities (PWQF) |
| • Bonds/Loans | • RAMP (Responsible Acceleration of Maintenance and Partnerships) |
| • Bridge (on-system, off-system, discretionary) | • RPP (Regional Priorities Program) (strategic regional priorities) |
| • Congestion Relief Program (regional CDOT priorities to reduce congestion on the state highway system) | • Safe Routes to School |
| • FASTER (Funding Advancements for Surface Transportation and Economic Recovery Act of 2009) Projects: Bridge, Safety, and Transit (state revenues for eligible projects) | • Safety Projects |
| • National Highway Freight Program (NHFP) | • Surface Treatment (repaving projects) |
| • FTA Section 5310 (transit capital for elderly & disabled services) | • SB18-001 |
| • FTA Section 5311 (transit operating and capital) | • SB09-228 |
| • FTA Section 5339 (transit capital improvements) | • SB17-267 |
| • Intelligent Transportation Systems | • TIFIA (Transportation Infrastructure Finance and Innovations Act) |
| | • Transportation Alternatives (CDOT allocation) |
| | • Transportation Commission Contingency |
| | • Other projects using federal discretionary funds |

RTD selects projects using a variety of federal funds and RTD revenues to fund regional transit system construction, operations, and maintenance. The projects follow their Strategic Business Plan (SBP) for the base transit system and their Annual Program Evaluation (APE) for the FasTracks Program. Projects are listed in the TIP under the following categories:

- FTA Section 5307 (transit capital, operations, capital maintenance, studies)
- FTA Section 5309 (transit New Starts)
- FTA Section 5310 (transit capital for elderly & disabled services)
- FTA Section 5337 (transit State of Good Repair)
- FTA Section 5339 (transit capital improvements)
- FasTracks
- Other projects using federal discretionary funds

B. REQUIREMENTS AND COMMITMENTS FOR ALL TIP PROJECTS

This section outlines any specific or special requirements necessary for a project to be placed within the TIP, regardless of selection agency (DRCOG, CDOT, or RTD) or funding source.

1. Eligible Applicants

Eligible applicants for DRCOG-selected projects are listed in Section IV.A. CDOT and RTD establish applicant eligibility for the programs for which they select projects.

2. Project Eligibility

All projects to be granted ~~federal~~ funds through the TIP must:

- be consistent with Metro Vision and the MVRTP,
- abide by federal, state, and local laws,
- be consistent with locally-adopted plans, and
- have required matching funds (if any) available or reasonably expected to be available.

The types of projects eligible for specific funding sources have been established in the FAST (Fixing America's Surface Transportation) Act and state statute. Some are further defined by each selection agency. DRCOG project eligibility is defined within each Call for Projects section and further detailed in Appendix B.

3. Air Quality Commitments

The TIP must implement any submitted State Implementation Plan (SIP) Transportation Control Measures (TCMs), which are detailed in the air quality conformity finding. No TCMs are included within the 2040 MVRTP.

4. Capacity Project Eligibility

Roadway capacity projects (e.g., widening of one mile or greater or new interchanges) must be identified in the 2040 Fiscally Constrained RTP ([Appendix 4](#)) of the 2040 MVRTP (April 2018) as eligible for regional funding. Please see Appendix C of this document. Note: operational roadway projects less than one mile in length are eligible.

Bus Rapid Transit capacity projects involving either a fixed guideway or a bus lane one mile or greater in length must be identified in the 2040 Fiscally Constrained RTP ([Figure 6.2](#) and [Appendix 4](#)) of the 2040 MVRTP (April 2018). Note: bus transit service and operational projects (e.g., stops, signage, Transit Signal Priority, rolling stock, queue-jump lanes, and similar project types) less than one mile in length are eligible.

Rail rapid transit projects which add a new rail station or build a new section of line connecting to a station must be included in the 2040 Fiscally Constrained RTP ([Figure 6.2](#) and [Appendix 4](#)) of the 2040 MV RTP.

5. Eligibility Requirements of Transportation Technology Projects

All transportation technology projects funded with federal-aid Highway funding shall be based on systems engineering analysis [[23 CFR § 940.11 \(a\)](#)]. A specific process for design, implementation, and operations & maintenance must be accounted for by the applicant pursuing TIP funds. The first step is the identification of portions of the [DRCOG regional ITS architecture](#) being implemented. Early coordination with DRCOG staff regarding the architecture is recommended.

6. Freight

In the DRCOG selection process, freight facility, freight-related pollutant reduction projects (including those in the Air Quality Improvements Set-Aside), roadway projects, and studies may benefit freight movement or freight facilities. For example, the roadway capacity projects selected for the Fiscally Constrained 2040 MV RTP were evaluated based on several criteria, including proximity to intermodal facilities and severity of traffic congestion, each of which is important to freight movement. Projects benefiting freight movement will be discussed in the interagency review of projects (See Section V.A).

7. Commitment to Implement Project

Since the TIP is dependent on a satisfactory air quality conformity finding, inclusion of a project in the TIP shall constitute a commitment to complete the project in a manner consistent with the years of funding identified in the TIP.

Any additional funding necessary to complete the project scope *beyond* the already identified DRCOG allocation in the TIP must be borne by the project sponsor. If any anticipated matching funds become unavailable, the project sponsor must find other non-DRCOG funds to replace them. If project costs increase on CDOT- and RTD-selected projects, CDOT or RTD may provide additional federal, state, or local funds equal to the increase. If project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls with non-DRCOG-allocated funds.

All project components (within each funded TIP phase) contained within Environmental Impact Statements (EISs)/Records of Decision (RODs), Environmental Assessments (EAs)/Findings of No Significant Impact (FONSI), or other National Environmental Policy Act (NEPA) decision documents must be funded as part of the project.

8. Public Involvement

Public involvement is expected at all stages of project development and the responsibility for seeking it lies with the project sponsor. For projects seeking DRCOG-selected funding, early public input is key as the sponsoring agency is preparing its funding request submittal in either the regional or subregional project selection process. The DRCOG committee review process through the Transportation Advisory Committee (TAC) and Regional Transportation Committee (RTC), and a public hearing at the regional level, provide opportunities for public comment prior to DRCOG Board action on adoption of the TIP amendments. The TIP public involvement process also serves as the public involvement process for RTD's program of projects using FTA Section 5307 funding, and the public hearing is noticed accordingly.

9. Advance Construction

For projects selected for TIP funding, a sponsor wishing to accelerate the completion of a project with non-federal funds may do so through a procedure allowed by the FHWA referred to as advance construction.

Through advance construction, a project sponsor can independently raise upfront capital for a project and preserve eligibility for future federal funding for that project. At a later point, federal funds can be obligated for reimbursement of the federal share to the sponsor. This technique allows projects that are eligible for federal aid to be implemented when the need arises, rather than when obligation authority for the federal share has been identified. The project sponsor may access capital from a variety of sources, including its own funds and private capital in the form of anticipation notes, commercial paper, and bank loans.

If any sponsor wishes to advance construct a project in the TIP, it must seek CDOT and FHWA permission to do so.

III. DRCOG INITIAL PROGRAMMING

This section outlines the DRCOG TIP process that takes place before the Regional and Subregional Share calls are issued.

A. OVERVIEW, FUNDING ASSESSMENT, AND INITIAL PROGRAMMING

1. Dual Model Overview

A dual project selection model has two TIP project selection elements—regional and subregional. In the Regional Share, funding goes towards projects that have a mutually agreed regional benefit and implement elements of the MVRTP.

Within the Subregional Share, funds are proportionately targeted for planning purposes to predefined geographic units (counties) for project prioritization and recommendations to the DRCOG Board. Each county subregion can add criteria specific to their subregional application accounting for local values. Additional details are provided in Section IV.

2. Funding Assessment

DRCOG staff will estimate how much funding will be available, by funding source, for federal fiscal years 2020, 2021, 2022, and 2023 in consideration of control totals provided by CDOT and other sources. The total four-year program funding must include the federal share of all carryover projects, set-aside programs, and other funding commitments as outlined below, in addition to any new funding requests (as outlined in Section IV).

DRCOG, through its calls for projects, funds projects with:

- Surface Transportation Block Grant Program (STBG) (formerly STP-Metro). This funding type is the most flexible and can be used for a variety of transportation projects and programs, including roadways, bridges, bicycle and pedestrian infrastructure, and transit.
- STBG set-aside for Transportation Alternatives (TA). TA funds are primarily for bicycle and pedestrian infrastructure.
- Congestion Mitigation/Air Quality (CMAQ) funds. CMAQ funds are for projects and programs that provide an air quality benefit by reducing emissions and congestion. Major project type exceptions include roadway capacity and reconstruction projects.
- State Multimodal Transportation Options Funds (MMOF). MMOF funds are to be used for transit, TDM programs, multimodal mobility projects enabled with new technology, studies, and bicycle/pedestrian projects.

The Regional Share Call for Projects is conducted without the applicant defining a specific funding type. After the Regional Share projects have been initially recommended for inclusion into the draft TIP document, staff will assign the appropriate funding type to each project. Once allocated, the remaining amounts within each funding type will be determined and DRCOG will inform each subregion of the targeted amount by funding type for their subregion.

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3. Carryover Projects

DRCOG staff will continue to fund all approved projects from the previous 2018-2021 TIP that were delayed and receive permission from the DRCOG Board of Directors to proceed. No new FY 2020-2023 funding will be used. Instead, funding for the delayed projects will be carried over from the previous TIP.

4. Set-Aside Programs

DRCOG will continue with the practice of taking funds “off-the-top” to fund regional programs. The 2020-2023 TIP reflects the intent to fund the following set-aside programs in the amounts shown in Table 2, totaling \$49,400,000 in ~~federal~~ DRCOG-allocated funds over the four years of the TIP.

Table 2. 2020-2023 TIP Set-Aside Programs

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

Each set-aside program, apart from the Air Quality Improvements, will independently develop its own eligibility requirements and criteria, including minimum project funding requests, along with a scoring system to recommend projects to the DRCOG Board for inclusion into the TIP at appropriate times, typically every two years. All set-aside programs will be managed and Calls for Projects conducted by DRCOG, apart from the Air Quality Improvements Set-Aside, which will be managed by the RAQC.

5. Other Commitments

This TIP Policy intends to fund two previous commitments:

- Completion of the FasTracks “Second Commitment in Principle” allocation set by the DRCOG Board in 2008. The total to be allocated will be \$2,860,000 federal from a mixture of STBG and CMAQ funding.

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The funding for this commitment comes from the previous TIP, and will not use any new sources of funding.

- A remaining \$25,000,000 in federal funds towards the Central 70 project over fiscal years 2020-2023. For the 2016-2021 TIP, the DRCOG Board made a \$50,000,000 commitment in principle towards this project, split over two DRCOG TIP cycles. The \$25,000,000 will be funded from the Regional Share allocation, pending a reaffirmation by CDOT for the funds.

6. Dual Model Funding Allocation

After new funding is allocated to the set-aside programs, the remaining funds are designated for new projects from the requests in the regional share and subregional share processes.

For this TIP, 20% of the remaining funds will be allocated to the Regional Share process and 80% to the Subregional Share. Details regarding these calls are outlined in the next section.

IV. DRCOG CALLS FOR PROJECTS

DRCOG evaluates and selects projects through two calls for projects - one for the Regional Share and another for the Subregional Share. This dual model approach provides the desired flexibility for member governments to apply local values to the TIP process and still maintain DRCOG's strong commitment to implementing a TIP process consistent with Metro Vision and the regional transportation plan.

A. REQUIREMENTS FOR ALL DRCOG-SELECTED TIP PROJECTS

1. Eligible Project Activities and Locations

All projects submitted through DRCOG, regardless of which call for projects, must be ~~federally~~ eligible for one of the ~~three~~-four funding types that DRCOG allocates (see Appendix B) and located in and/or provide benefits to the MPO geographical area (see Figure 1). Project eligibility is specific for each of the calls for projects (Regional and Subregional). Detailed information on each respective call is listed further on in this section.

2. Projects Requiring Concurrence by CDOT or RTD

If any eligible applicant wishes to apply for any project on a state highway or within state right-of-way, they must have the written concurrence of CDOT before the application deadline. Funding requests in need of RTD involvement (for either capital projects, service operations, or to access RTD property) must have the written concurrence of RTD. Applicants are strongly encouraged to contact CDOT or RTD early in the application process.

3. Projects Requiring an Intergovernmental Agreement (IGA) with CDOT or RTD

For any projects requiring the sponsor to contract with CDOT or RTD to receive ~~federal~~-DRCOG-allocated funds, submittal of the application is an agreement by the sponsor to use the applicable IGA without revision.

4. Eligible Applicants

Eligible applicants for projects to be selected by DRCOG, in either the Regional or Subregional Share, include:

- county and municipal governments,
- regional agencies; specifically, RTD, the Regional Air Quality Council (RAQC), DRCOG, and transportation management organizations/areas (TMO/A's) (non-infrastructure projects only), and
- the State of Colorado offices and agencies, including the Department of Transportation (CDOT), public colleges, and universities.

5. TIP Focus Areas

This TIP identifies three focus areas to guide investments. The intent of the focus areas is to support implementation of the policies and programs established in Metro Vision and the MV RTP. The following focus areas are part of the Regional and Subregional Share evaluation criteria and will guide project applicants in investment decisions. Applicants are not required to propose projects that meet the TIP Focus Areas as they are not a project eligibility component.

IMPROVE MOBILITY INFRASTRUCTURE AND SERVICES FOR VULNERABLE POPULATIONS (including improved transportation access to health services)

Mobility is a key component of helping vulnerable populations (such as older adults, minority, low-income, individuals with disabilities, and veterans) maintain their independence and quality of life. With the region's rapidly aging population, transportation is also a key component to helping older adults age in place. Improving mobility infrastructure and services for vulnerable populations may be attained through funding transit service and other physical infrastructure that improve or expand access to regional services and/or facilities. Projects/programs may include, but are not limited to:

- sidewalk improvements that assist in fulfilling a community's ADA transition plan,
- new or expanded transit services, including call-n-Ride,
- technology-facilitated improvements, such as shared mobility services, and
- street design elements to optimize human performance (e.g., pedestrian improvements at intersections, curb radius, signage, devices for lane assignment, etc.).

INCREASE RELIABILITY OF EXISTING MULTIMODAL TRANSPORTATION NETWORK

Having a consistently reliable multimodal transportation system is essential to the individual user experience and regional mobility. Reliability may be addressed through:

- capacity improvements to any of the region's travel modes,
- the elimination of gaps in the system, and
- operational improvements, such as traffic signal timing, bottleneck improvements, grade separations, transit service, and transportation demand management (TDM) strategies.

IMPROVE TRANSPORTATION SAFETY AND SECURITY

Safety for all users of the multimodal transportation system—and working toward reducing serious injuries and eliminating fatalities—is of paramount priority to every transportation stakeholder in the region. There are approximately 220 reported traffic crashes per day in the region, resulting in about 70 injuries per day and four traffic fatalities per week (more than 200 annually).

Transportation security supports resiliency and addresses potential vulnerabilities and risks, from terrorism to technology (such as hacking) and natural hazards. Projects/programs may include, but are not limited to:

- roadway geometric upgrades, including the improvement of design and operations of intersections,
- improved interactions between pedestrian/bicycle modes with vehicular traffic (e.g., exclusive bike lanes, pedestrian/bicycle grade separations and crossings, improve line of sight, traffic calming improvements, etc.), and
- Intelligent Transportation Systems applications.

6. Financial Requirements

Sponsors must commit **a minimum of 20% match** from non-federal financial resources for ~~each~~ STBG, CMAQ, and TA funding requests submitted for consideration, and a minimum of 50% match is required for the state MMOF funds. Additionally, sponsors must request **a minimum of \$100,000 in federal/state funds** for any request submitted to be a candidate for DRCOG selection. All submitted requests must be reflected in year of expenditure dollars using a reasonable inflation factor.

Subregions may place additional restrictions on the amount of local match and the federal/state funding request. Please see the following two subsections for additional details.

7. Commitment to Implement a Project

Inclusion of a project in the TIP shall constitute a commitment by the sponsor to complete their project in a timely manner. A sponsor's submittal of a funding request for DRCOG selection shall constitute a commitment to complete each project phase as described in the application form if the project is selected for funding. The submitted application scope becomes a permanent part of the TIP project scope and must be implemented.

Sponsors with funding requests selected for inclusion in the TIP shall work with CDOT or RTD to ensure that all federal and state requirements are followed, and the project follows the project phases programmed in the TIP.

8. Next Meaningful Phase

Most of the regionally significant roadway and transit projects in the Fiscally Constrained 2040 MVRTP are quite costly. To allow more flexibility in funding consideration in the Regional Share TIP process, applicants can submit implementation funding requests for only the "next meaningful phase" of such projects. The "next meaningful phase" should be jointly established by the sponsor, CDOT or RTD, and DRCOG staff in advance of the submittal. The functional implication of a "meaningful phase" is that a completed phase creates something usable. If additional funding is allocated to an existing project for new or revised project scope elements, the new scope element(s) will be added to the existing TIP project with funding years and project phases adjusted accordingly.

9. Required Training

At the initiation of the Regional Share TIP Call for Projects, DRCOG, CDOT, and RTD staff shall jointly conduct two mandatory training workshops (in different locations within the MPO) to cover and explain the submittal process, eligibility and evaluation, construction and development requirements for construction projects, sponsor responsibilities, and basic requirements for implementing federal projects for both the regional and subregional processes. Applicants are only required to attend one of the two trainings. Each training location will cover the same material and include the two calls for projects, so if applicants are not anticipating submitting a Regional Share application, but are for the Subregional Share, they are required to attend one of the trainings.

During the training, CDOT, RTD, and DRCOG staff will be available to assist jurisdictions in preparing funding request applications, as needed. As an outcome of this required training, those in attendance will become "certified" to submit TIP applications for either call. Only those applications prepared by eligible sponsors in attendance at one of the mandatory trainings will be considered as "eligible" submittals.

10. DRCOG-Selected Project Phase Initiation Delays

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DRCOG has a project tracking program that tracks the initiation of a project phase. A delay occurs when a project phase, as identified during project submittal and contained within the TIP project description, has not been initiated in the identified year. For example, a project that has only one year of DRCOG-selected funding receives a delay if the project did not go to bid (construction projects), did not hold its kick-off meeting (studies), or didn't conduct similar project initiation activities (other types of projects) by the end of the federal fiscal year for which it was programmed. For projects that have more than one year of DRCOG-selected funding, each phase (year) will be reviewed to see if the objectives defined for that phase have been initiated.

DRCOG defines the initiation of a project phase in the following manner as of September 30 for the year with DRCOG-selected funding in the TIP that is being analyzed:

- Design: IGA executed with CDOT AND if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with CDOT project staff
- Environmental: IGA executed with CDOT AND if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with CDOT project staff
- ROW: IGA executed with CDOT AND ROW plans turned into CDOT for initial review
- Construction: project publicly advertised
- Study: IGA executed (with CDOT or RTD) AND kick-off meeting has been held
- Bus Service: IGA executed with RTD AND service has begun
- Equipment Purchase (Procurement): IGA executed AND RFP/RFQ/RFB (bids) issued
- Other: IGA executed AND at least one invoice submitted to CDOT/RTD for work completed

On October 1 (beginning of the next fiscal year), DRCOG will review the project phase status with CDOT and RTD to determine if a delay has occurred. If a delay is encountered (project phase being analyzed has not been initiated by September 30), DRCOG, along with CDOT or RTD, will discuss the project and the reasons for its delay with the sponsor. The result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all its DRCOG-selected projects.

Sponsors will be requested to appear before the TAC, RTC, and DRCOG Board to explain the reasons for the delay(s) and receive TAC and RTC recommendation, and ultimately DRCOG Board approval to continue. Any conditions established by the DRCOG Board in approving the delay become policy.

On the following July 1, nine months after the project phase(s) was initially delayed, DRCOG staff will review the project status with CDOT or RTD to determine if the phase is still delayed. If it's determined the project sponsor, as identified in the adopted TIP, is the cause of the continued delay (phase not being initiated by July 1), the project's un-reimbursed DRCOG-selected funding for the delayed phase will be returned to DRCOG for reprogramming (federal funding reimbursement requests by the sponsor will not be allowed after July 1).

If it's determined that another agency or an outside factor beyond the control of the project sponsor not reasonably anticipated is the cause of the delay (phase not being initiated by July 1), the future course of action and penalty will be at the discretion of the Board of Directors.

Board action may include, but is not limited to:

- Establishing a deadline for initiating the phase.
- Cancel the phase or project funding and return to DRCOG for reprogramming.
- Reprogram the project funding to future years to allow other programmed projects to advance.

B. REGIONAL SHARE CALL FOR PROJECTS

1. Regional Share Intent

The intent is to select a limited number of regional, high priority projects, programs, or studies that play a crucial role in shaping and sustaining the future of individuals, cities, and counties in the DRCOG region consistent with DRCOG's Metro Vision Plan and 2040 Regional Transportation Plan. Regional project selection should directly be guided by the established TIP Focus Areas (which supports the implementation of the policies and programs established in Metro Vision and the MVRTP) and should connect communities, greatly improve mobility and access, and provide a high return on investment to the region.

2. Funding Availability

Once all set-aside programs and commitments are allocated, the remaining funds are designated to new projects from the requests in the regional and subregional share process. Of the available funds, the Regional Share will be comprised of 20%. The remaining \$25,000,000 federal funds allocation to the Central 70 project over fiscal years 2020-2023 will be taken off the top of the determined Regional Share funding level, pending a reaffirmation by CDOT for the funds. The remaining amount (after the Central 70 allocation) will be available for the call for projects. Exact funding levels will be available before the Regional Share Call for Projects opens.

Funds that remain unallocated from the Regional Share Call for Projects will be added to the total Subregional Share allocation.

For the Regional Share Call for Projects, **no single request for DRCOG-allocated ~~federal~~ funding may exceed \$20,000,000.** In addition, the Regional Share request made for DRCOG federal or state funding **may not exceed 50% of the total project cost submitted.** Of the minimum 50% match for the three federal sources of funding (STBG, CMAQ, and TA), 20% must be from non-federal sources to meet federal requirements.

3. Eligibility Requirements

Programs funded through DRCOG's Regional Share shall address mobility issues to a level that can definitively illustrate a "magnitude of benefits" fitting of a regional program. Participation within the proposed program, along with the anticipated services and benefits, must be available within the entire DRCOG TIP planning area (the MPO area). Proposed studies, initiatives, and other efforts which cover the entire region will also be eligible. Regional programs will 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.

Projects funded through DRCOG's Regional Share shall include eligible transportation improvements that implement the elements of the 2040 MVRTP as specified in Table 3.

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Table 3. Project Categories Eligible for Regional Share Funding

Eligible Networks 2040 MVRTP <i>Specific project attributes such as start and end points, alignment, service levels, and number of lanes are subject to revision through future environmental studies.</i>	Eligible Projects Reference Maps/Table <i>As adopted in RTP at time of TIP Call for Projects in 2018</i>
Regional Rapid Transit <i>(rail and BRT/busway guideway corridors)</i>	Figure 2
Bicycle Facility Projects	Projects 1) from an adopted local plan or, 2) on or in proximity of a regional corridor or key multi-use trail identified on Figure 3
Freeways and Major Regional Arterials (MRAs) on the Regional Roadway System <i>(NOT ELIGIBLE: stand-alone roadway reconstruction and any projects on tollways (E-470, NW Parkway, Jefferson Parkway))</i>	Figure 4 : Eligible Roadway Capacity projects identified in blue. Figure 5 : Eligible Roadway Operational project locations identified in red (freeways) and gold major regional arterials).
Regional Managed Lanes System	Figure 6
Rail Freight System <i>(new railroad grade separations at existing grade crossings that improve operations on the designated Regional Roadway System)</i>	Figure 7
Studies	Any study for a project that is DRCOG eligible
For fiscally constrained roadway and rapid transit capacity project details, see Appendix 4 of the 2040 MVRTP.	

For projects that require an Environmental Assessment (EA) or an Environmental Impact Statement (EIS), the EA or Draft EIS Disclosure Document must be signed, or be reasonably expected to be signed by the relevant federal agency within FY 2020-2023. TIP funding for a study in this TIP cycle does not constitute a commitment to expedite funding for implementation in a coming TIP cycle. Funding for implementation will be based on relevant evaluation criteria in that (future) TIP process.

4. Regional Share Criteria

The Regional Share criteria to be used in the evaluation of projects is contained within Appendix D.

5. Application Form

DRCOG staff will make TIP application materials and instructions available to all those who wish to apply.

6. Required Training

Training shall be required for any eligible sponsor who wishes to submit an application in the Regional Share Call for Projects. See Section IV.A for additional details.

7. Call for Projects and Application Submittals

The Regional Share Call for Projects will be announced by DRCOG and will be open for 8 weeks. Regional Share project applications from individual sponsors must be submitted on behalf of and in concurrence of the

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subregional forums, and CDOT and RTD, as warranted. Each subregion will be permitted a maximum of three submittals. Two submittals will be allowed from RTD, and two from CDOT (reaffirmation of Central 70 counts as one of CDOT's project submittals).

Any agency contemplating applying and have data questions/needs related to the completion of the application, must contact DRCOG staff **at least three weeks prior to the application deadline**. The information that is required by the sponsors to complete applications is noted within the application. All applications must be complete when submitted to DRCOG as candidates for selection. Incomplete applications will NOT be accepted.

Applications from eligible sponsors must be prepared by those that have been certified as attended the required training. The application must be affirmed by either the applicant's City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.

8. DRCOG Review/Scoring of Applications

DRCOG will review project submittals for eligibility. DRCOG will also consult and share applications with CDOT, RTD, and any other regional agencies as appropriate.

After applications are reviewed for eligibility, DRCOG will make a comprehensive evaluation of all applications submitted, before turning the applications over to the project review panel.

9. Project Review Panel Consideration and Recommendation

After all projects have been evaluated by DRCOG, a project review panel will discuss and prioritize a minimum of 200% of the eligible projects for a funding recommendation to the DRCOG Board. The project review panel will consist of one technical/non-DRCOG director from each of the eight subregions, one CDOT representative, one RTD representative, and up to five regional subject matter experts. As part of the panel decision-making process, project sponsors may be asked to make brief presentations to the panel to further assist in project recommendations.

Once project recommendations are made by the panel, its recommendation will be forwarded to TAC, RTC, and the Board (the MPO planning process) to incorporate the draft Regional Share projects into the draft TIP.

10. DRCOG Board Draft Project Considerations

The action taken by the Board will be to recommend Regional Share projects into the draft TIP. Further action will be necessary, after the Subregional Share Call for Projects, to finalize the project recommendations into an adopted TIP. Funds that remain unallocated from the Regional Share Call for Projects will be added to the total Subregional Share allocation.

After the Board makes a recommendation, DRCOG staff will begin to evaluate the draft project list and assign the appropriate funding types. Based on the funding types assigned to draft projects in the Regional Share, remaining amounts of each funding type will be determined and DRCOG will inform each subregion of the targeted amount by funding type for their subregional process.

C. SUBREGIONAL SHARE CALL FOR PROJECTS

1. Subregional Share Purpose

The purpose of the Subregional Share is to allow for further collaboration and local values of each geographic region to be part of the project recommendation process, while keeping the overall principles of Metro Vision and the Regional Transportation Plan. For this TIP, the geographic-units for the Subregional Share are county boundaries and all the incorporated units of governments within.

2. Funding Availability

As previously mentioned, once all programs and commitments are allocated, the remaining funds are designated to new projects from the requests in the Regional and Subregional Share process. Of the available funds, the Subregional Share will be comprised of 80%.

The 80% allocated to the Subregional Share is further proportionately targeted for planning purposes to each county. The breakdown targeted to each county is configured by the average of three factors as compared to the regional total. The three factors are *population* (source: 2016 DOLA), *employment* (source: 2016 DOLA 2nd Quarter Census of Employment and Wages CIPSEA Micro Data; and InfoGroup Business Data), and *vehicle miles traveled* (VMT) (source: estimated year 2020 from the 2017 model run for the RTP). The average for each county is:

Table 4. Funding Target Percentage

County	Avg. of Factors
Adams	15.17%
Arapahoe	19.37%
Boulder	9.70%
Broomfield	2.33%
Denver	24.29%
Douglas	10.04%
Jefferson	16.44%
SW Weld	2.66%

For the Subregional Share Call for Projects, sponsors must commit **a minimum of 20% match** from non-federal financial resources for each STBG, CMAQ, and TA funding requests submitted for consideration through their subregion. The SB-1 MMOF funding requests require a 50% match from non-MMOF funds. Additionally, sponsors must request **a minimum of \$100,000 in federal/state funds** for any request submitted to be a candidate for DRCOG selection.

Each subregion may increase the local match and the federal/state funding request if they wish. Funding targeted to any one specific county forum can be proposed for projects outside of its boundaries, to further foster regional or subregional collaboration. Exact funding levels will be available before the Subregional Share Call for Projects opens.

3. County Forums

The sub-geographic unit being used for this call is counties and includes all the incorporated areas within. Each county shall establish a forum by inviting all DRCOG-member local governments who are partially or entirely within its boundaries to participate. RTD and CDOT shall also be invited. Each forum may invite other agencies

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and stakeholder to participate if they wish. Each forum member may select one voting member and alternate to participate.

All standing meetings identified by a subregion (forums or subcommittees) must be open to the public and contain time in their agenda to receive public comment. DRCOG, the meetings host agency, and the host agency's county shall post agenda materials for all standing meetings on its website and/or other appropriate locations as determined by the public meeting guidelines for the host agency.

Each forum will establish their governance structure, membership and representatives, other entities invited to attend, and quorum rules. Voting shall be established by the forum and be given to all forum members, except for CDOT and RTD. Voting rights for regional agencies and other stakeholders will be defined by each subregion.

DRCOG encourages all forums to coordinate with CDOT, RTD, DRCOG, and other county forums in project development and for funding partnerships.

4. Eligibility Requirements

All projects, programs, and studies submitted for the Subregional Share Call for Projects must be ~~federally~~ eligible under one of the ~~three~~four DRCOG-allocated funding types (see Appendix B for details). Projects submitted for the Regional Share that were not recommended for funding meeting ~~federal~~ eligibility under the ~~three~~four DRCOG-allocated funding types are eligible to be submitted for subregional share consideration.

Notable federal or DRCOG requirements include:

- Any project located on a roadway must be on the DRCOG Regional Roadway System, which contains roadways that have a classification of a principal arterial or higher.
- Any roadway capacity, Bus Rapid Transit, or Rail (Fixed Guideway) Rapid Transit projects submitted must be in the Fiscally Constrained 2040 MVRTP. Additional details can be found in Section II.B.
- For projects that require an Environmental Assessment (EA) or an Environmental Impact Statement (EIS), the EA or Draft EIS Disclosure Document must be signed, or be reasonably expected to be signed by the relevant federal agency within FY 2020-2023.
- TIP funding for a study in the Subregional Share process does not constitute a DRCOG commitment to expedite funding for implementation in a coming TIP cycle, unless decided upon by the individual subregion.
- Others as defined in Section II.B and IV.A.

5. Subregional Share Criteria

Each subregional forum has two options for consideration in the development of its project evaluation criteria:

Option 1: Subregions must use the Regional Share criteria as is, including the scoring and weighting method, for their subregional process as contained within Appendix D.

OR

Option 2: Subregions must use the Regional Share criteria for the subregional process as contained within Appendix D, but with an alternative scoring/weighting system and/or supplemental criteria to reflect local subregional values as agreed to by the subregional forum. Any forum who selects Option 2, must submit their criteria to DRCOG staff for review.

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6. Application Form

DRCOG staff shall make TIP application materials and instructions available publicly to all those who wish to apply. Each subregional forum will receive the application in advance of the Call for Projects so they can adjust their application as outlined above if they choose.

Before a Call for Projects is issued within each subregion, each forum must present its project selection criteria and application packet to the DRCOG Board to ensure a fair and competitive process for all stakeholders and project sponsors.

7. Required Training

Training shall be required for any eligible sponsor who wishes to submit an application in the Subregional Share Call for Projects. The training will take place soon after the Regional Share Call for Projects is issued. See Section IV.A for additional details.

8. Call for Projects and Application Submittals

The Subregional Share Call for Projects will be announced by DRCOG and will be open for 8 weeks. Subregional Share project applications from individual eligible sponsors must be submitted through their subregional forum. While there is no limit on the number of applications any one sponsor can submit for funding to a subregion, each subregion can restrict to a manageable number. If any subregions request to have DRCOG staff assist with application review and scoring, the following table outlines the maximum number of applications from each subregion that DRCOG will aid on prior to subregions formally submitting their project recommendations.

Table 5. Maximum Applications DRCOG will Assist in Scoring

County	Max. Number
Adams	20
Arapahoe	20
Boulder	15
Broomfield	10
Denver	20
Douglas	15
Jefferson	20
SW Weld	10

Any agency contemplating applying and having data questions or requests to complete the application must contact DRCOG staff **at least three weeks prior to the application deadline**. The information required by the sponsors to complete applications is noted within the application.

Applications from eligible sponsors must be prepared by individuals certified as having attended one of the required training opportunities. The application must be affirmed by either the applicant's City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.

9. Application Review

DRCOG will review project submittals from each subregion for eligibility. DRCOG will also consult and share application information with CDOT, RTD, and any other regional agencies as appropriate. After applications are reviewed for eligibility, each subregion will make a comprehensive evaluation of all eligible applications.

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10. Application Evaluations and Project Selection

After each subregion has reviewed and evaluated submitted and eligible applications, they will rank order their top submittals equal to 200% of their funding target. Each subregional forum will identify their recommended projects for funding up to their funding target. The remaining rank-ordered submittals will become the subregions waiting list should additional revenues become available during the TIP timeframe.

Once project recommendations are made by each subregion, each set of forum recommendations will be forwarded to DRCOG staff and compiled together for TAC, RTC, and Board (the MPO planning process) recommendation to incorporate the draft Subregional Share projects into the draft TIP. Each forum will have time allotted at a preceding Board meeting to present their portfolio of project recommendations.

11. DRCOG Board Draft Project Considerations

The action taken by the Board will be to recommend Subregional Share projects into the draft TIP. Further action will be necessary to finalize both sets of project recommendations (Regional and Subregional Share) into an adopted TIP.

After the Board makes a recommendation, DRCOG staff will begin to evaluate the draft project list and assign potential funding types.

V. TIP DEVELOPMENT, ADOPTION, AND REVISIONS

This section describes the processes for developing the draft TIP, adoption, and how amendments to the adopted TIP happen.

A. TIP DEVELOPMENT

1. Peer and Interagency Discussion

Applicants are encouraged to discuss potential funding requests with CDOT and/or RTD as appropriate as early as possible. As a minimum, this discussion should take place for any submittal for which CDOT or RTD concurrence is required (see Section IV.A). Sponsors may also benefit from discussing other potential submittals that do not need their concurrence to better understand the implications of federal and state requirements on a specific submittal.

After the completion of both the Regional and Subregional Share Calls for Projects, staff from DRCOG, CDOT, and RTD will discuss preliminary recommendations, as well as requests not selected. The objective of this discussion is to look for conflicts, synergies, and opportunities among projects. Each agency may consider feedback to revise selection decisions or adjust implementation scheduling.

2. Waiting List

Projects not funded from the 200% list for the Regional Share and each Subregional Forum will be incorporated into the TIP via a waiting list. Waiting list projects may be funded in the event additional funding becomes available during the TIP time period. The waiting list protocol and lists of projects will be amended into the TIP after it is adopted.

3. Draft TIP Preparation

After the Board has made preliminary funding recommendations on regional and subregional share projects, DRCOG staff will prepare a draft TIP. The draft program will be referred to the TAC and RTC for recommendations, and made available for public comment at a public hearing by the DRCOG Board of Directors.

The draft TIP will include:

- all DRCOG-selected, RTD, and CDOT federally-funded projects,
- all CDOT state-funded projects, and
- any regionally significant transportation projects, regardless of funding source.

Due to the CDOT schedule of adopting their State Transportation Improvement Program (STIP) annually, it may be necessary to adopt a TIP without including DRCOG-selected projects. If this is the case, all DRCOG-selected projects will be amended into the TIP at a later time.

The draft TIP will demonstrate adequate resources are available for program implementation. It will indicate public and private resources that are reasonably expected to be available to carry out the program. The plan

may also recommend innovative financing techniques to fund needed projects and programs including value capture, tolls, and congestion pricing.

The Clean Air Act requires that DRCOG find that the TIP conforms to the State Implementation Plan for Air Quality. The finding must be based on the most recent forecasts of emissions determined from the latest population, employment, travel, and congestion estimates by DRCOG. DRCOG staff will prepare the technical documentation supporting a conformity finding coinciding with preparation of the draft TIP. The conformity document will list regionally significant non-federally funded projects anticipated to be implemented within the TIP time horizon. After the Governor approves the TIP, FHWA/EPA make a conformity determination approval that allows the TIP to be incorporated in the STIP. The approval letter is the start of the clock for the four-year expiration date of the TIP.

B. ADOPTION

1. Public Involvement and Hearings

A public hearing to consider the draft TIP and the air quality conformity finding will be held at the Board meeting one month prior to anticipated Board action in adopting a new TIP or making major amendments to an existing TIP.

2. Appeals

Applicants can appeal the draft Regional Share and/or Subregional Share list of recommended projects to be included within the draft TIP. Time will be set aside within the TAC meeting agenda when each share's draft recommendation is to be considered. Applicants may also make an appeal during the public hearing of the draft TIP Policy, or during any public comment opportunity in which the recommended projects is being discussed. Applicants are strongly encouraged to work with their subregions first before considering an appeal.

3. TIP Adoption

Adoption of the TIP by the Board of Directors shall be upon recommendation of the RTC, following consideration by the TAC.

Once the TIP is approved by DRCOG, and air quality conformity is demonstrated, federal law requires the TIP also be approved by the Governor and incorporated directly, without modification, into the STIP by CDOT.

C. TIP REVISIONS

The TIP is subject to revision, either by an administrative modification by staff, or through TIP amendments adopted by the DRCOG Board of Directors. Revisions reflect project changes that may affect the TIP's programming. Listed below are two levels of revisions that can be made to the TIP.

DRCOG staff will process any TIP revision by:

- requesting TIP revisions at the end of every month, typically the 4th Monday of the month,
- entering the requested revisions into the TIP project database and appropriate committee agenda materials,
- posting the revisions on the DRCOG website, and
- emailing a monthly summary to the TIP notification list.

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If a sponsor submits a TIP revision and DRCOG staff denies it, the sponsor may appeal DRCOG staff's decision to the Board of Directors. To do so, the sponsor shall have its DRCOG Board representative transmit a letter to the DRCOG Board Chair and DRCOG's Executive Director requesting its appeal be put on a future Board agenda. The letter shall identify the specifics of the appeal and the sponsor's justification.

1. TIP Amendments

TIP amendments are required for the following actions:

- Adding a new project or changing an existing project that would affect the air quality conformity finding,
- Changing a regionally significant project:
 - delete or significantly change a feature (for example, change the project termini)
 - delete or defer it from the four years of the TIP,
- Changing a project to be inconsistent with Metro Vision,
- Adding or deleting funding for any project by more than \$5 million over the four years of the TIP,
- Changes as deemed by the DRCOG Transportation Planning and Operations Director and/or Executive Director.

TIP amendments will be processed as soon as possible after they are received, considering committee schedules. TIP amendments will be recommended by the TAC and RTC for DRCOG Board consideration and action. Formal public hearings are not typically held. Public input (in person, writing, email, etc.) will be accepted per the adopted DRCOG Public Involvement Plan, and during the public comment period of any of the committee or Board meetings considering the amendments.

TIP amendments requiring a new conformity finding may only be processed once a year, concurrent with the RTP process. These major amendments are subject to formal public hearings by the DRCOG Board prior to TAC and RTC recommendation and Board adoption.

2. Administrative Modifications

Administrative modifications include all revisions other than those listed under TIP Amendments and will be processed as they are received by DRCOG staff, typically monthly. Administrative modifications do not require committee review or approval. However, administrative modifications are presented to the Board as informational items.

As stated in Section IV.A.7, there is an expectation that DRCOG-selected projects will be implemented, at a minimum, with the scope defined in the funding request application (and in the adopted TIP). Sometimes sponsors desire to remove scope elements within the same ~~federal~~ budget. If this is the case, projects selected in the Regional Share must have confirmation from the Regional Share project review panel to remove scope elements. If the project was recommended from the Subregional Share process through a subregional forum, the forum must agree to the scope change.

If the project review panel or subregional forum agrees to the scope changes, DRCOG staff will process the request as an administrative modification.

In circumstances when the revisions are to add items to the scope within the current project budget (i.e., when project costs were less than expected), or if the request to add scope is a meaningful addition to the project and the cost is modest (in comparison to the overall budget), DRCOG staff will concur with the request and may (if necessary) process the request as an administrative modification. In either instance, if the proposed revisions affect air quality conformity, they will be treated as TIP amendments.

3. Project Cancellations

In the event a TIP project is cancelled by the project sponsor or project savings are realized and funding is returned to DRCOG for reprogramming, the funding will return to where it was originally funded (Regional Share, Subregional Share forum, or set-aside).

D. CHANGES IN ~~FEDERAL~~ FUNDING ALLOCATIONS

Under the FAST Act and state statute, actual allocations are determined annually with no guaranteed amount. The 2020-2023 TIP is being prepared under the best estimate of available funds to CDOT, DRCOG, and RTD. As ~~federal~~ funds change, it may be necessary to add, advance, or postpone projects through TIP revisions.

1. ~~Federal~~ Funding Increase

If ~~federal~~ revenues increase, the additional revenues will be allocated to projects as follows:

- First, existing funds will be advanced for projects already awarded funds in the TIP, as applicable. In some circumstances, funds may be flexed between categories to advance projects.
- After options for advancing currently funded projects have been exhausted, new projects may be selected with remaining monies in the following way:
 - All new revenues will be split according to the established funding split; 20% to the Regional Share and 80% to the Subregional Share processes. Subregional funds will be further broken down and targeted according the established breakdown in Section IV.C. In the TIP document, rank-ordered “waiting lists” of projects submitted, evaluated, and ranked, but not selected for the current TIP, will be maintained for each DRCOG-selected ~~federal~~ funding category. One list will be created for the unfunded Regional Share projects and one list will be created for each of the eight subregions in the Subregional Share.

2. ~~Federal~~ Funding Decrease

If ~~federal~~ revenues decrease, some TIP projects will need to be deferred to maintain fiscal constraint. The method to obtain deferrals is as follows:

Step 1 - Voluntary Deferrals

DRCOG staff will first query project sponsors to discern if they will voluntarily defer one or more of their current TIP projects. Any project deferred will NOT be subject to involuntary deferral at a later date.

Step 2 - Involuntary Deferrals

If voluntary deferrals are insufficient, involuntary deferrals will be necessary.

- A. DRCOG staff will FIRST create lists of relevant projects that will be EXEMPT from involuntary deferral according to the following:
- Previously granted project immunity
 - Project readiness (projects, regardless of sponsor, that are or will be ready for ad in the next 3 months, as jointly determined by CDOT/RTD and the sponsor)
- B. DRCOG staff will query the Regional Share project review panel and each subregional forum to submit to DRCOG projects that either were the lowest scored or have the lowest priority to be deferred. Any project deferral, either voluntary or involuntary, will not be counted as a project delay.

APPENDIX A

RTD and CDOT Selection Processes

This section describes the processes that RTD and CDOT undertake to include projects into the TIP.

A. RTD PROCESS

All projects submitted by RTD for inclusion into the TIP first must be included in RTD’s adopted Strategic Business Plan (SBP). The fiscally constrained SBP documents RTD’s six-year capital and operating plan. It is updated and adopted each year by the RTD Board of Directors. The one exception to this process is the FasTracks projects, which are reported in the FasTracks SB-208 plan as described below.

1. RTD Solicits SBP Projects

RTD solicits projects both internally and from local governments. The project form requires a detailed project description and project justification as well as the respective capital and or operating and maintenance costs per year of the SBP cycle.

INTERNAL PROJECTS—In January of each year, RTD solicits SBP projects from each division. Project applications are submitted to the Finance department for review of completeness. The majority of internally submitted projects are projects necessary to keep the existing transit system in a state of good repair and are not regionally significant from a TIP standpoint.

LOCAL GOVERNMENTS—Often, local governments will request small-scale projects for RTD consideration. Furthermore, when financial conditions allow, RTD will solicit SBP project applications from local governments through the Local Government Meetings. Project applications are reviewed by the Planning and Capital Programs departments.

FASTRACKS PROJECTS—Since the FasTracks plan was approved by the voters in the RTD District in 2004 and since prior to the election the DRCOG Board approved the FasTracks SB-208 plan, RTD will automatically submit all FasTracks corridor projects for inclusion in the TIP. However, because of the FasTracks commitments made to the voters and pursuant to the DRCOG SB-208 approval, FasTracks capital projects will not be included in the regular RTD SBP process and they will not be subject to SBP evaluation. Rather, all FasTracks projects are budgeted and tracked separately by RTD and will be reported annually to DRCOG.

2. Regionally Significant Projects are Identified

RTD staff will compile a list of all submitted projects. Using the criteria noted below, the project list is reviewed to determine which projects can be classified as Regionally Significant Projects or as being required to be in the TIP.

- Does the project enhance or advance the goals of FasTracks?
- Is the project required to be put into the TIP? (This would include projects that rely on grant funding.)
- Does the project serve more than one facility or corridor?

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- Does the project serve several jurisdictions or a large geographic area?
- Will the project have a positive impact on regional travel patterns?

Upon completion of the SBP process, those projects identified as Regionally Significant will then be submitted to DRCOG for inclusion in the TIP. As noted above, because of the regionally significant nature of FasTracks, all FasTracks corridors will be submitted for inclusion into the TIP, but will not be subject to the regular SBP review process. Projects that are not considered to be regionally significant will be considered in RTD's internal SBP process.

3. Projects Subjected to Screening Criteria

RTD staff compiles all regionally significant projects into two lists: one for capital projects and one for operating projects. Items in the lists are grouped according to the category of the project, such as park-n-Rides, Information Technology, Vehicle Purchases, etc. The projects are then scored based on the following screening criteria by RTD's Senior Leadership:

- Does the project conform to RTD's mission statement?
- Safety Benefit
- Provision of Reliable Service
- Provision of Accessible Service
- Provision of Cost-Effective Service
- Meets Future Needs
- Operational Benefit
- Business Unit Benefit
- Risk of No-Action

4. Subject Projects to Fiscal Constraints/Develop Cash Flow

RTD's Finance Division subjects the remaining project list to a cash flow analysis. Since cash flow will vary from year-to-year depending on availability of federal funds, grants, outstanding capital and operating commitments, and debt, available project funds may vary considerably by year. Typically, additional cuts or project adjustments must be made to satisfy the cash flow requirements. Lower rated projects are deleted while others may be reduced in scope or deferred in order for them to be carried forward into the final SBP.

5. Title VI Review

After the cash flow analysis has been completed, the project list is then reviewed by RTD's Disadvantaged Business Enterprise (DBE) officer. The DBE officer evaluates the project list for environmental justice considerations. The primary focus is to ensure projects are distributed in a manner that provides benefit to all segments of the RTD district population, including low-income and minority neighborhoods.

6. Board Review and Adoption

Following final review by RTD's senior staff, financial review and DBE review, the complete SBP is presented first to the RTD Finance Committee for review and then to RTD's Local Governments group. Following completion of the Local Governments group review, the SBP is presented to the full RTD Board for review and adoption.

B. CDOT PROCESS

1. Basic Underlying Premises

Projects that are currently funded in the TIP, along with ones that are part of a NEPA decision document commitment, will have a top priority and will continue to be funded.

CDOT Region 1 and 4 will provide documentation to DRCOG describing the factors considered, assumptions used, and underlying rationale for projects selected for inclusion for the TIP document. This documentation will be submitted to DRCOG when projects are submitted for inclusion in the TIP.

2. Detail by Funding Program

REGIONAL PRIORITY PROGRAM—CDOT uses a qualitative assessment to determine RPP funding priorities. The assessment is based on several factors, including but not limited to the priorities discussed at the county hearings, availability of funding, project readiness (design, environmental and right of way clearances), pertinent Transportation Commission policies, and geographic equity. CDOT Regions have a need for a small, unprogrammed pool of RPP funds to address unplanned needs that require relatively small funding investments. Therefore, CDOT also may choose to reserve a small pool of RPP funds to address these needs. For every RPP project selected, CDOT will also consider how well the project supports the elements of Metro Vision. The CDOT region will prepare documentation describing the factors used for RPP projects selected for inclusion in the TIP.

BRIDGE—The selection of projects eligible for bridge pool funding is performance-based. Other factors that affect bridge project selection include public safety, engineering judgment, and other funding sources available to repair/replace selected bridge, project readiness, and funding limits.

SAFETY—CDOT TSM&O Traffic & Safety Branch selects hazard elimination safety projects based on a variety of factors including cost/benefit ratios, recent public safety concerns, engineering judgment, and funding limits. The projects constitute the Colorado Integrated Safety Plan. The TSM&O Traffic & Safety Branch also selects projects for the Federal Rail-Highway Safety Improvement Program. This grant program covers at least 90% of the costs of signing and pavement markings, active warning devices, illumination, crossing surfaces, grade separations (new and reconstruction), sight distance improvements, geometric improvements to the roadway approaches, and closing and/or consolidating crossings. Projects are selected based on accident history, traffic counts and engineering judgment.

CDOT Regions are also provided safety funds for hot spot and traffic signal programs.

SURFACE TREATMENT—The selection of projects for surface treatment funding is based on a performance management system known as the Drivability Life. CDOT regions work to select project locations and appropriate treatments as identified by the statewide system. Projects considered for selection will be based upon management system recommendations, traffic volumes, severe pavement conditions, preventative maintenance that delays or eliminates further major investments in the near future, public safety, and funding limitations.

FASTER BRIDGE PROJECTS—This program is comprised of bridge replacement projects for bridges statewide that are considered to be structurally deficient and have a sufficiency rating below 50. Factors that affect bridge project selection include public safety, engineering judgment, project readiness, and funding limits. The

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funding for this program comes from the fees generated through the FASTER legislation and is directed by the Bridge Enterprise.

FASTER SAFETY PROJECTS—The Transportation Commission adopted guidelines for the selection of FASTER Safety projects based on the FASTER legislation. The guiding principles for selection of these projects include a focus on safety, preservation of the system and optimizing system efficiency, and enhancing multi-modal and intermodal mobility. Projects selected must address a safety need.

FASTER TRANSIT PROJECTS—The FASTER legislation required that a portion of the state and local FASTER revenues totaling \$15 million/year be set aside for transit. The Transportation Commission adopted guidelines for the selection of projects using the \$5 million/ year designated for local transit grants. The evaluation criteria are: criticality, financial capacity, financial need, project impacts, and readiness. DRCOG and the CDOT regions jointly review and recommend these projects.

TRANSIT PROGRAM—CDOT administers Federal Transit Administration grants through its Division of Transit and Rail. The program is expansive in what it can support.

AMERICANS WITH DISABILITIES ACT (ADA) COMPLIANCE—CDOT is pursuing an aggressive strategy of upgrading curb ramps through regular program delivery as well as committing dedicated funding toward curb ramp upgrading to achieve ADA compliance.

BRIDGE OFF-SYSTEM (BRO)—CDOT administers the Bridge Off-System local agency bridge program. This program provides bridge inspection and inventory services to cities and counties, as well as, grants for bridge replacement or bridge rehabilitation projects. CDOT maintains a select list of local agency bridges to determine eligibility for bridge replacement and major rehabilitation grants. The grants are authorized by the Special Highway Committee.

INTELLIGENT TRANSPORTATION SYSTEMS (ITS)—CDOT uses advanced technology and information systems to manage and maintain safe and free-flowing state highways and to inform motorists in Colorado about traffic and roadway conditions. Travel information is provided to the public by a variety of methods including:

- The COTrip.org website displaying Closed Circuit Television (CCTV) images, speed maps and travel times, weather conditions, construction information, alerts (including Amber Alerts), and more
- 511 Interactive Voice Response (IVR) system providing up-to-date road and weather conditions, construction, special events, travel times, and transfers to bordering states and other transportation providers
- Automated email and text messages using GovDelivery as third-party provider
- CDOT App: official CDOT endorsed Smartphone application developed through a public-private partnership
- Variable Message Signs (VMS) providing travel messages including: closures, alternative routes, road condition information, special events, and real-time trip travel time information

PERMANENT WATER QUALITY FACILITIES (PWQF)—CDOT's Permanent Water Quality Facilities Program is both federally and state mandated as part of CDOT's Municipal Separate Storm Sewer System (MS4) permit, which requires CDOT to control pollutants from entering the storm sewer system and state waterways. As part of the MS4 permit CDOT must implement the New Development and Redevelopment (NDRD) program that requires CDOT install PWQF Best Management Practices (BMPs) to treat CDOT's MS4 area. The PWQF program is funded by reductions in Surface Treatment, which contributes 75% of the funding and the Regional Priorities Program, which contributes 25%.

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TRANSPORTATION ALTERNATIVES (TA)—The TA program was established under Section 1122 of MAP-21 and continued as a set-aside under Section 1109 of the FAST Act. The TA program provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The program replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to School, and Recreational Trails by wrapping some elements of those programs into a single funding source. CDOT receive 50% of the funding allocated to the state, with the remaining split among the MPO's.

REGION DESIGN PROGRAM (RDP)—Funds from the Transportation Commission Contingency Reserve Fund were used to establish this new program. This pool of preconstruction funds will allow achievement of selected significant preconstruction milestones in order to advance future projects.

SAFE ROUTES TO SCHOOL (SRTS)— Since 2005, Congress has passed several transportation bills that have impacted SRTS. Currently the program does not have dedicated federal funding, but it's eligible for federal funding from other programs. Additionally, in 2015, CDOT's Transportation Commission resolved to commit \$2.5 million annually for the program (\$2 million to infrastructure projects that are within 2 miles of a school and \$0.5 million for non-infrastructure projects). This program enables and encourages children to walk and bicycle to school. Eligible applicants include any political subdivision of the state (school district, city, county, state entity). Nonprofits may also apply by partnering with a state subdivision as the administrator. Funds are awarded through a statewide competitive process for projects impacting students in K-8 grades. Projects are selected by a 9-member appointed panel consisting of bicyclists, pedestrians, educators, parents, law enforcement, MPO, and TPR representatives.

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)— Projects submitted for consideration must be related to commercial vehicle safety, mobility, or truck parking. A multi-objective decision analysis tool with peer review will evaluate all submitted projects. Input related the direct impact of freight movement provided by Colorado Freight Advisory Council is also considered. Other considerations include project readiness, additional funding sources, and programmatic balance.

APPENDIX B

Eligible Projects by Funding Source

The funding categories established by the FAST Act and the types of projects eligible for funding within each category, provided they are consistent with the RTP, are summarized below.

1. Congestion Mitigation/Air Quality (CMAQ)

All CMAQ projects must have a transportation focus and reduce congestion and improve air quality. The following are example projects, methods, strategies, and transportation system management actions that are eligible:

- Those likely to contribute to the attainment of a national ambient air quality standard
- Those described in section 108(f) of the Clean Air Act (except clauses (xii) and (xvi))
- Those included in an approved State Implementation Plan for air quality
- Traffic signal coordination
- Intelligent transportation systems
- Vehicle to infrastructure communication equipment
- Arranged ridesharing
- Trip reduction programs
- Travel demand management
- Vehicle inspection and maintenance programs
- Variable work hours programs
- Bicycle and pedestrian travel projects
- Rapid and bus transit improvements (new/expanded/capital service)
- HOV/HOT lanes
- Traffic flow improvements
- Extreme low-temperature cold start programs
- Alternative fuels infrastructure and vehicles
- Diesel engine retrofits
- Truck stop electrification
- Idle reduction projects
- Intermodal freight facilities that reduce truck VMT or overall pollutant emissions (examples include: transportation-focused rolling stock, ground infrastructure, rail, etc.)
- Studies as necessary to plan and implement the above

Detailed guidance is available at: <https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.pdf>

2. Surface Transportation Block Grant (STBG) Program

The following types of projects are eligible:

- Construction/reconstruction, rehabilitation, resurfacing, restoration, preservation, and operational improvements of the existing system (located on the DRCOG Regional Roadway System; roadway classification of principal arterial and higher)
- Capital costs for transit projects
- Vehicle to infrastructure communication equipment
- Carpool projects
- Fringe and corridor parking facilities and program
- Highway and transit safety infrastructure improvements and programs
- Highway and transit research programs
- Capital and operating costs for traffic monitoring, management, and control
- Transportation alternatives activities

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- Transportation control measures listed in the Clean Air Act
- Wetland mitigation associated with project construction
- Transportation system management actions
- Studies as necessary to plan and implement the above

Detailed guidance is available at: <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.pdf>

3. Transportation Alternatives (TA)

The following types of projects are eligible:

- Construction, planning, and design of on-road and off-road trail facilities and related infrastructure
- Conversion and use of abandoned railroad corridors for trails
- Turnouts, overlooks, and viewing areas
- Community improvement activities (outdoor advertising, historic transportation facilities, vegetation management practices, archaeological activities)
- Environmental mitigation activity (stormwater management, vehicle-caused wildlife mortality)
- Recreational trails program
- Safe routes to school program

Detailed guidance is available at: <https://www.fhwa.dot.gov/fastact/factsheets/surftransfundaltfs.pdf>

4. SB-1 State Multimodal Transportation Options Funds (MMOF)

The following types of projects are eligible:

- Capital or operating costs for fixed route and on-demand transit
- Transportation Demand Management programs
- Multimodal mobility projects enabled by new technology
- Multimodal transportation studies
- Bicycle or pedestrian projects

APPENDIX C

Eligible Roadway and Transit Capacity Projects

The following regionally-funded capacity projects from the currently-adopted DRCOG Fiscally Constrained 2040 MVRTP are eligible to be submitted in the 2020-2023 TIP. Projects or project segments already funded with DRCOG funds in previous TIPs have been removed.

County	Roadway	CDOT Route #	Project Location/Limits	Improvement Type	New Through Lanes	Project Cost (\$000)
DRCOG-funded Regional Roadway Capacity Projects						
Adams	88th Ave.		I-76 NB Ramps to SH-2	Widen 2 to 4 lanes	2	\$21,500
Adams	SH-7	SH-7	164th Ave. to York St. Big Dry Creek to Dahlia St	Widen 2 to 4 lanes	2	\$24,000
Adams	104th Ave.	SH-44	Grandview Ponds to McKay Rd.	Widen 2 to 4 lanes	2	\$8,100
Adams/ Jefferson	Sheridan Blvd.	SH-95	I-76 to US-36	Widen 4 to 6 lanes	2	\$23,000
Arapahoe	6th Pkwy.		SH-30 to E-470	New 2 lane road	2	\$19,900
Arapahoe	Parker Rd.	SH-83	Quincy Ave. to Hampden Ave.	Widen 6 to 8 lanes	2	\$18,500
Arapahoe	Arapahoe Rd.	SH-88	Jordan Rd. (or Havana St.)	New grade separation		\$16,000
Boulder	SH-119	SH-119	Foothills Pkwy. to US-287	Bus Rapid Transit		\$57,000
Denver	Colfax Ave.	US-40	7th St. (Osage) to Potomac St.	Bus Rapid Transit		\$115,000
Denver	56th Ave.		Havana St. to Pena Blvd.	Widen 2 to 6 lanes	4	\$45,000
Denver	I-25	I-25	Broadway	Interchange Capacity		\$50,000
Denver	Pena Blvd.		I-70 to E-470	Widen 4 to 8 lanes	4	\$55,000
Denver	Hampden Ave./S. Havana St.	SH-30	Florence St. to south of Yale Ave.	Widen 5 to 6 lanes	1	\$14,000
Denver	Quebec St.	SH-35	35th Ave. to Sand Creek Dr. S.	Widen 4 to 6 lanes	2	\$11,000
Douglas	I-25	I-25	Lincoln Ave.	Interchange Capacity		\$49,400
Douglas/ Arapahoe	County Line Rd.		Phillips Ave. to University Blvd.	Widen 2 to 4 lanes	2	\$9,500
Jefferson	Wadsworth Pkwy.	SH-121	92nd Ave. to SH-128/120th Ave.	Widen 4 to 6 lanes	2	\$31,000
Jefferson	Kipling St.	SH-391	Colfax Ave. to I-70	Widen 4 to 6 lanes	2	\$18,000

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County	Roadway	CDOT Route #	Project Location/Limits	Improvement Type	New Through Lanes	Project Cost (\$000)
CDOT-funded Regional Roadway Capacity Projects						
Adams	I-25	I-25	84 th Ave. to Thornton Pkwy.	Add 1 lane in southbound direction	1	\$30,000
Adams	I-270	I-270	I-25 to I-70	Widen 4 to 6 lanes	2	\$160,000
Adams	I-25	I-25	84 th Ave to Thornton Pkwy	Add 1 lane in the northbound direction	1	\$30,000
Adams	US-85	US-85	104 th Ave	Interchange Capacity		\$65,000
Adams	US-85	US-85	120 th Ave	Interchange Capacity		\$65,000
Adams	I-270	I-270	Vasquez Blvd. (US 6/85)	Interchange capacity		\$60,000
Boulder	SH-119	SH-119	SH-52	New interchange		\$30,000
Boulder	SH-66	SH-66	Hover St. to Main St. (US 287)	Widen 2 to 4 lanes	2	\$19,000
Denver	I-25	I-25	Alameda Ave. to Walnut St. (Bronco Arch)	Add new lanes	2	\$30,000
Denver	I-25	I-25	Santa Fe Dr. (US-85) to Alameda Ave.	Interchange capacity		\$27,000
Denver	I-225	I-225	I-25 to Yosemite St.	Interchange capacity		\$43,000
Douglas	US-85	US-85	Meadows Pkwy. to Louviers Ave. Meadows Pkwy. to Daniels Park Rd. Daniels Park Rd. to SH67 (Sedalia)	Widen 2 to 4 lanes	2	\$59,000
Douglas	I-25	I-25	n/o Crystal Valley Pkwy to El Paso County Line	Add new toll/managed express lanes	2	\$300,000
Jefferson	US-6	US-6	Wadsworth Blvd.	Interchange capacity		\$60,000
Jefferson	US-285	US-285	Pine Junction to Richmond Hill Pine Valley Rd. (CR 126)/Mt Evans Blvd. Kings Valley Dr. Kings Valley Dr -Richmond Hill Rd. Shaffers Crossing-Kings Valley Dr. Parker Ave.	New interchange New interchange Widen 3 to 4 lanes (add 1 new SB lane) Widen 3 to 4 lanes (add 1 new SB lane) New interchange	 1 1	\$14,000 \$11,000 \$10,000 \$12,000 \$9,000
Weld	I-25	I-25	SH-66 to WCR 38 (DRCOG Boundary)	Add new toll/managed express lanes	2	\$92,000

APPENDIX D

Regional Share Criteria

Project/Program/Study Application and Evaluation Criteria Instructions

- Sponsors of applications must complete the *base information* (Part 1), provide responses to the *evaluation questions* (Part 2), and provide back-up *data calculation estimates* (Part 3).
- DRCOG staff will review submitted applications for eligibility and score the eligible submittals. A project review panel will review, rank, and recommend submittals that request funding to the TAC, RTC, and Board. Sponsors will be allowed to make presentations to the project review panel to assist in the final recommendation to the DRCOG Board.

PART 1: BASE INFORMATION

All sponsors are required to submit foundational information for their *project/program/study* (**hereafter referred to as project**) including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Each proposed project will be reviewed to determine eligibility under federal requirements and consistency with regional policies prior to being considered for Regional Share funding. Part 1 is not given a score.

1. Name of Project: _____
2. Project start and end points, or geographic area (include map):

3. Project Sponsor: _____
4. Facility Owner/Operator: _____
If Owner/Operator is different from project sponsor, attach applicable concurrence documentation.
5. What planning document(s) identifies this project: _____
6. Identify the project's key elements. Applicants will provide the benefit information in the evaluation in relation to the key elements checked. (check all that apply):
 - ☐ Rapid Transit Capacity (*Fiscally Constrained 2040 Metro Vision Regional Transportation Plan*)
 - ☐ Transit other: _____
 - ☐ Bicycle facility
 - ☐ Pedestrian facility
 - ☐ Safety improvements
 - ☐ Roadway Capacity or Managed Lanes (*Fiscally Constrained 2040 MVRTP*)
 - ☐ Roadway Operational
 - ☐ Grade Separation

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- ☐ Roadway
- ☐ Railway
- ☐ Bicycle
- ☐ Pedestrian
- ☐ Roadway Pavement reconstruction/rehab
- ☐ Bridge replace/reconstruct/rehab
- ☐ Study
- ☐ Design
- ☐ Other: _____

7. **Problem statement:** What specific Metro Vision-related regional problem or issue will the transportation project address? _____
8. Define the scope and **specific elements** of the project: _____
9. What is the current status of the proposed project? _____
10. Would a smaller funding amount than requested be acceptable, while maintaining the original intent of the project?) _____
 If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each: _____
11. Total amount of DRCOG Regional Share funding request: \$_____ (no greater than \$20 million and not to exceed 50% of the total project cost)
12. Total amount of funding provided by other funding partners (private, local, state, Subregion, or federal), with documentation. Please list each funding partner, contribution amount, and percent of each contribution to the overall total project cost: \$_____
13. Total Project Cost: \$_____
14. Year by year breakdown of funding request and project phase to be initiated:

	FY 2020	FY 2021	FY 2022	FY 2023	Total
DRCOG Request					
Match					
Total Funding					
Phase to be Initiated					

PART 2: EVALUATION CRITERIA, QUESTIONS, AND SCORING

This part includes four sections (A-D) for the applicant to provide qualitative and quantitative responses for the project review panel to use for scoring projects. Each section will be scored using a scale of High-Medium-Low, as compared to other applications received. Each section is weighted as indicated.

A. Regional significance of proposed project (weight 40%)

Provide responses to the following questions:

1. Why is this project **regionally important**? _____
2. Does the proposed project **cross and/or benefit multiple municipalities**? _____
3. Does the proposed project cross and benefit another subregion? _____
4. How will the proposed project address the **specific transportation problem** described in the problem statement submitted in Part 1, # 7? _____
5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the completed project allow people and businesses to thrive and prosper??

6. How will connectivity to **different travel modes** be improved by the proposed project?

7. Describe funding and/or project **partnerships** (other subregions, regional agencies, municipalities, private, etc.) established in association with this project: _____

High: The project will significantly address a clearly demonstrated major regional problem and benefit people and businesses from multiple subregions.

Medium: The project will either moderately address a major problem or significantly address a moderate level regional problem.

Low: The project will address a minor regional problem.

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B. Board-approved Metro Vision TIP Focus Areas (weight 30%)

The DRCOG Board of Directors approved three Focus Areas for the 2020-2023 TIP to address.

Provide qualitative and quantitative (derived from Part 3) responses to the following items:

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**. Provide quantitative evidence of benefits.
 - a. Description:

 - b. Quantified Benefits (e.g., reference Part 3): _____
2. Describe how the project will **increase reliability of existing multimodal transportation network**. Provide quantitative evidence of benefits.
 - a. Description:

 - b. Quantified Benefits (e.g., reference Part 3): _____
3. Describe how the project will **improve transportation safety and security**. Provide quantitative evidence of benefits.
 - a. Description:

 - b. Quantified Benefits (e.g., reference Part 3): _____

GUIDANCE: Applicants must provide current-condition data and after-project estimates based on the applicable elements of the project from Part 3 to clearly show quantifiable benefits and a positive return on investment. DRCOG staff can provide assistance.

High: The project will significantly improve the safety and/or security, significantly increase the reliability of the transportation network and would benefit a large number and variety of users (including vulnerable populations*).

Medium: The project will moderately improve the safety and/or security, moderately increase the reliability of the transportation network and would benefit a moderate number and variety of users (including vulnerable populations*).

Low: The project will minimally improve the safety and/or security, minimally increase the reliability of the transportation network and would benefit a limited number and variety of users (including vulnerable populations*).

**Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

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C. Consistency and Contributions to Transportation-focused Metro Vision Objectives (weight 20%)

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region’s residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes such as the TIP.

Provide qualitative and quantitative (derived from Part 3) responses to the following items on how the proposed project contributes to transportation-focused objectives in the adopted Metro Vision plan.

1. Describe how the project will help **contain urban development in locations designated for urban growth and services**. (see [MV objective 2](#))
 - a. Will it help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? Y/N
 - b. Describe, including supporting quantitative analysis: _____
2. Describe how the project will help **increase housing and employment in urban centers**. (see [MV objective 3](#))
 - a. Will it help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? Y/N
 - b. Describe, including supporting quantitative analysis: _____
3. Describe how the project will help **improve or expand the region’s multimodal transportation system, services, and connections**. (see [MV objective 4](#))
 - a. Will it help increase mobility choices within and beyond the region for people, goods, or services? Y/N
 - b. Describe, including supporting quantitative analysis: _____
4. Describe how the project **may help improve air quality and reduce greenhouse gas emissions**. (see [MV objective 6a](#))
 - a. Will it help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? Y/N
 - b. Describe, including supporting quantitative analysis: _____
5. Describe how the project will help **connect people to natural resource or recreational areas**. (see [MV objective 7b](#))
 - a. Will it help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region’s open space assets? Y/N
 - b. Describe, including supporting quantitative analysis: _____

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6. Describe how the project will help **increase access to amenities that support healthy, active choices.** (see [MV objective 10](#))
 - a. Will it expand opportunities for residents to lead healthy and active lifestyles? Y/N
 - b. Describe, including supporting quantitative analysis: _____
7. Describe how the project may help **improve access to opportunity.** (see [MV objective 13](#))
 - a. Will it help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? Y/N
 - b. Describe, including supporting quantitative analysis: _____
8. Describe how the project may help **improve the region's competitive position.** (see [MV objective 14](#))
 - a. Will it help support and contribute to the growth of the region's economic health and vitality? Y/N
 - b. Describe, including supporting quantitative analysis: _____

GUIDANCE: Applicants must provide existing-condition data and after-project estimates of level of benefits associated with each applicable measure from Part 3 to clearly show quantifiable benefits and a positive return on investment. DRCOG staff can provide assistance.

High: The project will significantly address Metro Vision transportation-related objectives and is determined to be in the top third of applications based on the magnitude of benefits.

Medium: The project will moderately address Metro Vision transportation-related objectives and is determined to be in the middle third of applications based on the magnitude of benefits.

D. Leveraging of non-Regional Share funds (“overmatch”) (weight 10%)

Scores are assigned based on the percent of outside funding sources (non-Regional Share).

80%+ outside funding: **High**

60-79%: **Medium**

59% and below: **Low**

PART 3: PROJECT DATA – CALCULATIONS AND ESTIMATES (NOT SCORED)

Based on the key elements identified in Part 1, complete the appropriate sections below to estimate the usage or benefit values for consideration in the evaluation criteria of Part 2. The quantitative outcomes in Part 3 can be used in the narrative responses of Part 2. Part 3 is not scored. Additional calculations can be included in #9 below.

Current data should be obtained by the applicant, from the facility “owner” or service operator (e.g., CDOT, RTD, local government), or from recent studies (e.g., PELs or NEPA). Upon request, DRCOG staff can use the regional travel model to develop estimates for certain types of large-scale projects, and can also provide other assistance. Results should be provided for the opening year (full completion or operation) and estimated for the year 2040, if significant growth above the regionwide growth rate is anticipated. All assumptions must be explicit and documented by the applicant.

The sections below relate to either:

Use of a facility or service	e.g., transit ridership, traffic volumes, bicycle/pedestrian users
Operational outcomes of the facility or service	e.g., crashes, fatalities, serious injuries, incidents, travel delay, pavement/bridge condition, reduction of trips by single occupant vehicle (SOV) vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions
Socioeconomic/Land Use	e.g., households, population, employment, density, accessibility, vulnerable populations

1. Transit Use: (DRCOG will provide table of current RTD route ridership & station boardings for reference)

- a) Current ridership weekday boardings: _____
- b) 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- =====
- d) Estimated additional daily transit boardings (when completed): ____ (provide support documentation, e.g. from RTD)
- e) number of the additional transit boardings previously using a different transit route: ____ (e.g., use 25% or other value if justified)
- f) number of the additional transit boardings previously using other non-SOV modes (walk, bicycle, HOV): ____ (e.g., 25% or other value if justified HOV, walk, bicycle)
- d – e – f = ____ SOV one-way trips reduced per day (year of opening);
- g) x 9 miles = ____ **VMT reduced per day** (year of opening); **2040 weekday estimate:** ____ (Values other than the default 9 miles must be justified by sponsor. E.g., 15 miles for regional service or 6 miles for local service)
- h) x 0.95 lbs. = ____ **pounds GHG emissions reduced; 2040 weekday estimate:** ____
- i) If values would be distinctly greater for weekends, describe the magnitude of difference:

2. Bicycle Use: (DRCOG will provide table of current example bicycle use on facilities for reference)

- a) Current weekday bicyclists: _____
- b) 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- =====
- d) Estimated additional weekday one-way bicycle trips (when completed): _____ ;

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- e) number diverting from a different bicycling route: ____ (e.g., 50% or other value if justified)
- f) $d - e =$ ____ Initial trips reduced;
- g) X percentage of initial trips reduced replacing an SOV trip: ____ (e.g., 30% or other value if justified) = ____ **SOV trips reduced per day** (year of opening);
- h) $x 2 \text{ miles} =$ ____ **VMT reduced per day; 2040 weekday estimate:** ____ (Values other than 2 miles must be justified by sponsor)
- i) $x 0.95 \text{ lbs.} =$ ____ **pounds GHG emissions reduced; 2040 weekday estimate:** ____
- j) If values would be distinctly greater for weekends, describe the magnitude of difference:

3. Pedestrian Use: (DRCOG will provide table of current example pedestrian use on facilities for reference)

- a) Current weekday pedestrians (include users of all non-pedaled devices): ____
- b) 2020 Population within ½ mile ____ + Employment within ½ mile ____ = ____
- c) 2040 Population within 1 mile ____ + Employment within 1 mile ____ = ____
=====
- d) Estimated additional weekday pedestrian one-way trips: ____; 2040 weekday estimate: ____
- e) number diverting from a different walking route: ____ (e.g., 50% or other value if justified)
- f) $d - e =$ ____ Initial trips reduced;
- g) X percentage of initial trips replacing an SOV trip: ____ (e.g., 30% or other value if justified) = ____ SOV trips reduced per day;
- h) $x 0.4 \text{ miles} =$ ____ **VMT reduced per day; 2040 weekday estimate:** ____ (Values other than 0.4 miles must be justified by sponsor)
- i) $x 0.95 \text{ lbs.} =$ ____ **pounds GHG emissions reduced; 2040 weekday estimate:** ____
- j) If values would be distinctly greater for weekends, describe the magnitude of difference:

4. Vulnerable Populations (use current Census data):

- a) Persons over age 65 within 1 mile: ____
- b) Minority persons within 1 mile: ____
- c) Low-Income households within 1 mile: ____
- d) Linguistically-challenged persons within 1 mile: ____
- e) Individuals with disabilities within 1 mile: ____
- f) Households without a motor vehicle within 1 mile: ____
- g) Children ages 6-17 within 1 mile: ____
- h) Health service facilities served by project: ____

5. Travel Delay (Operational and Congestion Reduction):

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. DRCOG staff may be able to use the regional travel model to develop estimates for certain types of large-scale projects.

- a) Current ADT (average daily traffic volume) on applicable segments: ____
- b) 2040 ADT estimate: ____
=====
- c) Current weekday vehicle hours of delay (VHD): ____
- d) Calculated future (after project) weekday vehicle hours of delay: ____
- e) $c - d =$ Reduced VHD: ____

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- f) $e \times 1.4 =$ **Reduced person hours of delay:** ____ (Value higher than 1.4 due to high transit ridership must be justified by sponsor)
- g) After project **peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles): ____ If applicable, denote unique travel time reduction for certain types of vehicles: ____
- h) If values would be distinctly different for weekend days or special events, describe the magnitude of difference

6. Traffic Crash Reduction:

Sponsor must use industry accepted crash reduction factor (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).

Provide the current (most recent 5-year period of data for crashes involving motor vehicles, bicyclists, and pedestrians) for:

- a) Fatal crashes: ____
- b) serious injury crashes: ____
- c) minor injury crashes: ____
- d) property damage only crashes: ____

=====

- e) Estimated reduction in crashes per five-year period applicable to the project scope:
 - **Fatal crashes reduced:** ____
 - Serious injury crashes reduced: ____
 - Other injury crashes reduced: ____
 - Property damage only crashes reduced: ____

7. Facility Condition:

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified. Applicants will rate as “excellent”, “good”, “fair”, and “poor”.

Roadway Pavement:

- a) Current roadway pavement condition: ____; Describe current pavement issues and how the project will address them: ____
- b) Average Daily User Volume: ____

Bicycle/Pedestrian/Other Facility:

- a) Describe current condition issues and how the project will address them: ____
- b) Average Daily User Volume: ____

8. Bridge Improvements:

- a) Current bridge structural condition (from CDOT): ____; Describe current condition issues and how the project will address them: ____
- b) Other functional obsolescence issues to be addressed by project: ____
- c) Average Daily User Volume: ____

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9. Other beneficial variables identified for specific types of projects and calculated by the sponsor:

- a) _____
- b) _____

10. Disbenefits or negative impacts identified for specific types of projects:

- a) Increase in VMT? Y/N? If yes, describe scale of expected increase: _____
- b) Negative impact on vulnerable populations: _____
- c) _____

Comments Received on the Draft 2020-2023 TIP Policy

Commenter	Comment	DRCOG Response
City and County of Denver	P.1, I., Introduction – Clarify in paragraph 3 that after extensive study, the Board approved the dual model and that because it is so different from the prior DRCOG TIP allocation process, it is an initial pilot process that will be tested over two 4-year TIP cycles; and that it can be amended for the next 4-year cycle based on data and evaluation of outcomes and challenges of the initial process.	Partially agree - DRCOG has added language in paragraph four to clarify that this is a pilot program and may be altered by the Board for future TIP cycles after that review.
	P. 7, II.B.7., and/or later in section IV.A.7, .8 or .10 on pp. 14-15 -- Add the following language: "If additional Regional, Subregional, state, or local funding is allocated to an existing project for new or revised project scope elements which has unspent TIP federal or CDOT funding allocated in a prior TIP -- and/or if the additional funding allows a different or innovative project delivery method -- the project sponsor may combine into one project in the 2020-23 TIP with different project phasing, schedule, and funding year distribution."	Partially Agree – condensed language added to Section IV.A.8.
	Table on page 10 – All programs that will be subject to a call for projects should be delineated, and it should be made clear that unallocated prior set-aside funding will be added to the call. This is related specifically to the Small Area Planning and/or Transportation studies which has not had the call for projects for the available FY2018 and FY2019 funding.	Agree – additional calls for projects language has been added within Table 2. Unallocated project balance language is already included in Section V.C.3.
	Page 12, IV.A. 3. – We had a discussion previously that this provision about accepting the CDOT or RTD IGA without change is not necessary or acceptable. This provision should be removed.	Disagree - TPWG added the word "applicable", but had no discussion about removing it entirely. This language was requested to be added by CDOT many cycles ago and is meant to assist project sponsors to not only help CDOT streamline the timeline of project development, but also reduce delays. The IGA is a product of receiving federal funding, and everyone is committed to obligate funds as soon as possible.
	Page 13, IV.A.5 – Note that while a project that does not meet any of the TIP focus areas established by the Board is eligible, it may lower the scoring of the project.	Partially Agree - Already have this language included in Section IV.A.5.
	Since there is at least a 6-month gap between the Regional and Subregional call for projects, the training for the Subregional call for projects	Disagree - The process and criteria for either call is not that much different and will be easier to have trainings at the same time.

Comments Received on the Draft 2020-2023 TIP Policy

Commenter	Comment	DRCOG Response
	should not occur “shortly after the Regional Call,” but rather no earlier than one month before the Subregional call.	
	p. 17, IV.B.2. – Clarify that the “may not exceed 50% of the total project cost” is not a non-federal local match requirement; and specify that private, CDOT, Subregional, other federal, and local funding could be part of the funding package, so long as the required 20% non-federal match minimum is met.	Agree - Propose adding another sentence to the end of this paragraph. “Of the minimum 50% match, 20% of the total match must be of non-federal sources to meet federal requirements.
	Within the several references to NEPA, should Categorical Exclusion (CatEx) be added? The NEPA language in several places already includes EIS and EA, so to be complete we should add CatEx and probably PEL, or just say NEPA clearance without specific references to levels of NEPA.	Partially Agree – CatEx is just a version of NEPA. “or other National Environmental Policy Act (NEPA) decision documents” text covers anything not included. A PEL is not a decision document; it’s a study, though it does help gather data needed for NEPA.
	P. 22, IV.C.4 – Should the eligible “arterial or higher” language be changed to reference “principal” or “primary” arterials. It implies that all arterials would be eligible for Subregional funding. I still believe we should add the qualifier “principal” to arterial eligibility so that we focus regional investment – even through the Subregional process -- on the already identified regional connector arterials rather than more localized arterials that should rather be improved with local capital \$\$\$. The map on page 37 of the 2040 MVRTP – 2040 Regional Roadway System – refers to the blue roadways which are labeled in the legend as “ <u>principal</u> arterials.” You don't have a problem adding that qualifier, do you?	Partially agree - In the DRCOG RRS, “arterials” and “principal arterials” are the same thing and used interchangeable (there are three roadway classifications in the DRCOG RRS: principal arterials, major regional arterials, and freeways). All places in the draft text where it references DRCOG RRS “arterials” we’ll change to “principal arterials”.
	P. 30, V.C.3 – If project savings are realized, shouldn’t that funding be returned to Regional or Subregional pot from which it was allocated, not just a project that is cancelled?	Agree – Will add language.
	Add to Appendix C, or in a separate Appendix – Eligible Transit Projects from the FCRTTP, not just Roadway Capacity projects.	Partially Agree – Projects are already included within the table, but will adjust title accordingly.
	Consistently capitalize Regional (Region) and Subregional (Subregion) if referring to the DRCOG dual model allocations and processes.	Agree - Will make appropriate changes

Comments Received on the Draft 2020-2023 TIP Policy

CDOT	Page 4 - Permanent Water Quality - add Facilities (PWQF), this is the typical nomenclature for CDOT. Maybe check throughout the document.	Agree - Will make appropriate changes
	TA or TAP - inconsistent throughout the document	Agree – All “TAP” references changed to “TA”.
	Freight Program - should it be referred to as NHFP - National Highway Freight Program? This is nomenclature for CDOT	Agree - Will make appropriate changes
	Page 11 - I think the 20% discussion may need clarification from the paragraph above. I believe the 20% is before not after the Central 70 project.	Agree – Once the set-asides are taken off, the remaining new funding is then split into the Regional and Subregional Share.
	Page 14 – Under #7 the document states that the applicant needs to work with CDOT and RTD to ensure compliance. I agree and would suggest that DRCOG work with CDOT regions to provide contact information at the required training session.	Agree – CDOT has already indicated a contact form will be provided at the training.
	Appendix on CDOT programs - I believe NHFP was left out.	Agree - Will make appropriate changes
	Page 38 CSRTS- I would consider adding language to the effect of, “Since 2005, Congress has passed several transportation bills that have impacted CSRTS. Currently the program does not have dedicated federal funding, but it’s eligible for federal funding from other programs. Additionally, in 2015, CDOT’s Transportation Commission resolved to commit \$2.5 million annually for the program.”	Agree - Will make appropriate changes

Comments Received on the Draft 2020-2023 TIP Policy

Commenter	Comment	DRCOG Response
FHWA	Pg. 4 – For any projects utilizing National Highway Freight Program (NHFP) funding must be on a designated corridor or an approved critical urban/rural corridor. While that fund is limited, in case any show up in the DRCOG area, it needs to be identified in the Freight Investment Plan as well.	Agree – When and if this situation arises, it will be handled outside of the TIP Policy.
	Pg. 4 – Need to include a consistent wording for federal dollars. On pg. 4 it says FHWA fund and pg. 6 it says federal highway trust funds. It should be Federal-Aid Highway funding. It is administered by FHWA, but not owned by FHWA. The Federal Trust Fund does include highway dollars along with transit dollars.	Agree. Language changed to federal-aid highway funding.
	Pg. 8 – second paragraph, it says that the subregions has to include the major tenants of the regional criteria, but it says later that subregions must use the regional criteria and could add things if desired. Does this mean there are minor tenants they don't have to use? This should align with the what is written later on in the document	Agree. We'll adjust language by removing reference to major tenants, and add reference that the subregions may add criteria accounting for local values.
	Pg. 18 – under section 3, what technically is a forum member? There is mention of what constitutes a forum and the suggested participating agencies, but it does not identify exactly what a forum member is to handle the voting responsibilities. Either I didn't pick up on where this was written or it should be defined.	Agree. We added a sentence: Each forum member may select one voting member and alternate to participate.
	Pg. 19 – under section 4, the first bullet says that projects on roadways need to be on a functionally classified road of arterial or higher. Is that principal arterial or minor arterial?	Agree. Denver also commented on this and will be adjusted to "principal arterials".
	Pg. 22 – The top paragraph about the alignment of the STIP and TIP due to the annual STIP Update cycle could use some polishing. It should identify the annual STIP Update from CDOT and the situation in which the official program years shift, leaving DRCOG with 3 years in the STIP. DRCOG does not foresee the transition to an annual TIP update, but understands that if the necessity would arise, a remedial step would be to update the TIP with only CDOT projects and amend the DRCOG projects at a later date.	Agree. Language has been added.
	Pg. 23 – Last paragraph about the Air Quality Conformity Determination – After the Governor approves the TIP, FHWA/EPA make a conformity determination approval that allows the TIP to be incorporated in the STIP. The CD	Agree. Language has been added.

Comments Received on the Draft 2020-2023 TIP Policy

approval letter is the start of the clock for the four-year expiration date of the TIP.	
Pg. 24 – Section 2, 4 th paragraph – The first sentence addresses revisions that don't increase the cost, but change the scope by adding elements. The next sentence talks about costs are modest, to me that means a modest increase. If this deals with no cost modifications, why does is there conflict in the words used?	Agree. Slightly adjusted the language.






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Presented by:
Todd Cottrell
Transportation Planning
& Operations

2020-2023 TIP Policy

Board of Directors
July 18, 2018




Review of Previous TIP Process

Board Direction

- Form work group to review/recommend adjustments

Work Group Activities

- White papers
- Suggestion to use a “dual model process”



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DENVER REGIONAL COUNCIL OF GOVERNMENTS



Dual Model Project Selection – Overview

Set-Asides

- “Off the Top” Regional programs each with Calls for Projects

Regional Share

- Transformative projects/programs
- Quantitative benefits to the entire region

Subregional Share

- Funds proportionately targeted for planning purposes to predefined sub-geographic units (counties)
- Project evaluation, selection, and recommendation to the DRCOG Board



TIP Set-Asides \$49.4 million total over 4 years

Community Mobility Planning & Implementation	\$4.8 mil.	Combination of the current STAMP/UC Set-Aside and small infrastructure projects from the current TDM Set-Aside
TDM Services	\$13.4 mil.	Rebranded to include the TMA partnerships, TDM projects, and Way to Go
Regional Transportation Operations & Technology	\$20 mil.	<ul style="list-style-type: none">• 25% to staff DRCOG Traffic Signal Program• Remaining for project solicitation
Air Quality Improvements (to RAQC)	\$7.2 mil.	
Human Service Transportation	\$4 mil.	New set-aside to improve service and mobility options for vulnerable populations





Document Outline – Section 1

Introduction

- Purpose
- Metro Vision and Metro Vision Regional Transportation Plan connections
- TIP boundary, time period, schedule



Document Outline – Section 2

Agency Roles and Requirements

Roles of CDOT, RTD, and DRCOG within the development of the TIP

- Each have their own funding sources and selection processes

Eligibility requirements for all projects

- Applicants, roadway and transit capacity, technology, sponsor commitments, public involvement





Document Outline – Section 3

DRCOG Initial Programming

Outlines what DRCOG undertakes before issuing a Call for Projects

Funding assessment and initial programming

- Carryover projects, set-aside programs, other commitments...then dual model allocations



Document Outline – Section 4

DRCOG Calls for Projects

Eligibility requirements for all DRCOG-selected Projects (CDOT/RTD concurrence, IGAs, eligible applicants, TIP Focus Areas, minimum funding requests, training, project delays)

- **Regional Share Call for Projects**
 - Intent, funding availability, eligibility, criteria, call and submittals, DRCOG review/scoring, project review panel, project recommendations
- **Subregional Share Call for Projects**
 - Intent, funding availability/split, forums, eligibility, criteria, call and submittals, forum review/project selection, project recommendations





Document Outline – Section 5

TIP Development, Adoption, Amendments

TIP Development

- Peer review, waiting lists, draft TIP

Adoption

- Public involvement, appeals, AQ conformity, adoption

TIP Revisions

- TIP Amendments or Administrative Modifications, project cancellations

Federal Funding Changes

- Federal funding increases, decreases



Document Outline – Appendices

Appendices

- A. RTD/CDOT Selection Processes
- B. Eligible Projects by Funding Sources
- C. Eligible Roadway Capacity Projects
- D. Regional Share Criteria





Remaining Schedule for 2020-2023 TIP

TIP Policy Action

July 2018



Regional Call for Projects

Call: 7/30 to 9/21 - January 2019



Subregional Call for Projects

February-June 2019



TIP Adoption

August 2019



QUESTIONS/COMMENTS

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 18, 2018	Informational Briefing	13

SUBJECT

Staff will provide an overview of DRCOG's newest initiative, Citizens' Academy.

PROPOSED ACTION/RECOMMENDATIONS

No action requested, this item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

Earlier this year, DRCOG assumed control and management of the Citizens' Academy, formerly a program of Transit Alliance. Transit Alliance was founded in 1997 and introduced the Citizens' Academy in 2007. After many years helping to shape the discussion about transit and transportation in our region, Transit Alliance dissolved in January 2018. Prior to dissolution, Transit Alliance leadership approached DRCOG with an opportunity to continue the meaningful work of Citizens' Academy.

Citizens' Academy is a nationally-recognized public engagement and capacity-building. DRCOG is committed to continuing the program with largely the same format and curriculum. DRCOG staff will provide an overview of the Citizens' Academy and inform Board Directors of an upcoming opportunity to connect potential participants to the next Academy.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

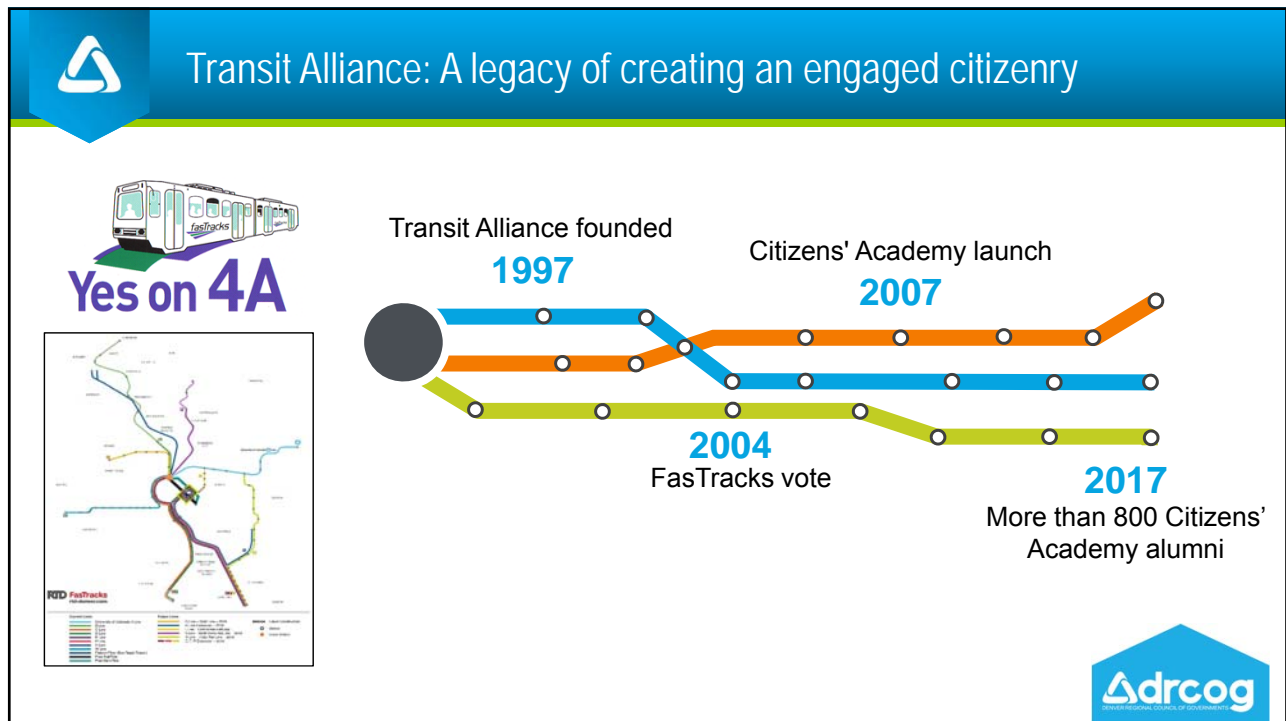
N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Brad Calvert, Regional Planning and Development Director at 303-480-6839 or bcalvert@drcog.org.





Transition: Transit Alliance to DRCOG



Transit Alliance approached DRCOG with an opportunity to assume control of Citizens' Academy.

A transfer agreement was executed in January 2018.

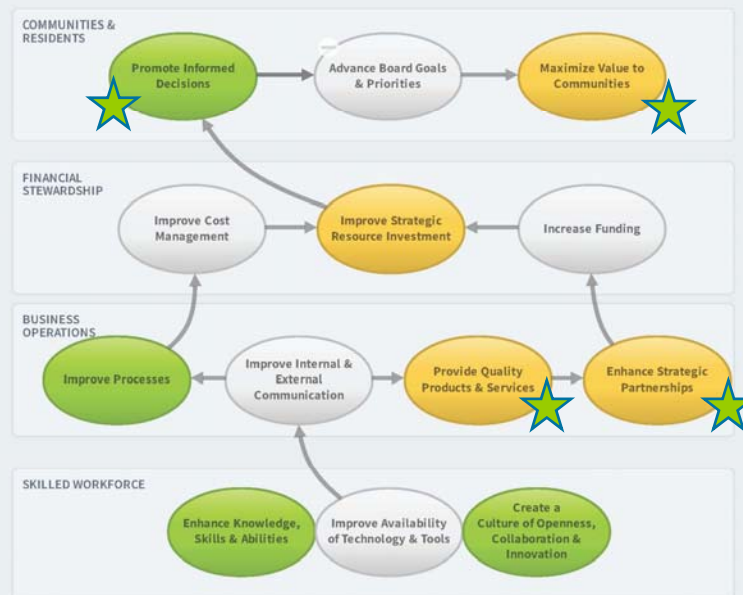
The first DRCOG Citizens' Academy will begin on Sept. 27.

DRCOG will continue existing learning model.



DRCOG Strategy Map

2018





What is Citizens' Academy?

Over seven weeks and 21 hours:



learn from
local experts



meet and work with
other engaged and
informed citizens



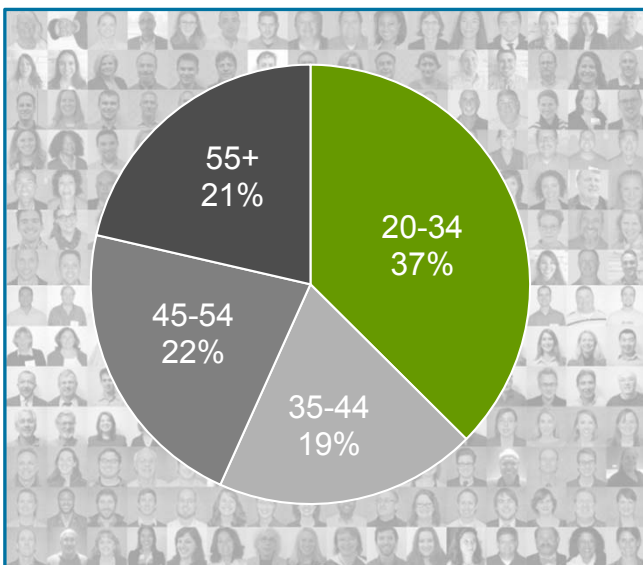
engage on
personal and
professional levels



commit to future
action(s)



Empowering (emerging) leaders



26 elected office



102 appointed
positions

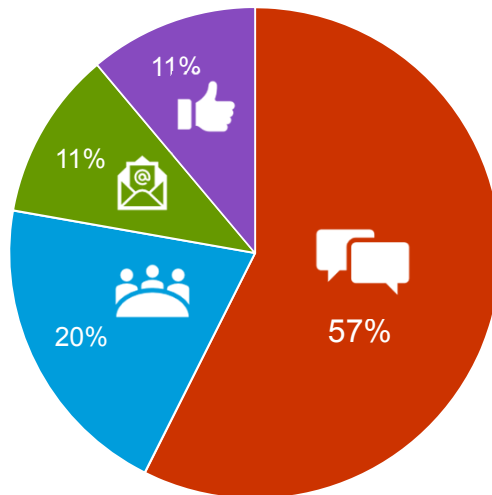


107 nonprofit and
registered
neighborhood
organization
boards





How can you help?



Help us get the word out:

Recent applicant trends

- personal referral
- social media
- Transit Alliance (email/web)
- organizational referral



Key dates and next steps



key dates

- Aug. 1: application available on drcog.org
- Sept. 5: application deadline
- Sept. 27: fall Academy begins
- Nov. 8: fall Academy ends

next steps

- build-out webpages (drcog.org)
- finalize curriculum



QUESTIONS?

Brad Calvert
Regional Planning and Development Director
303-480-6839
bcalvert@drcog.org

CA-PP-18JULYBOARD-18-07-06-V5

ATTACH G

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 18, 2018	Informational Briefing	14

SUBJECT

Information and update on the DRCOG Active Transportation Plan

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG is developing the region's first-ever Active Transportation Plan (ATP).¹ Alongside the Active Transportation Stakeholder Committee, the project team kicked off the planning process at the end of 2017. The ATP will:

- support access to active transportation facilities (such as shared use paths, bike lanes and sidewalks) for people of all ages, incomes and abilities;
- enhance active transportation options for rural, suburban and urban communities;
- encourage active transportation facilities that connect the network and region efficiently, including those that provide connections to transit; and
- support the Denver region's vision to improve safety, reduce vehicle miles traveled, decrease the number of people driving alone and improve the region's air quality.

The project team recently held five meetings across the region with local government staff to talk about the ATP planning process, bicycle and pedestrian facilities and network planning, program/policy strategies for implementing bicycle and pedestrian networks, and the development of a regional active transportation network. Members of the project team conducted outreach on Bike to Work Day (June 27) at ten stations across the region and is currently analyzing survey results to learn more about barriers to walking and bicycling across the region.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff presentation

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Emily Lindsey, Transportation Planner, at (303) 480-5628 or elindsey@drcog.org.

¹ DRCOG Active Transportation Plan project webpage: www.drcog.org/atp




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INTERREGIONAL COUNCIL OF GOVERNMENTS




DRCOG Active Transportation Plan Update

Presented by:
Emily Lindsey
Transportation Planning
and Operations
July 18, 2018



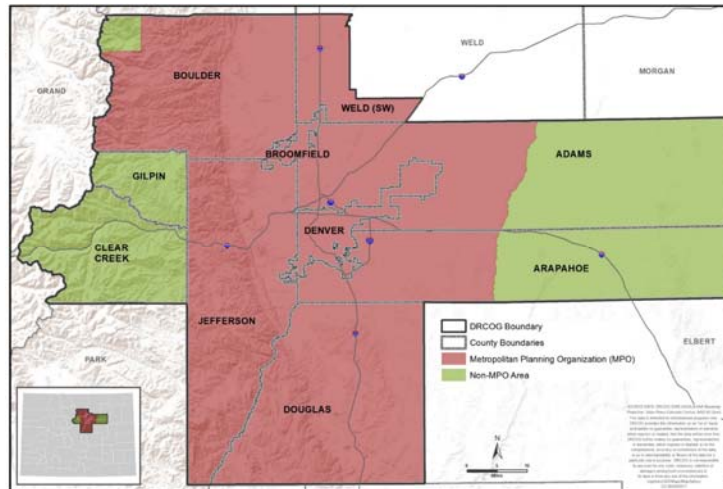
Active Transportation Plan (ATP) Overview

The purpose of the ATP is to develop: a shared vision for regional active transportation, implementable strategies, and products that support the development of a robust active transportation network in the DRCOG region.





Study Area



Today
3.1 million
people

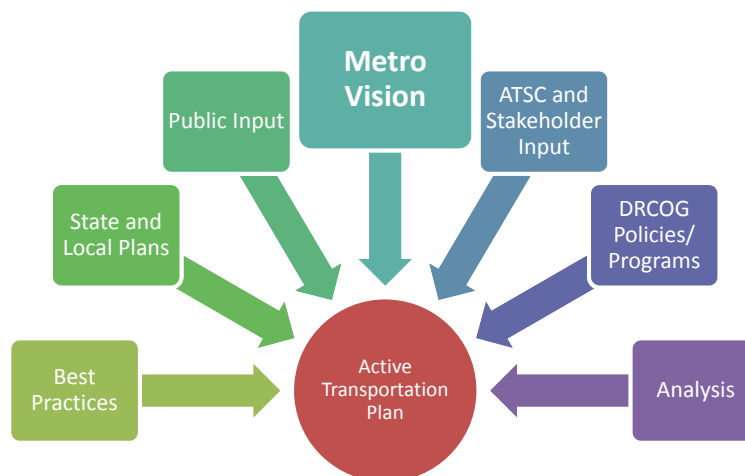
1.7 million
jobs

2040
4.3 million
people

2.4 million
jobs



ATP Inputs





Connection to Metro Vision

Metro Vision includes important active transportation elements and promotes "livable communities that meet the needs of people of all ages, incomes and abilities."



Theme 1: An Efficient and Predictable Development Pattern

Theme 2: A Connected Multimodal Region

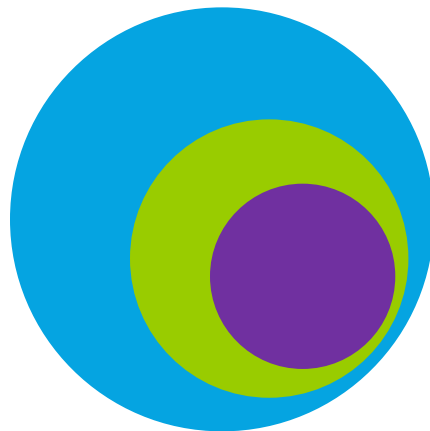
Theme 3: A Safe and Resilient Natural and Built Environment

Theme 4: Healthy, Inclusive, and Livable Communities

Theme 5: A Vibrant Regional Economy



Travel trends: all trips



43 percent are
less than 3 miles

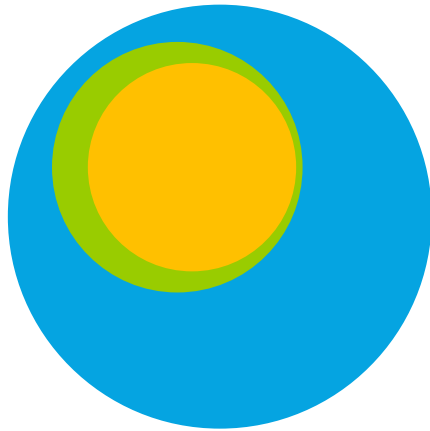
19 percent are
less than 1 mile

Source: 2015, RTP-2017, DRCOG Region





Metro Vision 2040 Target: Mode Share



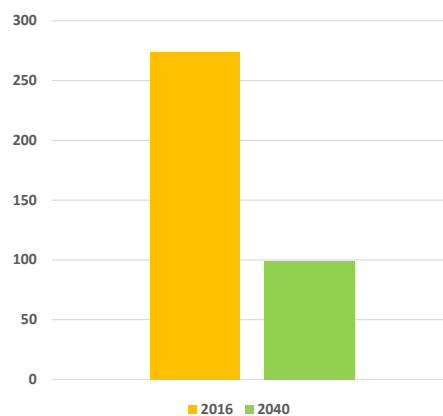
35 percent non-SOV mode share to work by **2040**

24 percent non-SOV mode share to work **today**

Source: US Census Bureau, ACS 2012-2016



Metro Vision 2040 Target: Safety



Fewer than 100 traffic fatalities by **2040**

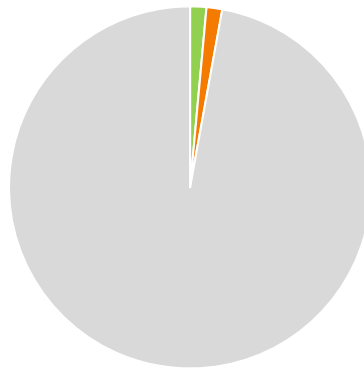
278 traffic fatalities in **2016**

Source: NHTSA Fatality Analysis Reporting System



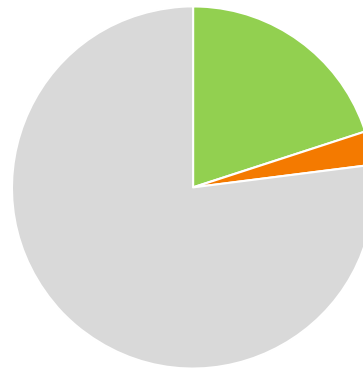


Bicycle and Pedestrian Crashes (2010-2015)



■ Pedestrian ■ Bicycle ■ Other Modes

2.85% of all crashes



■ Pedestrian ■ Bicycle ■ Other Modes

23.8% of traffic fatalities

Source: DRCOG-CDOT Crash Database



Initial Themes

Prioritize Safety: Focus on **low-stress** network for all ages and abilities

Implementation: Tie ATP into **local plans**, integrate with **transit** and **bike share**, and offer policy and program recommendations

Forward-Thinking: Understand and consider **emerging trends**: e-bikes, dockless bike share, autonomous vehicles





Resident Survey (Preliminary Results)

Overview

- Delivered invitations: 4,806
- Responses: 353
- Response rate: 7.3%
- Margin of error: 5.2%

Counties with fewer than 5 responses:

- Broomfield
- Clear Creek
- Gilpin
- SW Weld

Bicycling and transit higher among survey respondents than census suggests

DRCOG Transportation Survey 2018

Para la versión en español haga clic en el botón en el parte superior de la pantalla.

Thank you for sharing your experience by completing this survey. The survey results will help the Denver Regional Council of Governments (DRCOG) and our planning partners understand your needs and guide future decisions about transportation in the Denver region.

Your answers to this survey will remain strictly anonymous and will be reported in group form only. This survey is being conducted by National Research Center, Inc. (NRC), on behalf of DRCOG. It should take 10-15 minutes to complete.

What is your employment status?

- ☐ Employed full- or part-time
- ☐ Currently not employed
- ☐ Not employed, not looking for work (retired, stay-at-home parent, etc.)

Next

0%



Resident Survey (Preliminary Results)

At least once during a typical month:

- For fun or exercise



- To get somewhere other than work



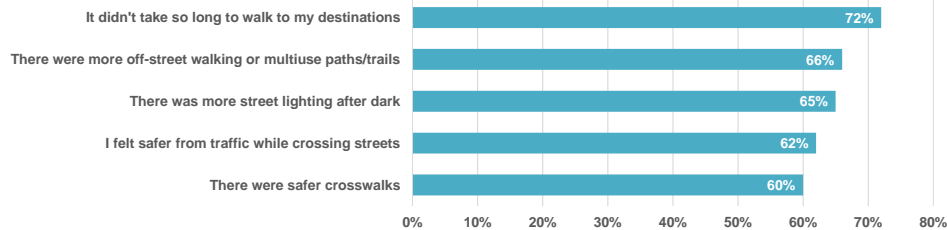
- To get to work



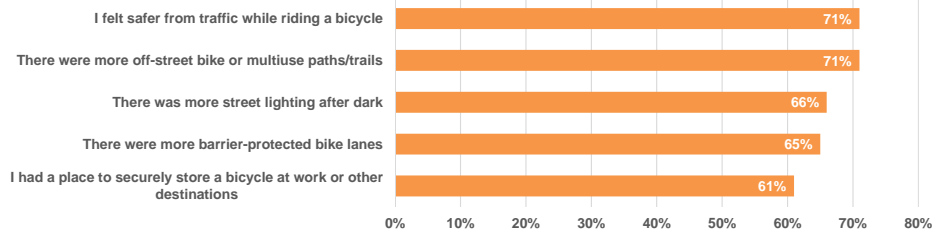


Resident Survey (Preliminary Results)

I would walk more to get places if...



I would bike more to get places if...



Resident Survey (Preliminary Results)

Percent who said they would feel very comfortable:





Resident Survey (Preliminary Results)

Percent who said they would feel very comfortable:



Bicycle Network Planning Principles

Safety:

- Minimize conflicts
- Encourage yielding
- Delineate space
- Provide consistency



Comfort:

- Separate modes
- Balance delay
- Accommodate passing bicyclists



Connectivity:

- Provide direct, seamless transitions
- Integrate into multimodal network





Pedestrian Network Planning Principles

Safety:

- Dedicated space
- Safe crossings
- Appropriate traffic speeds



Comfort:

- Physical separation
- Pedestrian-oriented buildings
- Street trees



Connectivity:

- Accessible routes
- Supportive land use
- Integrate into multimodal network



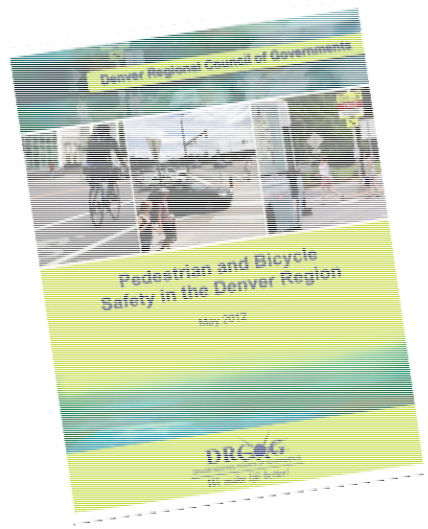
ATP Focus Areas

Focus Area	Description	What does it mean for the ATP?
Pedestrian focus area	Areas with a high concentration of existing or potential pedestrian activity.	Efforts to improve pedestrian safety and convenience in these areas will help the region achieve Metro Vision goals related to livable communities, safety, health, and transit integration.
Short-trip opportunity zones	Areas with a high concentration of short trips (2 miles or less).	The average bicycle trip distance in the Denver region is 1.8 miles. Areas with a large number of trips 2 miles or less hold potential for converting car trips to bicycle trips , which will help fulfill a key Metro Vision goal (reduce SOV mode share).
Regional active transportation network	High-comfort routes that connect significant regional destinations and may serve longer distance bike trips, as well as local walking and biking trips.	These routes are intended to allow safe and comfortable access to regional destinations for everyone , supporting Metro Vision's goals related to creating a connected multimodal region and vibrant regional economy. The regional network should facilitate cross-jurisdictional collaboration toward a common vision for a regional active transportation network. Local facilities that feed into the regional network are critical to connect residents to the regional network and will be recognized in the ATP.





Bicycle and Pedestrian Crash Report – Coming soon!



QUESTIONS?

ATTACH H

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 18, 2018	Informational Briefing	15

SUBJECT

Information on RTD's Regional Bus Rapid Transit (BRT) Study

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

RTD is exploring opportunities for BRT implementation, based on existing and anticipated travel demands. BRT offers the potential for mobility and access improvements at relatively modest capital and operating costs. The study's primary goal is the identification and prioritization of corridor-based or fixed-guideway BRT projects within RTD's service area.

Representatives from the study will provide an update and take questions on RTD's efforts.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. RTD presentation
2. Link: [Regional BRT Feasibility Study Handout](#)

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Matthew Helfant, Senior Transportation Planner, at (303) 480-6731 or mhelfant@drcog.org; or Brian Welch, Senior Manager, Planning Technical Services, RTD, at (303) 299-2404 or brian.welch@rtd-denver.com.

BRT

Regional BRT Feasibility Study



DRCOG Board Meeting

July 18, 2018



Project Vision

A Bus Rapid Transit network that enhances regional connectivity, supports future travel demand, and improves attractiveness of transit

BRT
Regional BRT Feasibility Study



Goal & Desired Outcomes



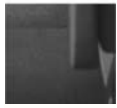
Study Goal

- Identify and prioritize corridor-based and/or fixed-guideway BRT projects in RTD's service area



Desired Outcomes

- A planned BRT network
- A prioritized list of short-term BRT investments
- Identification of one or more projects ready for project development



BRT
Regional BRT Feasibility Study

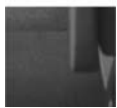


Project Team



Felsburg Holt & Ullevig (FHU)

- Apex Design (Apex)
- Connetics Transportation Group (CTG)
- Economic and Planning Systems (EPS)
- Headwaters Economics (HE)
- Peter Koonce (PK)
- Parsons Transportation Group (PTG)



BRT
Regional BRT Feasibility Study

Project Team Task Leads

RTD Project Manager

Brian Welch, AICP

Project Manager

Holly Buck, PE, PTP | FHU

Principal-in-Charge

Elliot Sulsky, PE, AICP | FHU



Data Collection & Analysis

Emma Belmont, AICP | FHU



Identification of Potential Physical/Operation Enhancements

Jim Baker | CTG

Molly Veldkamp, AICP | Apex



Evaluation & Prioritization

Holly Buck, PE, PTP | FHU

Phil Hoffmann | PTG

Patty Gude | HE

Brian Duffany | EPS



Public Information/Engagement

Cady Dawson | FHU



Agency Coordination

Holly Buck, PE, PTP | FHU



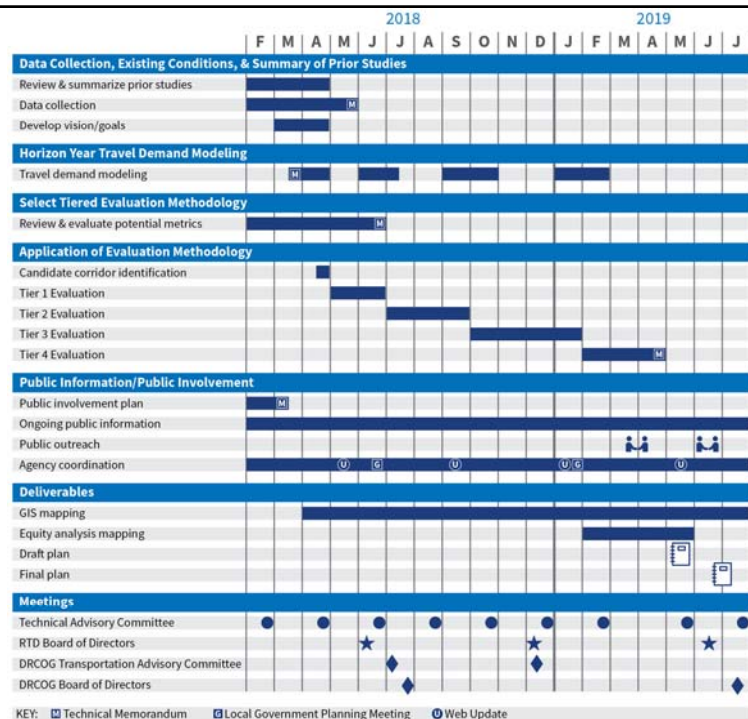
Final Deliverables

Documentation Oversight

Cady Dawson | FHU

BRT
Regional BRT Feasibility Study

Project Schedule



BRT
Regional BRT Feasibility Study



Stakeholder Engagement



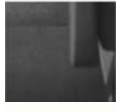
Project Technical Advisory Committee

- RTD, CDOT, DRCOG



Partner Coordination Meetings

- RTD Board of Directors
- DRCOG Board of Directors/TAC
- Local Government Planning Meetings



BRT
Regional BRT Feasibility Study

Engagement Tools

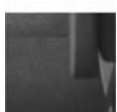
- Project website
- Online map-based evaluation review and commenting
- Project email updates
- Public meetings
- Pop-up events



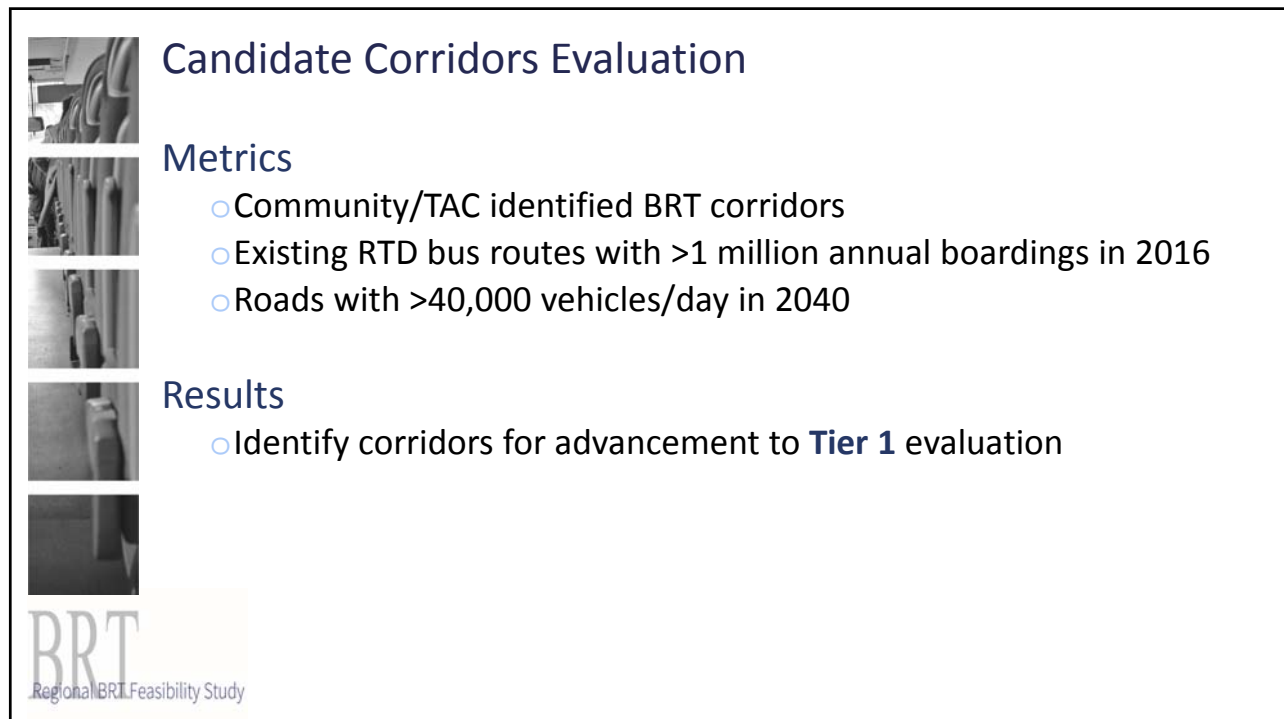
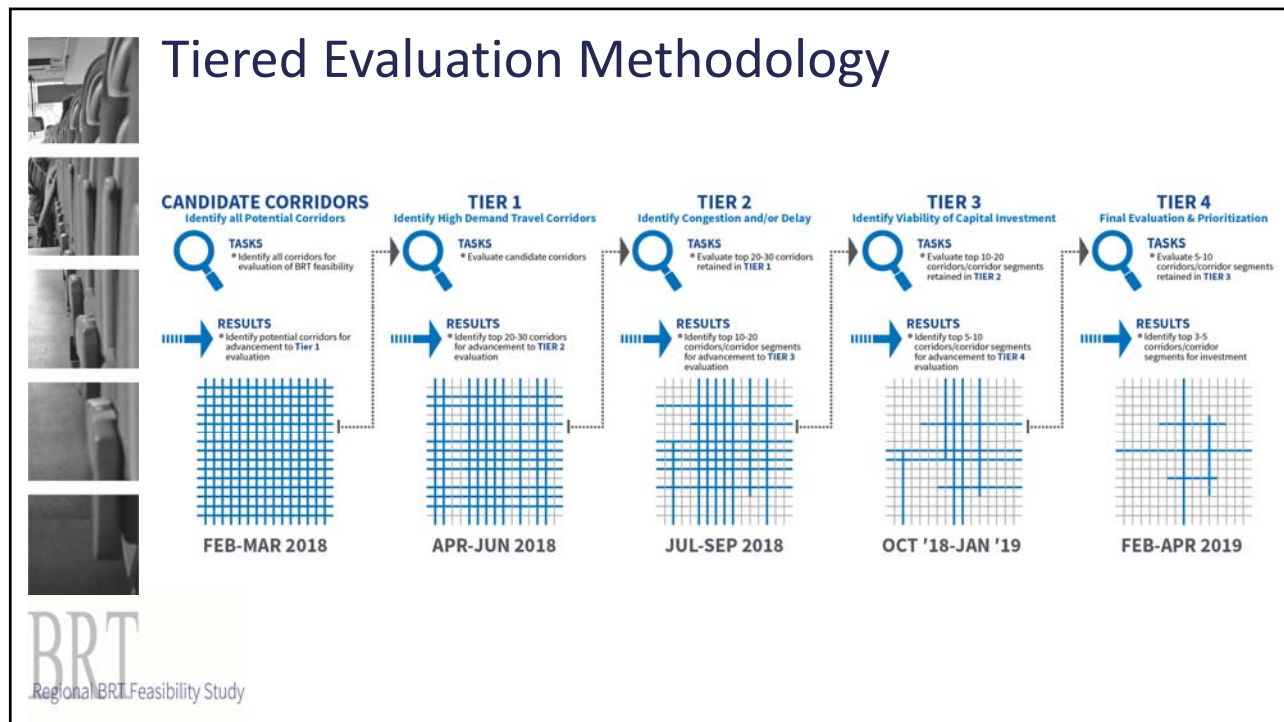
Project Evaluation Principles



- Provides connectivity and access
- Increases ridership
- Enhances expandability, equity, and sustainability
- Ensures cost-effectiveness
- Aligns with state and local agency recommendations
- Considers technological innovation/Smart Cities
- Adheres to FAST Act BRT definition
- Integrates engineering/operation feasibility/safety
- Acknowledges potential environmental impacts
- Capitalizes on financial resources



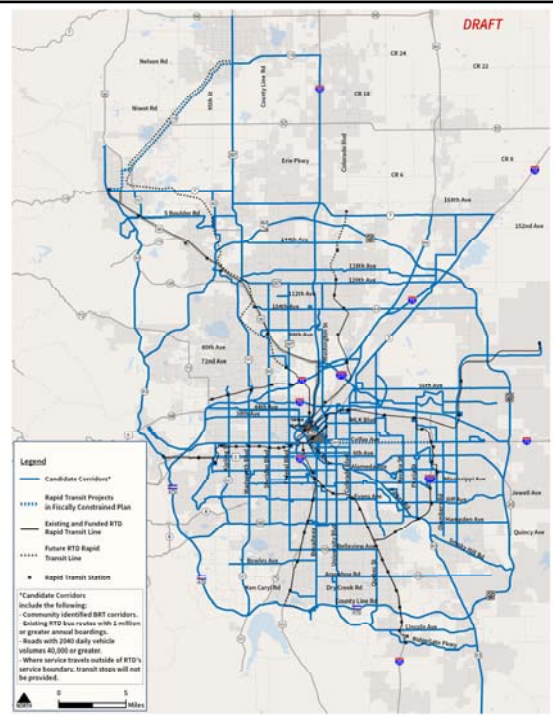
BRT
Regional BRT Feasibility Study



Candidate Corridors



BRT
Regional BRT Feasibility Study

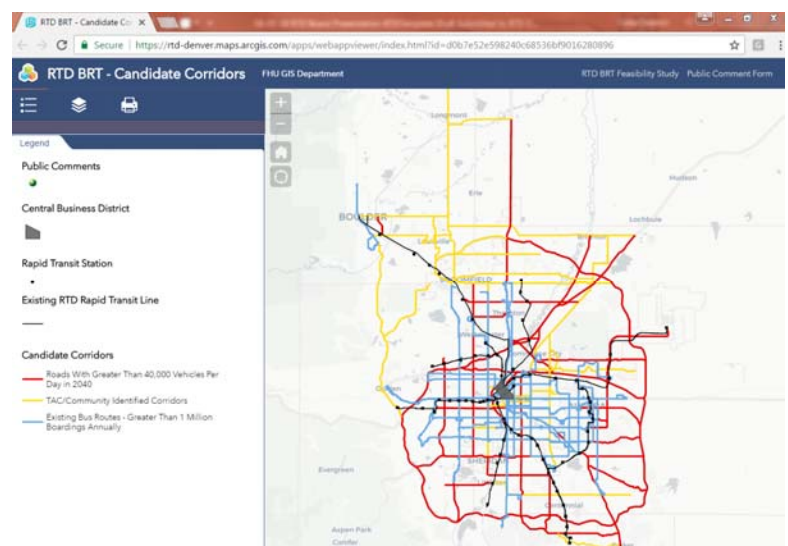


Candidate Corridors

Web Map Review & Commenting Tool



BRT
Regional BRT Feasibility Study



<https://rtd-denver.maps.arcgis.com/apps/webappviewer/index.html?id=d0b7e52e598240c68536bf9016280896>



Tier 1 Evaluation

Goal

- Identify high demand travel corridors

Metrics

- Highest 25% population per corridor mile in 2040 (1/2 mile buffer)
- Highest 25% employment per corridor mile in 2040 (1/2 mile buffer)
- Population + job densities greater than 17 per acre in 2040 (1/2 mile buffer)
- Potential to serve key activity centers or transit connections

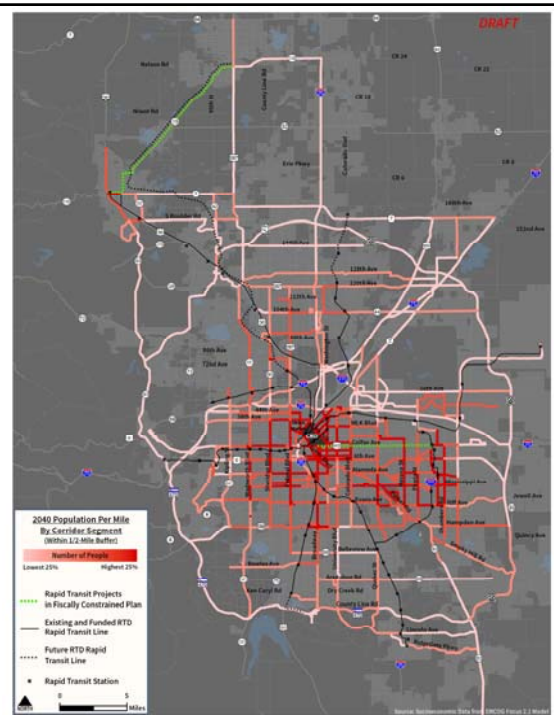
BRT
Regional BRT Feasibility Study



Tier 1 Preliminary Analysis

2040 Population

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Regional BRT Feasibility Study

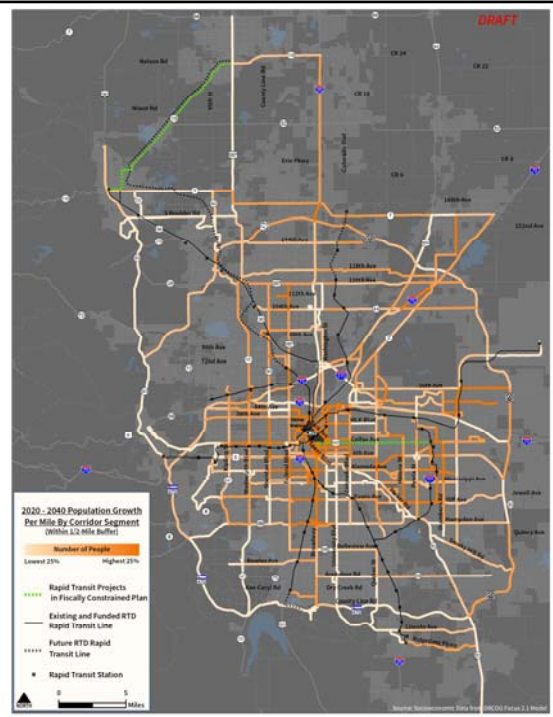




Tier 1 Preliminary Analysis

Population Growth 2020-2040

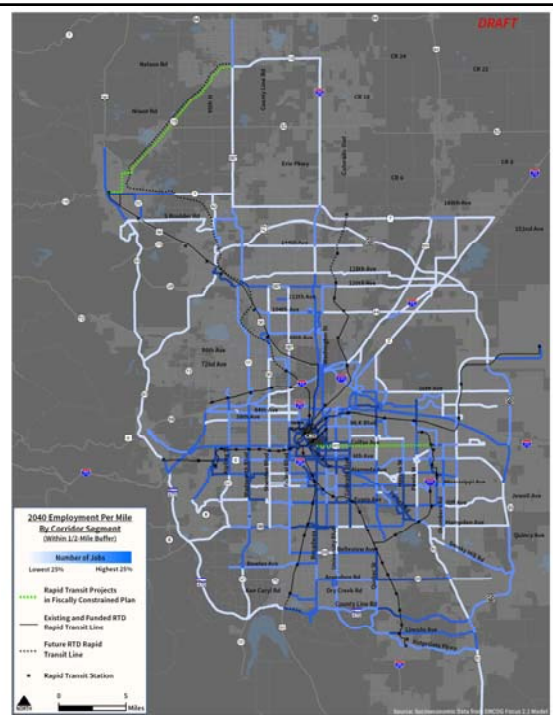
BRT
Regional BRT Feasibility Study



Tier 1 Preliminary Analysis

2040 Employment

BRT
Regional BRT Feasibility Study

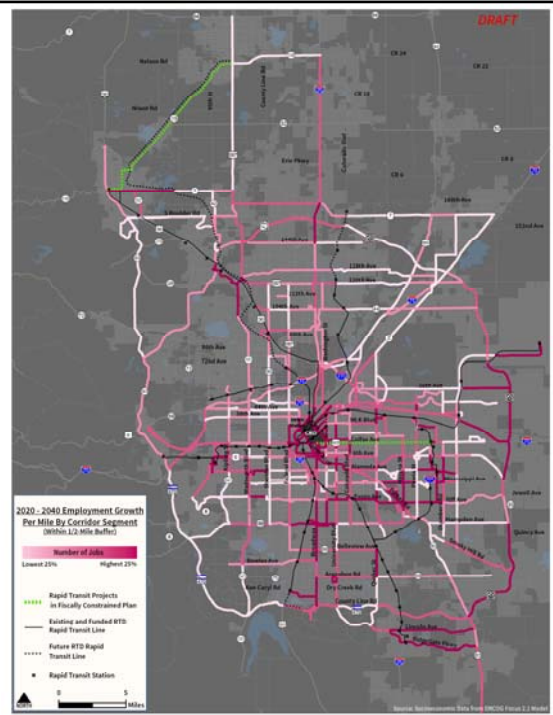




Tier 1 Preliminary Analysis

Employment Growth 2020-2040

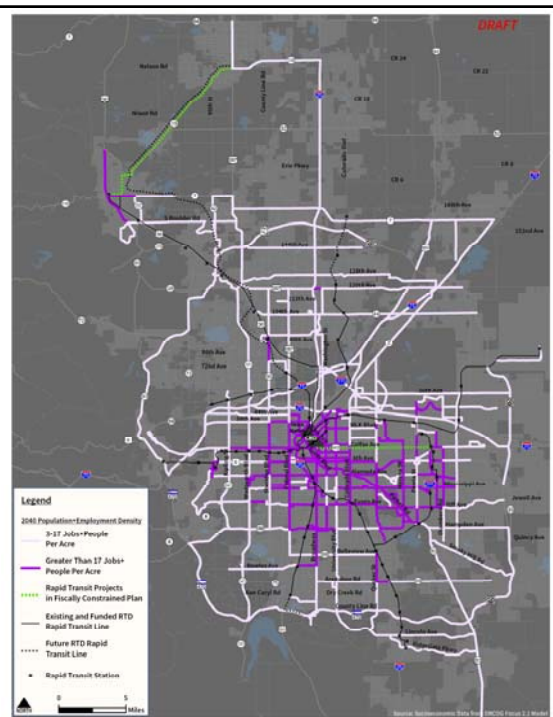
BRT
Regional BRT Feasibility Study



Tier 1 Preliminary Analysis

2040 Population + Employment Density

BRT
Regional BRT Feasibility Study

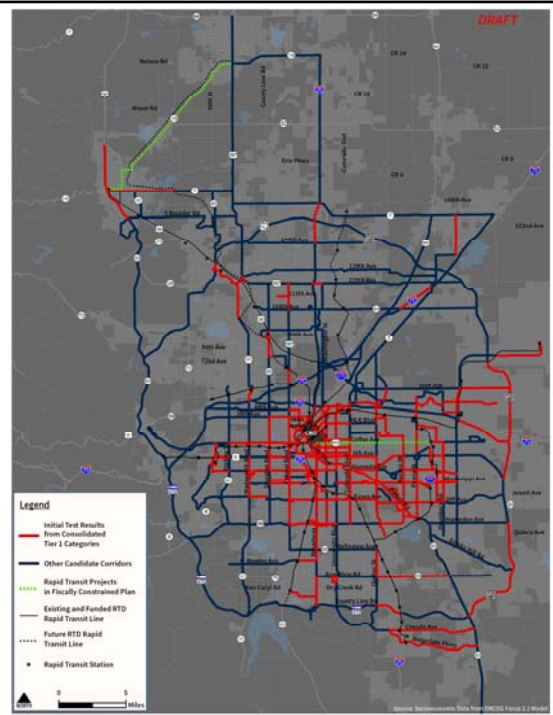




BRT
Regional BRT Feasibility Study

Tier 1 Initial Test

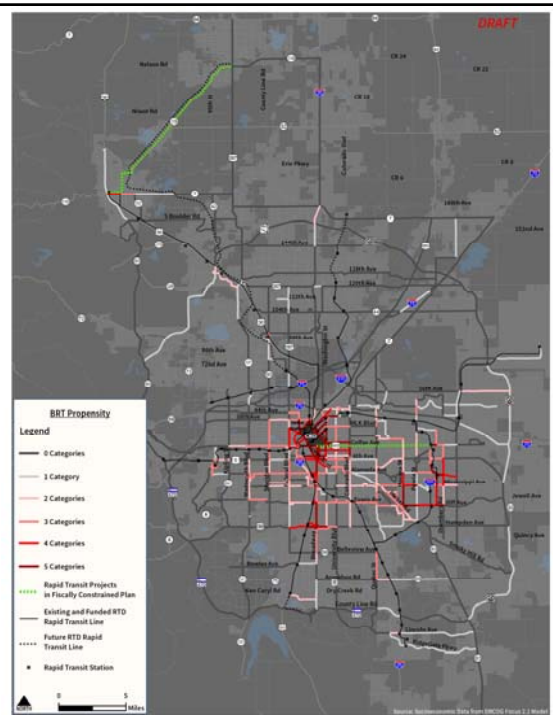
Segments in Top Tier 1 Categories



BRT
Regional BRT Feasibility Study

Tier 1 Initial Test

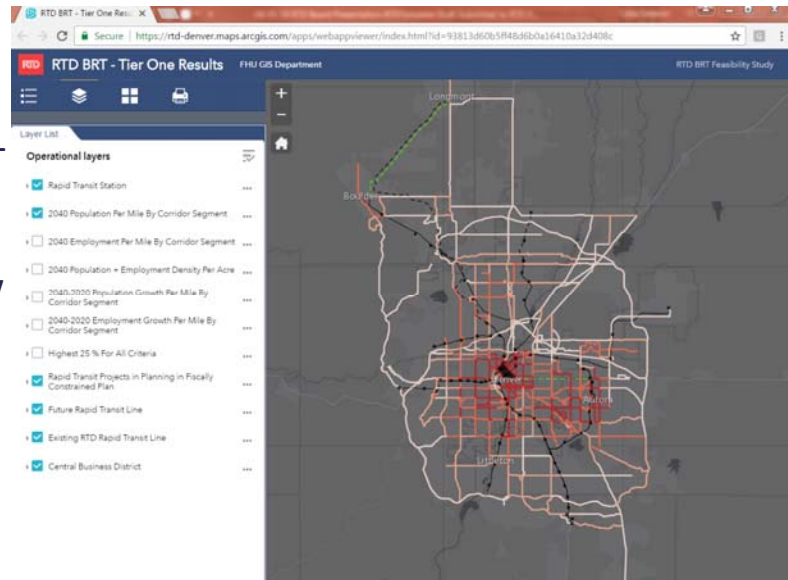
Number of Tier 1 Categories Met





Preliminary Tier 1 Analysis

Web Map Review & Commenting Tool



BRT
Regional BRT Feasibility Study

<https://rtd-denver.maps.arcgis.com/apps/webappviewer/index.html?id=93813d60b5ff48d6b0a16410a32d408c>



Tier 1 Analysis Next Steps

Analysis

- Assemble key activity center and transit connection data
- Aggregate data and develop routes for modeling

Result

- **20-30** corridors/routes for **Tier 2** evaluation

BRT
Regional BRT Feasibility Study



Tier 2 Evaluation

Goal

- Identify congestion and/or delay

Evaluation Criteria

- 2040 peak travel time comparisons (auto to bus)
- Highest 25% of 2040 daily ridership projections
- 2040 volume to capacity ratios greater than 0.8
- 2040 lineloads on roads approaching or exceeding capacity
- Existing routes with highest delay

Result

- Identify top **10-20** corridors/corridor segments for **Tier 3** evaluation



Tier 3 Evaluation

Goal

- Identify viability of capital investment

Evaluation Criteria

- Right-of-way availability
- Viability of lane repurposing
- Viability of exclusive or semi exclusive lanes
- Meets FTA definition of BRT
- Potential to impact sensitive resources
- Alignment with agency plans/policies
- Capital cost

Result

- Identify top **5-10** corridors/corridor segments for **Tier 4** evaluation





Tier 4 Evaluation

Goal

- Final evaluation and prioritization

Evaluation Criteria

- Travel time savings by route (no action vs. proposed)
- Operating cost
- Boardings
- Boardings per service hour and mile
- Annualized cost per rider (capital and operating)
- Transit dependent populations served
- Potential to address community-identified safety concerns
- Suitability for Small Starts funding
- Connectivity to other multimodal facilities
- Availability of local agency financial support
- Neighborhood buy-in
- Support for community economic development goals



Result

Identify top **3-5** corridors/corridor segments for BRT investment



Upcoming Activities

Stakeholder Meetings

- DRCOG Board of Directors – July 2018
- RTD Board of Directors – December 2018
- DRCOG TAC/Board of Directors – December 2018
- RTD Local Government Planning Group – January 2019



Public Outreach

- Coordinated public information campaign with local agencies
- Focused corridor and stakeholder outreach



Project website: www.rtd-denver.com/BRT-study.shtml



Questions?

- Brian Welch, AICP
Senior Manager, Planning Technical Services
Regional Transportation District
brian.welch@rtd-Denver.com
(303) 299-2404
- Holly Buck, PE, PTP
Project Manager
Felsburg Holt & Ullevig
holly.buck@fhueng.com
(303) 721-1440

ATTACH I

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 18, 2018	Informational	17

SUBJECT

July administrative modifications to the *2018-2021 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Per the DRCOG Board-adopted [Policy on Transportation Improvement Program \(TIP\) Preparation](#), administrative modifications to the [2018-2021 TIP](#) are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

Once processed, the projects are posted on the [DRCOG 2018-2021 TIP web page](#) and emailed to the TIP Notification List, which includes members of the Regional Transportation Committee, the Transportation Advisory Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The July 2018 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2018-2021 TIP Administrative Modifications (July 2018)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Todd Cottrell, Senior Transportation Planner, at (303) 480-6737 or tcottrell@drcog.org.

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **July 2018 Administrative Modifications to the 2018-2021 Transportation Improvement Program**

Date: July 18, 2018

SUMMARY

- Per the [Policy on Transportation Improvement Program \(TIP\) Preparation](#) covering the [2018-2021 TIP](#), administrative modifications are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the [DRCOG 2018-2021 TIP web page](#).
- The TIP Notification List includes the members of the DRCOG Regional Transportation Committee and Transportation Advisory Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. The notification via email is sent when Administrative Modifications have been made to the 2018-2021 TIP. If you wish to be removed from the TIP Notification List, please contact Mark Northrop at (303) 480-6771 or via e-mail at mnorthrop@drcog.org.
- Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings, or per CDOT definition.
- The projects included through this set of Administrative Modifications are listed below. The attached describes these modifications.

PROJECTS TO BE MODIFIED

- **2007-094: Region 4 Hazard Elimination Pool**
 - Add pool project
- **2007-144: Safe Routes to School Pool**
 - Delete pool project and return funding
- **2008-076: Region 1 FASTER Pool**
 - Add pool project
- **2016-070: Longmont Rail Road Bridge Replacement**
 - Adjust project name, scope, and years of funding
- **2016-083: Denver Smart City Program**
 - Shift years of funding
- **2018-004: Transit Capital Program (FTA 5339)**
 - Add pool project and funding

2007-094: Add one new pool project using unallocated pool funds**Existing**Title: **Region 4 Hazard Elimination Pool**Project Type: **Safety**TIP-ID: **2007-094**STIP-ID: **SR46666**

Open to Public:

Sponsor: **CDOT Region 4****Project Scope**

Pool funds hazard elimination projects in CDOT Region 4 (Boulder and SW Weld Counties).

Affected County(ies)

Boulder

Weld



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$5,000	\$5,000	\$5,000	\$5,000		
Local		\$500	\$500	\$500	\$500		
Total	\$16,230	\$5,500	\$5,500	\$5,500	\$5,500	\$0	\$38,230

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)
I-25 NB Ramp and SH52		\$438						
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Safety)		\$5,000	\$5,000	\$5,000	\$5,000			
Local		\$500	\$500	\$500	\$500			
Total	\$16,230	\$5,500	\$5,500	\$5,500	\$5,500	\$0	\$38,230	

2007-144: Remove pool project and associated funding due to sponsor cancelling project**Existing**Title: **Safe Routes to School Pool**Project Type: **Safety**TIP-ID: **2007-144**STIP-ID: **SDR7024**

Open to Public:

Sponsor: **CDOT****Project Scope**

Improvements to encourage children to walk and bicycle to school by improving safety and reducing traffic fuel consumption, and air pollution in the vicinities of schools.

Affected County(ies)

Regional



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)
Lafayette	Sanchez ES/Peak to Peak ES Connector Trail Project	\$298	Jefferson County Public Health	Healthy Jeffco SRTS	\$58	Edgewater	Edgewater School Crossing and Traffic Calming Project	\$134
Denver	DPS-Cole Arts & Science Academy Multimodal Improvements	\$350	Boulder	Safe Schools Boulder	\$34	Thornton	Westgate Community School Sidewalks	\$314
Jefferson County	Fairmount ES & Cornerstone Montessori School Ped/Bike Safety Improvements	\$265	Cherry Creek School District #5	CCSD SRTS through Education, Encouragement, and Engagement	\$29	Denver Public Schools	KIPP Northeast Denver Middle School Cares Bike Program	\$16
Frederick	Thunder Valley K-8 Multipurpose Trail Project	\$304	Denver Public Schools	CommuteDPS Communications Campaign	\$80			
Boulder County	Trip Tracker Trends	\$70	Boulder County	South Heatherwood Intersection and Sidewalk Improvements	\$350			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$2,302	\$0	\$0	\$0		
Local		\$575	\$0	\$0	\$0		
Total	\$938	\$2,877	\$0	\$0	\$0	\$0	\$3,815

Highlighted project to be removed

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$2,004	\$0	\$0	\$0		
Local		\$501	\$0	\$0	\$0		
Total	\$938	\$2,505	\$0	\$0	\$0	\$0	\$3,443

2008-076: Add one new pool project using unallocated pool funds**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



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-75 and Mineral Ave	Curb ramp and B/P crossing improvements	\$200	SH-2 Traffic Signal Upgrades		\$440	VMS for I-25 south of Denver	VMS Installation	\$500
SH-95 Intersection Improvements	64th Ave	\$851	I-70-A Pecos	Roundabout Improvements	\$700	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000
SH-121/72nd Ave	Right turn accel lanes	\$961	Wadsworth	Right Turn Lane Extensions	\$1,621	Aurora Signal Package	I-70 at Tower	\$600
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	US-85	I-76 to 168th	\$1,443	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	I-70 between MP 252 & 255	Median Barrier	\$2,000	Ramp Metering	I-76	\$1,500
Cable Median Barrier	104th to 168th Ave	\$2,000	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	US-285/SH-30	Resurfacing	\$1,400
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	SH-40 and SH-121	Signal Improvements	\$900
FASTER Safety Design		\$4,000	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$21,950	\$21,416	\$22,500	\$22,200		
Local		\$0	\$0	\$0	\$0		
Total	\$23,148	\$21,950	\$21,416	\$22,500	\$22,200	\$0	\$111,214

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-75 and Mineral Ave	Curb ramp and B/P crossing improvements	\$200	SH-2 Traffic Signal Upgrades		\$440	VMS for I-25 south of Denver	VMS Installation	\$500
SH-95 Intersection Improvements	64th Ave	\$851	I-70-A Pecos	Roundabout Improvements	\$700	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000
SH-121/72nd Ave	Right turn accel lanes	\$961	Wadsworth	Right Turn Lane Extensions	\$1,621	Aurora Signal Package	I-70 at Tower	\$600
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	US-85	I-76 to 168th	\$1,443	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	I-70 between MP 252 & 255	Median Barrier	\$2,000	Ramp Metering	I-76	\$1,500
Cable Median Barrier	104th to 168th Ave	\$2,000	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	US-285/SH-30	Resurfacing	\$1,400
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	SH-40 and SH-121	Signal Improvements	\$900
FASTER Safety Design		\$4,000	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Faster-S)		\$21,950	\$21,416	\$22,500	\$22,200			
Local		\$0	\$0	\$0	\$0			
Total	\$23,148	\$21,950	\$21,416	\$22,500	\$22,200	\$0	\$111,214	

2016-070: Change the project location, scope, and local match/overall funding amount. This Second Commitment in Principle project revision was agreed to by all Northwest Corridor Partners

Existing

Title: **Longmont Rail Road Bridge Replacement**

Project Type: **Safety**

TIP-ID: **2016-070**

STIP-ID:

Open to Public: **2020**

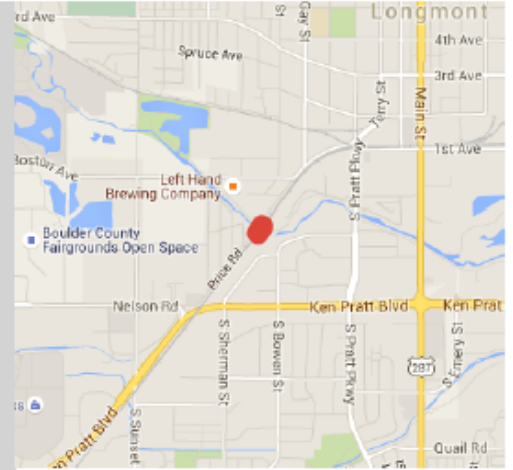
Sponsor: **Longmont**

Project Scope

The project replaces a deficient BNSF railroad bridge that is part of the FasTracks system at the St. Vrain Creek between Ken Pratt Blvd. and Main St. The 1st and Main station area along the Northwest Commuter Rail line is to be planned and built in the next 3-5 years, so this bridge replacement is critical to its construction and operation.

The construction will include a new, expanded bridge deck to convey the 100-year storm event as well as 2-3 tracks for rail. The existing/adjacent bicycle/pedestrian bridge is to be incorporated into the overall design of the rail bridge as it will not meet the new channel width recommended to carry the 100-year storm event through this section of the City.

The BNSF will conduct design, field diagnostic review, PUC application /approval, as well as construction of the necessary improvements.



Affected Municipality(ies)		Affected County(ies)		Project Phases			
Longmont		Boulder		Year	Phase		
				2019	Initiate Construction		
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$1,056	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$100	\$1,744	\$0	\$0		
Total	\$100	\$100	\$2,800	\$0	\$0	\$0	\$3,000

Revised

Title: **Longmont 1st and Emery Quiet Zone**

Project Type: **Safety**

TIP-ID: **2016-070**

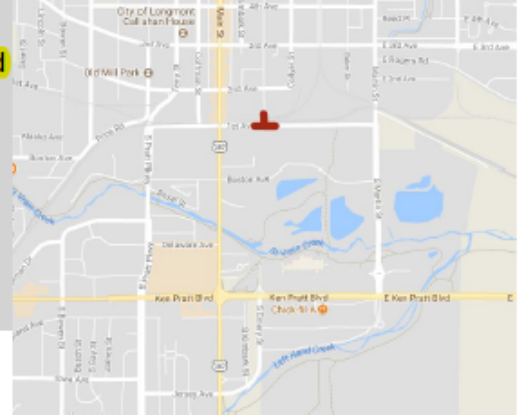
STIP-ID:

Open to Public: **2020**

Sponsor: **Longmont**

Project Scope

Design and construct supplemental safety improvement measures at the 1st and Emery intersection where it intersects with the BNSF Railway to comply with Federal Railroad Administration requirements to make the crossing location quiet zone compliant.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Longmont	Boulder	Year	Phase
		2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$1,056	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$900	\$0	\$0		
Total	\$0	\$0	\$1,956	\$0	\$0	\$0	\$1,956

2016-083: Shift funding per executed agreement between Denver and FHWA. Overall funding remains unchanged

Existing

Title: **Denver Smart City Program**

Project Type: **Congestion Management**

TIP-ID: **2016-083**

STIP-ID:

Open to Public:

Sponsor: **Denver**

Project Scope

The City and County of Denver is proposing three Intelligent Vehicle (IV) Projects utilizing advanced traveler information systems, advanced transportation management technologies, transportation system performance data collection, analysis, and dissemination systems, and advanced safety systems to address issues and challenges in safety, mobility, and sustainability.

Specific efforts for this grant include 1) Connected Traffic Management Center (TMC) and Connected Fleets, 2) Travel Time Reliability as a City Service for Connected Freight, and 3) Safer Pedestrian Crossings for Connected Citizens.

Affected Municipality(ies)

Affected County(ies)

Denver

Denver



Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (ATCMTD)		\$0	\$6,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$6,000	\$0	\$0	\$0		
Total	\$0	\$0	\$12,000	\$0	\$0	\$0	\$0	\$12,000

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (ATCMTD)		\$1,500	\$1,500	\$1,500		\$0	
State		\$0	\$0	\$0		\$0	
Local		\$1,500	\$1,500	\$1,500		\$0	
Total	\$3,000	\$3,000	\$3,000	\$3,000		\$0	\$12,000

2018-004: Add one new pool project and associated funding**Existing**Title: **Transit Capital Program (FTA 5339)**Project Type: **Transit Vehicles**TIP-ID: **2018-004**

STIP-ID:

Open to Public:

Sponsor: **CDOT****Project Scope**

Expends 5339 grant funds on capital transit for urbanized areas.

Affected County(ies)

Regional



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)
Via	Electric Charging Station (FY17 Small Urban)	\$120	Via	Bus Replacement (FY19 Small Urban)	\$402			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (5339)		\$120	\$402	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$30	\$101	\$0	\$0			
Total	\$0	\$150	\$503	\$0	\$0	\$0	\$653	

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)
Via	Electric Charging Station (FY17 Small Urban)	\$120	Via	Bus Replacement (FY19 Small Urban)	\$402	Via	Bus Replacement (FY19 Low or No Emissions)	\$209
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (5339)		\$120	\$611	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$30	\$153	\$0	\$0			
Total	\$0	\$150	\$764	\$0	\$0	\$0	\$914	

Surprise Bike Giveaway Changes 3 Lives

Snack on early-morning treats at Broomfield's breakfast stations on Bike To Work Day June 27.

CBS4

June 20, 2018

Getting a bike as a kid is a memorable experience, but for some adults it can be life changing. The program, Way to Go, came together for some Coloradans who needed a lift.

Michael Williams was presented with a brand new bike, which will help him get around.

"I'm two, maybe three, blocks from the new VA, so I'm going to start using the VA facility as a stay connected deal," Williams told CBS4.

Williams is a veteran and experienced homelessness for about 20 years, having a bike is a key step to)

"The VA, a thing they say, 'Stay Connected,' meaning that if I stay closer to the VA, I can be connected to something," Williams explained.

"It provides people a connection to their community, to their city, and to the environment; and, more importantly, it's a healthy way to get you where you need to go reliably," said Celeste David Stragand, with Way to Go.

Way to Go worked with bike shops, like Golden Bear Bikes, to make these dreams come true.

"They say when a kid gets his first bike, it's a magical experience," said Frank Cassella, owner of Golden Bear Bikes.

In Aurora, Frederick Nduguru also got a free bike. The 74-year-old refugee recently relocated here from the Democratic Republic of Congo. Nduguru has felt isolated by his lack of transportation. Way to Go hopes this gift will help him adjust to his new homeland.

"This is going to help him. He can go for English class in the morning," said Georgette Mabi, of the Colorado African Organization, who helped translate for Nduguru.

"People have the opportunity to get to their doctors' appointments, to increase their wellness, they have the ability to take a job, if they need to, and to actually start providing for themselves and their families, and really that step forward to become productive citizens of our society," Davis Stragand explained.

Way to Go is hosting Bike to Work Day on Wednesday, June 27th, as a way to get more Coloradans to experiment with biking for their commute.

Ditch the car keys: it's Bike to Work Day

The annual event falls on June 27 this year. In 2017, more than 20,000 people registered and 30,000 ended up taking part.

KRYSTYNA BIASSOU | 9News

June 20, 2018

Cyclists and those who have always wanted to channel their inner Lance Armstrong are invited -- no encouraged -- to register and participate in Bike to Work Day.

The annual event falls on Wednesday, June 27 this year. In 2017, more than 20,000 people registered and 30,000 ended up taking part. That's a lot of cyclists.

How do I register?

There's a handy little website where you can register right here. You don't have to register to ride your bike to work but you'll be eligible for prizes if you do.

What happens on the day?

Outside of the fact that you're breathing in the fresh air for your commute to work, there's fun to be had on your cycling journey. There are stations set up in more than 25 Colorado cities that provide a host of freebies! Just a quick check of the Bike to Work website shows in Denver, there are dozens of stations.

At Paloma Dental on 35th Street, riders can stop by for Hotbox Roasters coffee, artisan doughnuts and a travel toothbrush.

Cyclists who visit the Hi*Rose Bakery station at 22nd and Larimer will get free bagels and bottled water.

Like beer? Riders who bike to work on Wednesday are invited to Bruz Beers for a beer on them after they're off the clock.

How is 9NEWS involved?

We're glad you asked! 9NEWS, which is conveniently located right off the Cherry Creek Trail, will have a breakfast station, bike repair and a hydration station for bikes who stop by. The people that are helping us make this event great? Corner Bakery, clothing shop Primal Wear, Pedal Bike Shop, Tour of the Moon, Tour of the Vineyards, Elephant Rock Copper Triangle and Clif Bar.

How can I share my experience?

At this point in the story, you're already registered and very excited to bike to work on Wednesday. That's fantastic; we want to see that energy in the form of photos, videos, GIFs, interpretive dances and/or social media posts. Write us on Facebook, tweet us using the hashtag #BeOn9 or email photos to yourtake@9news.com. We'll feature them on our morning show and online!

Bike To Work Day Draws 20,000 Cars Off The Road

CBS4

June 20, 2018

Bike to Work Day is a free, annual event to promote bike commuting. Nearly 35,000 people are expected to participate and ride 610,661 miles across the state.

“The whole concept of diversifying our transportation portfolio and providing those options is to get people to try it, is to change behavior. It’s in these events where they feel comfortable in an environment where other people are doing it for the first time really helps,” said Doug Rex, the executive director of the Denver Regional Council of Governments.

Bike to Work Day is designed specifically to get people to try biking. There are 307 way-stations set up all over the Denver Metro Area offering breakfast, drinks, snacks, and maintenance.

“On our roadway, right now, on a typical commuting day, during the peak period, there are one million vehicles out on the roadway, so if we can reduce that even by fraction it will really help. So, for example, on Bike to Work Day, we take 20,000 vehicles off the roadway during the peak period, and that’s significant,” Rex told CBS4.

When we take vehicles off the road, it improves the congestion throughout the city, and it improves the air quality. Participating in Bike to Work Day also helps regional governments see where more resources are needed.

“We would encourage everyone to sign up on our web site. We really would like people to sign up because it helps us tell that story, as well, about the level of interest in bicycle commuting helps us in making informed decisions on infrastructure investments,” Rex explained.

Colorado already has more than 1,600 miles of shared use paths, more than 515 miles of bike lanes on roads, and 360 miles of roads that are identified as bike routes. But beyond all the statistics, Bike to Work Day is just fun, with prizes and lots of giveaways.

“It’s a fun way to commute for one thing, but it’s healthy, you get to burn those calories first thing in the morning and get that morning workout in. It is a safe form of transportation, and you can also save a lot of money by choosing bicycling as your commuting option.”

Bike to Work Day is hosted by Way To Go, which is a division of DRCOG. It’s dedicated to reducing traffic congestion, improve air quality and make life better for residents in the region.

Colorado's annual Bike to Work Day is Wednesday. Have you figured out your route to get cheap stuff yet?

Pancakes, burritos, bacon and beer are there for the taking if you know where to go

JOHN MEYER | The Denver Post

June 26, 2018

Bicyclists head to work along the Cherry Creek bike path between Lincoln and Broadway during the annual Bike to Work Day on June 24, 2015. (Andy Cross, The Denver Post)

If it seems like there are a lot more cyclists on the road during Wednesday's rush hours, don't be surprised.

An estimated 35,000 bicycle commuters will be pedaling for perks when Colorado's annual Bike to Work Day brings attention to human-propelled transportation in metro Denver and around the state. The Denver Regional Council of Governments organizes and hosts the event's central website, although other interest groups join in as well.

"We are the second-largest event of its kind in the country," said Steve Erickson, a DRCOG spokesman. "That really shows us the support for biking in the region. Biking is the fastest-growing mode of transportation in the region and Colorado is one of the fastest-growing states in terms of those numbers. We promote biking year-round, but this day is a celebration and a capstone for biking in the region."

Last year's Bike to Work Day attracted 34,307 participants who pedaled more than 610,000 miles, burning 38 million calories, removing an estimated 20,000 vehicles from roadways and saving 265 tons of carbon dioxide, according to DRCOG statistics. Only California's Bay Area sees higher numbers.

DRCOG encourages riders to register because it uses those numbers to advocate for better bicycle lanes, paths and trails. Registration, which is free, makes riders eligible to win concert tickets, an e-bike and even an all-expenses-paid cycling trip to Iceland.

There will be nearly 200 stations across the Front Range offering breakfast, with 50 others offering "bike parties." The Bike to Work Day website has a list of stations, searchable by type, and an interactive map of stations. Bicycle Colorado, which has a roundup of Bike to Work Day activities around the state on its website, will be conducting a membership drive at seven locations.