

Herb Atchison, Chair
Bob Fifer, Vice Chair
John Diak, Secretary
Ashley Stolzmann, Treasurer
Bob Roth, Immediate Past Chair
Douglas W. Rex, Executive Director

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, JUNE 27, 2018
6:30 – 8:20 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 May 16, 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.



INFORMATIONAL BRIEFINGS

9. 7:20 Presentation on Colorado Department of Transportation Transit Development Program
(Attachment B) David Krutsinger, CDOT Division of Transit and Rail
10. 7:35 Presentation on Planimetrics
(Attachment C) Ashley Summers, IS Manager, Regional Planning & Development
11. 7:50 Update on 2020-2023 TIP Policy document
(Attachment D) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
12. 8:10 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

13. Scorecard report on Promote Informed Decisions and Regional Data Catalog Downloads
(Attachment E) Jerry Stigall, Director, Organizational Development
14. 2018-2021 Transportation Improvement Program Administrative Modifications
(Attachment F) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
15. Relevant clippings and other communications of interest
(Attachment G)
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

16. Next Meeting – July 18, 2018
17. Other Matters by Members
18. 8:20 Adjourn

SPECIAL DATES TO NOTE

Bike To Work Day June 27, 2018

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

June 2018

27	Performance and Engagement Committee	5:00 p.m.*
27	Finance and Budget Committee	5:30 p.m.*
27	Board of Directors	6:30 p.m.*
25	Transportation Advisory Committee	1:30 p.m.

July 2018

4	Board Work Session	CANCELLED
9	Transportation Advisory Committee	1:30 p.m.*
17	Regional Transportation Committee	8:30 a.m.
18	Finance and Budget Committee	5:30 p.m.*
18	Performance and Engagement Committee	5:30 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	4:00 p.m.
1	Performance and Engagement Committee	5:30 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.

*Please note change in day and time for these meetings.

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, MAY 16, 2018

Members/Alternates Present

Bob Fifer, Vice Chair	City of Arvada
Eva Henry	Adams County
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Jolon Clark (Alternate)	City and County of Denver
Roger Partridge	Douglas County
Libby Szabo	Jefferson County
Bob Roth	City of Aurora
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Margo Ramsden	Town of Bow Mar
Lynn Baca	City of Brighton
George Teal	Town of Castle Rock
Tammy Maurer	City of Centennial
Rick Teter	City of Commerce City
Debbie Nasta	City of Dacono
Steve Conklin	City of Edgewater
Daniel Dick	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Scott Norquist	City of Glendale
Jim Dale	City of Golden
Ron Rakowsky	City of Greenwood Village
Karina Elrod	City of Littleton
Jacob Lofgren	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Marcia Martin (Alternate)	City of Longmont
Ashley Stolzmann	City of Louisville
Barney Dreistadt (Alternate)	Town of Lyons
Paul Sutton	Town of Morrison
Julie Mullica	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Rita Dozal	Town of Superior
Jessica Sandgren	City of Thornton
Bud Starker	City of Wheat Ridge
Bill Van Meter	Regional Transportation District

Others Present: Douglas W Rex, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; Kim Groom, Broomfield; Brad Boland, Castle Rock; Kathryn Wittman, Dacono; Janice Finch, Denver; Carolyn Scharf, Federal Heights; Joyce Downing, Northglenn; Kent

Moorman, Thornton; Tim Kirby, CDOT; Dave Genova, RTD; Jennifer Cassell, Ed Bowditch & Cassell; and DRCOG staff.

Vice Chair Bob Fifer called the meeting to order at 6:30 p.m. with a quorum present. Vice Chair Fifer asked members for a moment of silence for the passing of Aurora Mayor Steve Hogan.

It was noted that agenda item #12 will be moved up on the agenda to occur prior to the Report of the Chair.

Move to approve agenda

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

Presentation on Regional Transportation District Annual FasTracks Status Report

Dave Genova, Regional Transportation District General Manager, provided an update on the status of the FasTracks components.

Report of the Chair

- The Regional Transportation Committee meeting was cancelled.
- Director Diak reported the P&E Committee did not meet. He encouraged the Board directors to participate in the Executive Director evaluation survey tool.
- Director Stolzmann reported the Finance and Budget Committee approved annual Colorado Department of Human Services contracts and received a briefing on NextFifty, a new sponsor for the NoCopay radio show.

Report of the Executive Director

- Doug Rex noted attendance at the annual awards event exceeded 430 people.
- The next Small Communities/Hot Topics forum is scheduled for May 30. The topic is Regional Economics 101. Board directors were encouraged to sign up soon.
- DRCOG is conducting an active transportation survey. Directors were encouraged to participate.
- Mr. Rex noted the Colorado Department of Transportation is currently developing a Transit Development Program. The purpose is to identify and prioritize transit projects for potential future funding opportunities.
- The June Board meeting is scheduled for June 27.
- It was noted that action items on the Board agenda are contingent upon concurrence by the Regional Transportation Committee.
- The memorial service for Mayor Steve Hogan is scheduled for May 19 at 11 a.m., at 14401 East Exposition Avenue.

Public comment

No public comment was received.

Move to approve consent agenda

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

Items on the consent agenda included:

- Minutes of the April 18, 2018 meeting

Discussion of Title VI Plan

Matthew Helfant, Senior Transportation Planner, provided an overview of the Title VI Implementation Plan. As a recipient of federal funding, DRCOG is required to have a Title VI Implementation Plan to guide non-discriminatory practices that ensure equal access to all federally-assisted programs and activities.

Director Baker **moved** to approve the Title VI Implementation Plan contingent on the Regional Transportation Committee's concurrence. The motion was **seconded** and **passed** unanimously.

Discussion of selection of Transportation Demand Management Pool projects

Emily Lindsey, Transportation Planner, provided background information on the Transportation Demand Management projects proposed for funding. Director Elrod asked when the next call for projects might be issued. Ms. Lindsey noted perhaps later this year.

Director Partridge **moved** to approve the projects highlighted in Attachment 1 to be funded through the TDM Set-Aside of the DRCOG *2018-2021 TIP* contingent on the Regional Transportation Committee's concurrence. The motion was **seconded** and **passed** unanimously.

Legislative Wrap-up

Rich Mauro, DRCOG Senior Policy and Legislative Analyst, and Jennifer Cassell, DRCOG Lobbyist, provided an overview of the recently concluded Legislative session.

Presentation on Bike to Work Day

Celeste Stragand, Regional TDM Program & Marketing Manager, provided information on the upcoming Bike to Work Day, scheduled for June 27. Director Beacom asked if electric-assist bikes are allowed on Bike to Work Day, Ms. Stragand replied they are.

Update on 2020 Census

Ashley Summers, IS Manager, provided an update on the 2020 Census process.

Committee Reports

State Transportation Advisory Committee – Director Jones reported the STAC received program updates, issued a next-draft State Transportation Improvement Program for public comment, worked on the Transit Development Program and CMAQ Buy America waivers for alternative fuel vehicles.

Metro Mayors Caucus – The Metro Mayors Caucus did not meet.

Metro Area County Commissioners – Director Henry reported the MACC discussed marijuana regulations.

Advisory Committee on Aging – No report was provided.

Regional Air Quality Council – Doug Rex reported the council continued work on the Executive Director recruitment.

E-470 Authority – Director Rakowsky noted the Authority received a positive audit report.

Report on FasTracks – No additional update was provided.

Next meeting – **June 27, 2018**

Other matters by members

Mr. Rex noted the June 6 Board work session is cancelled.

Adjournment

The meeting adjourned at 7:50 p.m.

Bob Fifer, Vice 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 #
June 27, 2018	Informational Briefing	9

SUBJECT

Colorado Department of Transportation (CDOT) Transit Development Program and Multimodal Options Fund in 2018 Ballot Measure.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

CDOT's Division of Transit and Rail (DTR) began a process this spring to develop a Transit Development Program. The Transit Development Program is intended to identify priority transit capital improvement projects statewide that should be considered for funding if additional resources become available, similar to CDOT's 10-Year Development Program for major highway projects.

DTR worked with Transportation Planning Regions (TPRs) and Metropolitan Planning Organizations (MPOs) throughout the state to identify priority transit capital projects in each region. CDOT set a statewide target of \$1.5 billion for the Transit Development Program in terms of planning for potential revenues. The target for the DRCOG region was set at \$945 million.

DTR convened two meetings in the DRCOG region in May and June and solicited candidate transit capital projects to be prioritized in the Transit Development Program. DTR staff will present the recommended Transit Development Program for the DRCOG region.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. CDOT Memorandum
2. TDP Presentation

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303 480-6701 or drex@drcog.org; or David Krutsinger, Director, CDOT Division of Transit & Rail, at 303-757-9008 or David.krutsinger@state.co.us.



COLORADO
Department of Transportation
Division of Transit & Rail

4201 E. Arkansas Ave., Rm. 227
Denver, CO 80222

DATE: June 27, 2018
TO: DRCOG Board of Directors
DRCOG Transportation Advisory Committee
FROM: David Krutsinger, Director, Division of Transit & Rail
Jeff Sanders, Transit Planning Manager
SUBJECT: Transit Development Program and Multimodal Options Fund in Ballot Measure

Purpose

The purpose of this memo is to provide information on CDOT's Transit Development Program (TDP) and to provide information about the Multimodal Options Fund associated with the sales tax ballot measure sponsored by the Denver Metro Chamber of Business and other groups.

Background

Traditional transportation planning processes in Colorado provide an effective means to identify specific projects to be funded with expected transportation revenues. Planning only for expected funding, however, can be a challenge when the state needs to quickly identify projects if new funding opportunities arise. The TDP is a planning tool that supports the identification and prioritization of Colorado's capital transit project needs to effectively plan for and respond to future unexpected funding opportunities. Projects in this inventory, therefore, are transit and rail needs throughout the state for which there is no currently identified source of funding.

Recent happenings in the Colorado legislature have resulted in additional funding for transportation projects in the state (i.e., SB 17-267, SB 18-001). Additionally, a citizen-driven initiative to raise new sales tax revenues for transportation will appear on our 2018 ballot that, if successful, will require cooperative statewide planning.

For this reason, CDOT's Division of Transit & Rail (DTR) is seeking the input and participation of local officials, planners, and transit stakeholders in each TPR to provide information on their transit and rail project needs and to collaboratively identify which of those projects are of highest priority within the region.

Details

Transit Development Program

The current statewide TDP inventory contains roughly 215 projects representing over \$5 billion in transit funding needs statewide. CDOT-DTR staff have compiled the current draft TDP by capturing projects already identified in statewide, regional, and local transit and rail plans or studies. The TDP is a living document and will grow and change over time as transportation needs and projects change. Local officials, planners, transit agencies, and stakeholders in each TPR/MPO are requested to review the draft inventory and identify additional projects or contribute updated information on existing projects.

CDOT-DTR staff is developing a Tier 1 Transit Development Program which will contain a subset of the TDP identified by the TPR/MPO that are the highest priority projects in each region. To guide the prioritization process, CDOT-DTR staff and an advisory group have identified:

1. A Tier 1 Planning Target, which is the total dollar amount of projects statewide to be included in the Tier 1 list. The Tier 1 Target is \$1.5 billion.
2. A Regional Planning Allocation used to determine what portion of the Planning Target is allocated to each region of the state. See Attachment 1 for a statewide breakdown. It is important to note that the Regional Planning Allocation formula is not intended to determine exact funding each region will ultimately receive. This is a planning allocation only, used as a general guide for statewide planning. Decisions about how funds get programmed to specific projects or whether and how they are distributed geographically is dependent on each particular new funding source and would be decided with further statewide and regional involvement by TPRs, MPOs, TRAC and STAC.

Similar to other planning regions, CDOT-DTR staff have reached out to transit stakeholders in the DRCOG and organized meetings to discuss the TDP. Meetings for the DRCOG region were held on May 11th and June 8th. The purpose of these meetings was to identify additional capital projects not already on the TDP and to collectively identify the Tier 1 priority list of projects for the region. Over the course of these two meetings, CDOT-DTR staff and attendees developed a preliminary Tier 1 TDP for the DRCOG region (see Attachment 2).

Developing a Tier 1 set of projects for the DRCOG region presented many challenges. The number of organizations represented by DRCOG and the vastness of transit resources make it difficult to thoroughly catalog unmet capital needs and to prioritize those needs. Another challenge is the short timeline to create a Tier 1 list. Normally this process would require many months or years to create, but new funding opportunities have resulted in a compressed timeframe. As a consequence of these challenges, the preliminary DRCOG Tier 1 list of projects is only a starting point for a larger conversation to inventory and prioritize unmet capital needs. CDOT-DTR staff will continue to work with DRCOG staff to develop a process that is comprehensive, inclusive, and fair.

Multimodal Options Fund

One possible new source of funding is a 0.62 percent statewide sales tax ballot measure sponsored by the Denver Metro Chamber of Commerce and others. If successful, 15 percent of the annual net revenue would be dedicated to the “multimodal transportation options fund” that is available for transit capital or operating expenses, transportation demand management programs, bicycle and pedestrian projects, and other multimodal projects. If successful, the sales tax increase would result in approximately \$105 million multimodal funds annually, with up to \$30 Million per year available for bond payments on priority construction projects.

The ballot measure divides the multimodal funding into three categories:

- Bond for Multimodal Capital Projects: Up to \$30 million per year is available for bond payments for multimodal infrastructure projects selected by the Transportation Commission. The local project sponsor would be responsible for paying 50 percent of the project costs.
- Local Multimodal Projects: Of the remaining funds, 85 percent will be used for local, non-bonded multimodal projects. The Commission will allocate the funds around the state based on population and transit ridership. A 50/50 local match is required, though the Commission may create a formula for reducing or exempting certain agencies from the local match requirement. For projects within an MPO, the MPO will select and manage the projects. For projects where no MPO exists, the Commission will select and manage the projects. The distribution formulas and variable match requirements require a variety of stakeholders to provide a recommendation to the Transportation Commission before the Commission acts. That group includes STAC, TRAC, transit advocacy organizations and bicycle and pedestrian advocacy organizations.
- Statewide Multimodal Projects: The Commission will use the remaining funds and choose projects of regional or statewide nature. For example, eligible projects include capital and operating costs of inter-regional transportation services such as Bustang and Outrider, transportation demand programs, and capital or operating costs for bicycle and pedestrian projects that further the state’s goals. There is no local match requirement for these projects.

As with highway projects, the ballot authors requested assistance from CDOT in identifying potential bonded transit projects. Staff used the following criteria to identify projects:

- Local prioritization: The TPR must prioritize the project as a Tier 1 project in the Transit Development Program. Given the preliminary status of the DRCOG Tier 1 list, it’s possible that projects may not yet be prioritized on the Tier 1 list.
- Project type: The project must be an infrastructure project with a useful life greater than 20 years. This eliminates operations, bus and equipment purchases, etc.
- Project size: Projects must be of sufficient size to justify bonding. Staff used \$10 million as a rule of thumb.
- Local match: The ballot assumes a 50 percent local match for bonded projects. Staff included projects where local officials could provide reasonable assurance the project sponsors will provide the local match. This local match can come from cities, counties, transit agencies or CDOT, and can be an existing revenue source or a share of their revenue from a successful ballot question.

Through conversations with transit officials and through ongoing work with the Transit Development Program, agency staff members were able to identify several candidate projects (Attachment 3). This list is still evolving as other project sponsors come forward. Over the next month, staff will continue to work with project sponsors to refine project costs and determine local match commitment.

Next Steps

CDOT-DTR staff will continue to work with planning regions to create a Tier 1 list of projects. Staff will present the Transportation Commission an updated list of candidate transit projects for bonding in July for adoption.

Attachments

Attachment 1: Regional Planning Allocation

Attachment 2: Preliminary DRCOG Tier 1 set of projects

Attachment 3: Candidate list of bonded transit projects

Transit Development Program Regional
Planning Allocation - June 20, 2018

TPR ID	TPR Name	Total Pop 2016	Total Jobs 2016	Disadvantaged Populations 2016	Zero-vehicle Households 2016	Revenue Miles 2016	Unlinked Trips 2016	Planning Alloc%	Planning Target\$
1	Pikes Peak Area	12.1%	10.0%	11.8%	9.9%	4.40%	2.62%	9.0%	\$135,313,588
2	Greater Denver Area	57.5%	64.3%	52.9%	62.5%	69.64%	80.45%	63.0%	\$945,199,557
3	North Front Range	8.8%	8.0%	9.2%	7.3%	4.68%	3.88%	7.3%	\$109,280,726
4	Pueblo Area	3.0%	2.3%	4.4%	4.8%	1.19%	0.72%	2.8%	\$41,949,836
5	Grand Valley	2.8%	2.6%	3.6%	2.8%	1.06%	0.62%	2.3%	\$35,195,977
6	Eastern	1.6%	1.0%	1.7%	1.5%	0.08%	0.03%	1.1%	\$16,109,089
7	Southeast	0.9%	0.6%	1.3%	1.0%	0.13%	0.03%	0.7%	\$10,594,695
8	San Luis Valley	1.2%	0.9%	1.9%	1.6%	0.08%	0.01%	1.0%	\$15,006,024
9	Gunnison Valley	1.9%	1.4%	2.6%	1.9%	5.01%	2.68%	2.6%	\$38,572,936
10	Southwest	1.8%	1.6%	2.1%	0.9%	1.24%	0.41%	1.4%	\$21,592,448
11	Intermountain	3.1%	3.5%	2.5%	1.7%	7.85%	6.39%	4.1%	\$61,047,108
12	Northwest	1.1%	1.1%	1.0%	0.8%	1.19%	1.29%	1.1%	\$16,462,708
13	Upper Front Range	1.9%	1.4%	2.1%	1.4%	1.03%	0.10%	1.5%	\$21,876,980
14	Central Front Range	2.0%	1.0%	2.3%	1.3%	2.29%	0.77%	1.8%	\$26,287,733
15	South Central	0.4%	0.3%	0.6%	0.7%	0.16%	0.02%	0.7%	\$10,000,000
	Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	\$1,504,489,403
	Weighting	30.0%	10.0%	20.0%	10.0%	15.0%	15.0%		

Project ID	#	Priority	Sponsors/ Partners	Plan Source(s)	Study Source(s)	Project Name	Project Description	Location	Counties	Transit Capital Need (millions)	Transit Capital Total	Project Capital Funding Total	10-yrns NET Associated Oper Cost	Total Cost (Cap+Oper)	Other Funding Sources	Included in 2040 Plan	General Notes
*T-23 - partial	1	#1 - Louisville, Broomfield #1 - Longmont	Louisville, Broomfield	RTD FasTracks		NW Rail Startup Service	Start-up service for NW rail during peak hours - 3 trains in the morning and 3 trains in the evening. Includes BNSF purchase	Denver Metro	Boulder, Broomfield, Adams	\$ 300.0	\$ 300.0	\$ 300.0	\$ 176.0	\$ 476.0	FasTracks		High Priority for Longmont, BoCo, Laf., Erie and Broomfield. High potential ridership from NAMS.
*T-23 - partial	1	#1 - Westminster	Westminster	RTD FasTracks		B Line Extension to Downtown Westminster	Extension of RTD's B Line Commuter Rail to the new Downtown Westminster, the area near 88th Avenue and Harlan Street.	Westminster	Jefferson	\$ 47.0	\$ 47.0	\$ 47.0	\$ -	\$ 47.0	I		
New	1	#1 - Via Mobility Services	Via Mobility Services	Via (internal)	Via (internal)	Solar Powered Bus System	A solar powered bus fleet with charging facility.	Boulder	Boulder	\$ 2.5	\$ 2.5	\$ 2.5	\$ -	\$ 2.5			
New	1	#1 -Centennial	Centennial			I-25/Dry Creek Improvements	Median modifications and sidewalk to improve access to the Dry Creek Park-n-Ride.	Centennial	Arapahoe	\$ 4.2	\$ 4.2	\$ 4.2	\$ -	\$ 4.2			
T-217	1	#1 - Boulder Co; #1 - City of Boulder #2 - Longmont; #2 - RTD #2 Louisville	RTD, CDOT, Longmont, Boulder, Boulder County		Northwest Area Mobility Study	SH 119 Arterial BRT Corridor	SH66 & Main St PnR in Longmont to Boulder Transit Center (using Canyon) and Boulder Junction (using 28th Street)	Boulder- Longmont	Boulder	\$ 96.0	\$ 135.0	\$ 270.0	\$ -	\$ 270.0	\$30m RTD; \$9 RPP	X	Assumes half of project capital is transit
T-5	1	#1 -Idaho Springs	Idaho Springs; CDOT	Intercity and Regional Bus Plan		I-70/ Idaho Springs Transit Center	Transit Center in Downtown Idaho Springs at 15th Street and Water street (between I-70 mp 240-241); Including new Park and Ride structure and Slip Ramps to facilitate access for bus service	Idaho Springs	Clear Creek	\$ 15.0	\$ 15.0	\$ 15.0	\$ -	\$ 15.0	Idaho Springs local funds		
T-6	1	#1 - Thornton	Thornton	Intercity and Regional Bus Plan		Thornton-88th Bus Transit Center	I-25 managed lanes bus transit center between 84th & 88th	88th	Adams	\$ 20.0	\$ 20.0	\$ 105.0	\$ -	\$ 105.0			
T-8	1	#1 - RTD	RTD			Bus Maintenance Facilities	Options include new, relocated and/or expanded and renovated bus maintenance facilities; \$100-400m total	Denver Metro	Denver metro	\$ 300.0	\$ 300.0	\$ 300.0	\$ -	\$ 300.0			
T-9	1	#1 - Denver	Denver	DRCOG MVRTP Transit Coordinated Plan	Colfax Corridor Connections Study	East Colfax Bus Rapid Transit (BRT)	Bus Rapid Transit from I-25 to I-225 with dedicated transit lanes from Broadway Ave to Yosemite Ave	Denver Metro	Denver, Adams	\$ 126.0	\$ 184.0	\$ 184.0	\$ -	\$ 184.0	Local GO Bond \$57 million	X	
New	1	#1 - Greenwood Village	Greenwood Village			Arapahoe Station Pedestrian Improvements				\$ 1.8	\$ 1.8	\$ 1.8	-	\$ 1.8			
T-216	2	#2 - Broomfield; #2 - Boulder Co #2 City of Boulder	RTD, CDOT, Boulder, Boulder County, Lafayette, Erie, Broomfield, Adams County, Brighton, Thornton		Northwest Area Mobility Study	SH 7 Arterial BRT Corridor	Boulder Transit Center to Baseline Road (SH7) at I-25 and into Brighton	Brighton-Boulder	Boulder, Adams	\$ 37.0	\$ 37.0	\$ 352.0	\$ -	\$ 352.0			
Summary - Preliminary Tier 1										\$ 949.5	\$ 1,046.5	\$ 1,581.5	\$ 176.0	\$ 1,757.5			
New	2	#2 - City of Boulder	City of Boulder	City of Boulder Transportation Master Plan	Downtown Boulder Transit Expansion Study	Downtown Boulder Transit Center Expansion	This project will redevelop and expand the existing Downtown Boulder Transit Center.	Boulder	Boulder								The current facility is operating over capacity; and, with planned expansion of the local and regional transit network into downtown Boulder, a new facility is required to serve the needs of current and future transit riders.
										\$ 56.70	\$ 56.70	\$ 56.70	\$ -	\$ 56.70	City of Boulder, RTD		
New	2	#2 - Denver	City and County of Denver		RTD Transit Priority Study	Citywide Speed and Reliability Improvements	To provide more reliable and high-quality transit service, speed and reliability capital improvements to 12th Ave, 17th/18th Ave, Downing, West Colfax, Federal Blvd, Metro Ride, and other corridors in Denver Moves: Transit study	Denver	Denver	\$ 70.5	\$ 70.5	\$ 70.5	\$ -	\$ 70.5			Additional Notes: • Improve and install sidewalks (detached) - less than half of sidewalks meet City standards• Improve crossing safety - high traffic volumes and wide boulevard• Improve connections with bike lanes near City Park. • Streetscape improvements including planted medians, detached sidewalks, and a tree lawn. REQUIRES UPDATE after 2/27/18, Note: Tie into North Metro Industrial Area Connectivity Study (Commerce City/ADCO/NATE-1, NATE-2)
New			RTD, CDOT, Longmont, Boulder, Boulder County	NEPA/Design Preliminary Consultant Analysis	Northwest Area Mobility Study/Draft NEPA Analysis	SH66 & Main St PnR in Longmont to Boulder Transit Center (using Canyon) and Boulder Junction (using 28th Street)	SH66 & Main St PnR in Longmont to Boulder Transit Center (using Canyon) and Boulder Junction (using 28th Street)	Boulder- Longmont	Boulder								NEPA/Design underway. RTD programmed \$30m Potential FTASmall Starts Application
										\$ 270.00	\$ 300.00	\$ 300.00	\$ 50.0	\$350	RTD /CDOT Tier 1 Roadway/FTA		
New	2	#2 - Thornton				Circulator Route	Provides first/last mile connections and improves connections between transit, employment, residential, and shopping	Thornton/Westmi nster area	Adams								This supplements and enhances RTD service to provide transit service to an access poverty area. Would connect to Eastlake/124th station and Wagon Road, Actual service to eventually be public/private partnership
										\$ 1.00	\$ 1.00	\$ 1.00	\$ 3.0	\$4			

Project ID	#	Priority	Sponsors/ Partners	Plan Source(s)	Study Source(s)	Project Name	Project Description	Location	Counties	Transit Capital Need (millions)	Transit Capital Total	Project Capital Funding Total	10-ysr NET Associated Oper Cost	Total Cost (Cap+Oper)	Other Funding Sources	Included in 2040 Plan	General Notes
New	2	#2 - Westminster	Westminster			Sheridan Blvd Underpass	Construction of multimodal underpass to connect RTD's US36 Sheridan Station to the new Downtown Westminster. The underpass preliminary design widths accommodates transit shuttles.	Westminster	Jefferson / Adams	\$ 8.05	\$ 8.05	\$ 8.05	\$ -	\$ 8.05			
New			City of Boulder	City of Boulder Transportation Master Plan		Flex Transit Service Expansion	This project seeks funding for 2 additional FLEX buses. Plans for service expansion require the addition of FLEX vehicles.	Boulder	Boulder, Weld, Larimer	\$ 0.90	\$ 0.90	\$ 0.90	\$ 12.6	\$ 13.50	City of Boulder, Boulder County, Transfort, DRCOG		
New			RTD, CDOT, Longmont, Erie, Lafayette, Boulder County, Broomfield	NAMS, SH7 PEL (Intersection of SH287/SH7)	Northwest Area Mobility Study	SH66 & Main St PnR in Longmont to Broomfield PnR at Transit Way and Uptown Ave Parking Garage (off of Wadsworth Pkwy)	SH66 & Main St PnR in Longmont to Broomfield PnR at Transit Way and Uptown Ave Parking Garage (off of Wadsworth Pkwy)	Broomfield-Longmont	Broomfield, Boulder	\$ 90.00	\$ 90.00	\$ 90.00	\$ -	\$ 90.00			
T-11	3	#3 - Denver; #3 - Westminster	City and County of Denver		Federal Blvd Corridor Plan	Federal Blvd High Capacity Transit Enhancements/ Bus Rapid Transit (BRT)	Bus Rapid Transit from Floyd Ave to N Columbine Rd	Denver Metro	Denver	\$ 95.0	\$ 142.0	\$ 142.0	\$ 18.5	\$ 160.5	Local GO Bond		
T-20	3	#3 - Broomfield	DRCOG	2040 MVRTP - Transit Coordinated Plan		Human Service Transportation Improvements	Represents the capital portion only of fiscally constrained (Tier 1) Human Service Improvements and Expansions for the Denver Region	Denver Metro	Various	\$ 20.0	\$ 20.0	\$ 20.0	\$ -	\$ 20.0		X	
T-213	3	#3 - Boulder Co; #3 - Longmont #3 City of Boulder #3 - Louisville	RTD, CDOT, Longmont, Erie, Lafayette, Boulder County, Broomfield		Northwest Area Mobility Study	US 287 Arterial BRT Corridor	SH66 & Main St PnR in Longmont to Broomfield PnR at Transit Way and Uptown Ave Parking Garage (off of Wadsworth Pkwy)	Broomfield-Longmont	Broomfield, Boulder	\$ 56.4	\$ 56.4	\$ 56.4	\$ -	\$ 56.4			
T-22	3	#3 - Thornton	RTD, Thornton	DRCOG MVRTP Transit Coordinated Plan		FasTracks North Metro Completion		Denver Metro	Denver metro	\$ 290.0	\$ 290.0	\$ 290.0	\$ -	\$ 290.0			
*T-23			Longmont; Louisville; Westminster	DRCOG MVRTP Transit Coordinated Plan		FasTracks Northwest Rail		Denver Metro	Denver metro	\$ 1,600.0	\$ 1,600.0	\$ 1,600.0	\$ -	\$ 1,600.0			
New			City of Boulder	City of Boulder Transportation Master Plan	North Boulder Mobility Hub Alternatives Feasibility Study	North Boulder Mobility Hub	This project will develop a mobility hub that provides a combined set of transportation services on one site; including an RTD station and bus turnaround, Boulder B-cycle, a Bike-n-Ride shelter, car share services and placemaking elements, such as architectural and sculptural gateway features.	Boulder	Boulder	\$ 3.1	\$ 3.1	\$ 3.1	\$ -	\$ 3.1	City of Boulder, Boulder County, RTD, CDOT		
New			City of Boulder	City of Boulder Transportation Master Plan	HOP Transit Study	HOP Transit Vehicle Fleet Electrification	12 additional electric HOP vehicles; the new HOP routes provide connections to downtown Boulder, 29th St Mall and University of Colorado; Expanded service requires 15 jpeak vehicles	Boulder	Boulder	\$ 10.1	\$ 10.1	\$ 10.1	\$ 20.0	\$ 30.1	3 vehicles funded in 2018		
			Broomfield			36 BRT Remaining Investments	Remaining Capital Investments: Broomfield Station PnR, Ped Bridge Extension, Church Ranch Station platform relocation	US 36	Adams, Broomfield	\$ 28.0	\$ 28.0	\$ 10.1		\$ 10.1			
T-2	2		CDOT	Statewide Transit Plan; Intercity and Regional Bus Plan		Idaho Springs Park-n-Ride	East and West bound surface Park and Ride, Slip Ramps and Interchange improvements at I-70 exit 240	Idaho Springs	Clear Creek	\$ 1.0	\$ 2.0	\$ 2.0	\$ -	\$ 2.0	R1 funding \$1m		
T-3	3		CDOT	Intercity and Regional Bus Plan	Interregional Connectivity Study	Denver Tech Center Park-n-Ride	Park and Ride and I-25 slip ramps to provide bus access	Denver	Denver	\$ 10.0	\$ 10.0	\$ 10.0	\$ -	\$ 10.0			
T-4	4		CDOT	Intercity and Regional Bus Plan	Interregional Connectivity Study; I-25 South PEL	I-25 Castle Rock Park-n-Ride Structure	400 space Park and Ride structure in Castle Rock; 0.5 mile slip ramps North and Southbound bus access	Plum Creek	Douglas	\$ 15.0	\$ 15.0	\$ 15.0	\$ -	\$ 15.0	Douglas County, City of Castle Rock and poss CDOT		I-25 South PEL underway
T-7	7		RTD	DRCOG MVRTP Transit Coordinated Plan		Bus Rapid Transit Corridors	Approximately 5-6 Bus Rapid Transit Corridors to be developed, from a list of 25 possible candidates, based on forthcoming Regional BRT Feasibility Study; \$60-100m each; Possible corridors include: Wadsworth, C-470, Speer, Alameda, Colorado Blvd, Hwy119, Hwy7, 120th Ave, others TBD	Denver Metro	Denver metro	\$ 500.0	\$ 500.0	\$ 500.0	\$ -	\$ 500.0			
T-10	10		City and County of Denver		Go Speer/Leetsdale Study	Speer/Leetsdale Bus Rapid Transit (BRT)	Bus Rapid Transit from Broadway Ave to Mississippi	Denver Metro	Denver	\$ 54.0	\$ 54.0	\$ 54.0	\$ -	\$ 54.0			
T-12	12		City and County of Denver	DRCOG MVRTP Transit Coordinated Plan	Denver Moves: Broadway Lincoln	Broadway/Lincoln High Capacity Transit	High capacity transit from 17th Ave to Broadway LRT Station	Denver Metro	Denver	\$ 18.0	\$ 30.0	\$ 30.0	\$ -	\$ 30.0	Local GO Bond \$12 million		

Project ID	#	Priority	Sponsors/ Partners	Plan Source(s)	Study Source(s)	Project Name	Project Description	Location	Counties	Transit Capital Need (millions)	Transit Capital Total	Project Capital Funding Total	10-yr\$ NET Associated Oper Cost	Total Cost (Cap+Oper)	Other Funding Sources	Included in 2040 Plan	General Notes
T-13	13		City and County of Denver		RTD Transit Priority Study	12th Ave Speed & Reliability Improvements	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 2.0	\$ 2.0	\$ 2.0	\$ -	\$ 2.0			
T-14	14		City and County of Denver		RTD Transit Priority Study	17th/18th Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 2.0	\$ 2.0	\$ 2.0	\$ -	\$ 2.0			
T-15	15		City and County of Denver		RTD Transit Priority Study	Downing Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 2.0	\$ 2.0	\$ 2.0	\$ -	\$ 2.0			
T-16	16		City and County of Denver		RTD Transit Priority Study	West Colfax Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 1.0	\$ 3.0	\$ 3.0	\$ -	\$ 3.0	Local GO Bond		
T-17	17		City and County of Denver		RTD Transit Priority Study	Federal Blvd Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 3.0	\$ 5.0	\$ 5.0	\$ -	\$ 5.0	Local GO Bond		
T-18	18		City and County of Denver		Denver Moves: Transit	Speed & Reliability - Other Corridors	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 50.0	\$ 50.0	\$ 50.0	\$ -	\$ 50.0			
T-19	19		City and County of Denver		DMAP	Metro Ride Speed & Reliability	Operational improvements to high use transit corridors to improve speed and reliability of existing service to enhance productivity and maximize use of existing assets	Denver Metro	Denver	\$ 2.5	\$ 4.0	\$ 4.0	\$ -	\$ 4.0	Local GO Bond		
T-21	21		RTD	DRCOG MVRTP Transit Coordinated Plan		FasTracks Central Corridor Extension		Denver Metro	Denver metro	\$ 150.0	\$ 150.0	\$ 150.0	\$ -	\$ 150.0			
T-24	24		RTD	DRCOG MVRTP Transit Coordinated Plan		FasTracks Southwest Extension		Denver Metro	Denver metro	\$ 180.0	\$ 180.0	\$ 180.0	\$ -	\$ 180.0			
T-25	25		RTD	DRCOG MVRTP Transit Coordinated Plan		Rail Maintenance Facilities	New Light Rail Satellite, New Commuter Rail Satellite	Denver Metro	Denver metro					\$ -			
T-210	210		CDOT	Intercity and Regional Bus Plan		Carbon Valley (SH52 / I- 25) Park-n-Ride			Weld	\$ 1.0	\$ 2.0	\$ 2.0	\$ -	\$ 2.0			CDOT contribution to construction of Park-n-Ride in the Carbon Valley; needed for next phase of Bustang
T-211	211		CDOT	Intercity and Regional Bus Plan	North I-25 EIS; Northwest Area Mobility Study	SH119 / Longmont Expansion Park-n-Ride	Park and Rides adjacent north exit and south entrance ramps	SH119	Weld	\$ 2.0	\$ 2.0	\$ 2.0	\$ -	\$ 2.0		x	Needed for next phase of Bustang expansion
T-212	212		CDOT	Intercity and Regional Bus Plan	North I-25 EIS	SH7 / Broomfield/Thornton Park-n-Ride	SH7 within I-25 median	SH7	Adams	\$ 10.0	\$ 10.0	\$ 10.0	\$ -	\$ 10.0			not yet slated for Bustang stop
T-214	214		RTD		Northwest Area Mobility Study	South Boulder Road Arterial BRT Corridor	Boulder Transit Center (using Broadway) and the Boulder Junction (using 28th Street)	Lafayette-Boulder	Boulder	\$ 36.6	\$ 36.6	\$ 36.6	\$ -	\$ 36.6			
T-215	215		RTD		Northwest Area Mobility Study	SH 42 Arterial BRT Corridor	US287 and Arapahoe to Brooffield PnR at Transit Way and Uptown Ave Parking Garage (off of Wadsworth Pkwy)	Broomfield- Louisville	Boulder, Broomfield	\$ 27.4	\$ 27.4	\$ 27.4	\$ -	\$ 27.4			
T-235	235		RTD, DRCOG		Northwest Area Mobility Study	120th Avenue BRT Corridor	Broomfield PnR at Transit Wawy and Uptown Ave Parking Garage (off of Wadsworth Pkwy) to Adams County Government Center (APCOGC)	Denver Metro	Boulder, Adams	\$ 31.8	\$ 31.8	\$ 31.8	\$ -	\$ 31.8			

Attachment 3: Candidate Bonded Transit Projects							
Project	Description	Cost Est. (millions)	Funding Breakdown	Ballot Funding	Other Funding	Total Funding Anticipated	Match Status/Notes
SH 119- Downtown Boulder to Downtown Longmont	Regional arterial Bus Rapid Transit (BRT), commuter bikeways, managed/express lanes, and other multi-modal improvements	\$230-\$600M	\$120M CDOT sales tax + \$120M MMOF match \$30M RTD + \$30M MMOF match Local Funds + \$5M MMOF match \$9M CDOT RPP \$100M FTA Small Starts (competitive) Potential increase in funds to be proposed	\$275	\$144	\$419	Highway ballot funding identified in highway ballot projects (see project #74). RTD has committed \$30M. Other local funds provided by US 26 MMC governments.
SH 7, Downtown Boulder to Downtown Brighton	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	\$352M	\$80M CDOT sales tax + \$40M MMOF match \$5M Local Funds + \$5M MMOF match \$12M CDOT R4 Surface Treatment	\$125	\$17	\$142	Highway ballot funding identified in highway ballot projects (see project #143). Other local funds provided by US 26 MMC governments
US 287- from SH 66 to US 36	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	\$90M	\$45M CDOT sales tax \$6M Local Funds + \$6M MMOF match	\$51	\$6	\$57	Local funds provided by US 36 MMC governments
SH 42/95th Street	BRT, commuter bikeways, managed/express lanes and other multimodal improvements	\$27.4M	\$7.3M Local Funds + \$7.3M MMOF match CDOT FASTER Potential CDOT sales tax funds	\$7.30	\$7.80	\$15.10	Local funds provided by US 36 MMC governments
US 36/28th Street and SH 93/Broadway	Operation improvements for multiple regional BRT routes	\$26M	\$3M Local Funds + \$3M MMOF match Potential CDOT sales tax	\$3.00	\$3.00	\$6.00	Local funds provided by US 36 MMC governments
East Colfax BRT	Bus Rapid Transit from I-25 to I-225 with dedicated transit lanes from Broadway Ave to Yosemite Ave	\$184M	\$55M GO Bonds + \$55M MMOF match \$74M FTA Small Starts (competitive)	\$55.00	\$55.00	\$110.00	Bonds are earmarked for the project and the City will pursue FTA Small Starts for remainder of funds
Downtown Transit Center (Colorado Springs)	Purchase land, design, and construct a transit center in the downtown	\$20M	\$10M local funds + \$10M MMOF match	\$10.00	\$10.00	\$20.00	Local sources include federal formula transit funds and local transportation authority funds
West Elizabeth BRT (Fort Collins)	A series of capital and operating improvements along the West Elizabeth corridor	\$20M	\$10M local funds + \$10M MMOF match	\$10.00	\$10.00	\$20.00	Local sources include federal formula transit funds and local funds. The City plans to pursue competitive FTA Small Starts.
Maintenance and Administration Facility (Pueblo)	Replace and relocate the existing transit maintenance and administration building	\$15M	\$7.5M local funds + \$7.5M MMOF	\$7.50	\$7.50	\$15.00	Local sources include federal formula transit funds and local transportation ballot funds
North Avenue (US 6) Corridor Improvements (Grand Junction)	A series of transit accessibility/pedestrian improvements (MP 30.6 - 34.5)	\$14M	\$7M local funds + \$7M MMOF	\$7.00	\$7.00	\$14.00	Local sources include City sales tax, transportation impact fees, energy impact fees. Other local entities may also participate. The City intends to pursue federal competitive BUILD grant.
Parking and Transit Center (Idaho Springs)	Construct a parking garage and transit transfer center	\$15M	\$7.5M local funds + \$7.5M MMOF	\$7.50	\$7.50	\$15.00	Local sources include downtown improvement district funds, local transportation ballot funds, and private funds.
Glenwood Maintenance Facility Expansion (RFTA)	Expansion of existing maintenance and administration facility	\$30M	\$15M local funds + \$15M MMOF	\$15.00	\$15.00	\$30.00	Local sources include remaining local bonding authority and/or agency reserves
Transit Station Rebuild (Breckenridge)	Rebuild the Town's intermodal transit center	\$10M	\$5M local funds + \$5M MMOF	\$5.00	\$5.00	\$10.00	Local sources include general fund revenues from the City and other partner transit agencies
ADA Accessibility Upgrades (Durango)	A series of transit accessibility improvements around the city such as improved bus stops and access to bus stops.	\$20M	\$10M local funds + \$10M MMOF match	\$10.00	\$10.00	\$20.00	Local source is existing, dedicated .05 sales tax. The City may also seek additional local sales tax funds.
Transit Center Renovation (Steamboat Springs)	Reconstruct a major transit center	\$18M	\$9M local funds + \$9M MMOF match	\$9.00	\$9.00	\$18.00	Local sources include the Urban Redevelopment Authority, city transit funds, and private contributions
				\$597	\$314	\$911	Total MMOF: \$352M of estimated \$420M bonding pot

The slide features a white background with a green geometric pattern on the right side, consisting of overlapping triangles and polygons in various shades of green.

Transit Development Program

Division of Transit & Rail

The slide features a white background with a green geometric pattern on the right side, consisting of overlapping triangles and polygons in various shades of green.

DRAFT Transit Development Program

Planning tool that supports the identification and prioritization of Colorado' capital transit project needs to plan for and respond to future unexpected funding opportunities

DRAFT Transit Development Program

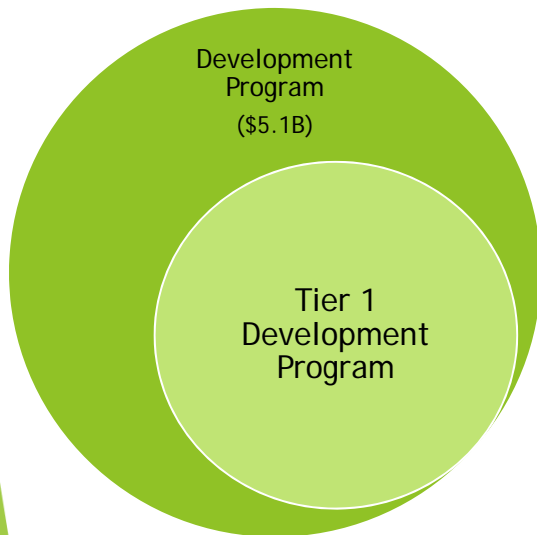
- ▶ Inventory of Unfunded Transit **Capital** Projects
 - ▶ Identified in plans & studies
 - ▶ Developed through planning processes
 - ▶ Facilities, Infrastructure, Equipment, Service Expansions, Planning
- ▶ Part of larger total transit needs assessment:
 - ▶ Asset Management, Operations, Capital Expansion

Currently in Project Compilation Phase

Development
Program
(\$5.1B)

- ▶ 215 projects currently - and growing!
- ▶ \$5.1B total capital cost

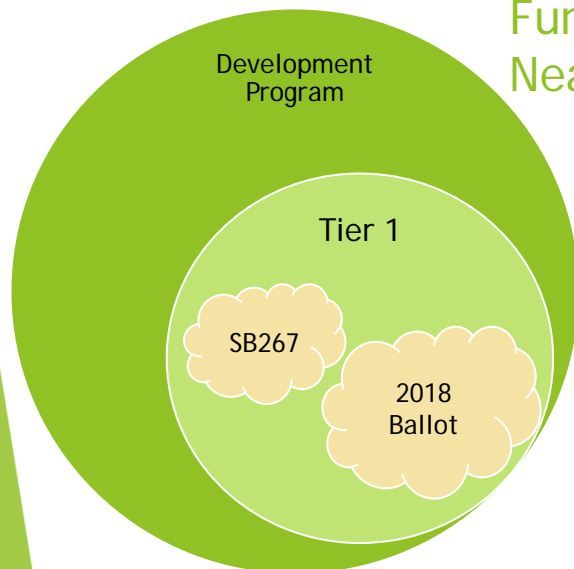
Next Step: Tier 1 Prioritization



Tier 1 Development Program

- ▶ High priority projects
- ▶ Identified by each TPR/MPO
- ▶ Ongoing planning process - Tier 1 will periodically update

Funding Decisions - Near term:



SB267

- State bonding - 20yr payoff
- **\$38m for Transit capital**
- Decision needed in July

2018 Sales-tax Ballot Initiative (.62%)

- \$103m/year for Multi-modal
 - **Up to \$800m for Capital Bonding**
 - Remainder (\$73m) to Local and statewide priorities (capital & oper)
- 50/50 Match requirement (flexible)
- Candidate bond projects needed by August

Tier 1 Development Program

Planning Target:

- ▶ \$1.5B Statewide Planning Target

Regional Planning Allocation:

- ▶ Quantifies the proportion for each TPR/MPO
- ▶ Guides PLANNING, not FUNDING
- ▶ TRAC subcommittee recommended a formula
 - Population, Transit Dependency, Jobs, Existing Ridership
- ▶ Tier 1 Target for Denver Area: \$945m

Status of DRCOG TDP

- ▶ Met with stakeholders
 - Names, scopes, descriptions, etc.
 - Capital cost estimates
 - Operating costs associated with projects
- ▶ Identify Tier 1 priorities
 - Prioritize three projects per agency (rank order)
 - Obtain RTD concurrence (if applicable)

Status of DRCOG TDP

- ▶ Challenges developing DRCOG TDP
 - Number of organizations represented
 - Time constraints
- ▶ Continue to develop a process that is comprehensive, inclusive, and fair

Ballot Measure and Multimodal Funding

- ▶ Bond for Multimodal Capital Projects
 - Up to \$30M
 - 50% local match
- ▶ Local Multimodal Projects
 - After bonded funds removed, 85% used for local, non-bonded projects
 - 50% local match (reductions or exemptions allowed)
- ▶ Statewide Multimodal Projects
 - After bonded funds removed, 15% used for regional or statewide projects
 - No local match required

Candidate Bonded Projects Criteria

- ▶ Local prioritization
- ▶ Project type
- ▶ Project size
- ▶ Local match available

Ballot Measure and Multimodal Funding

- ▶ Bond for Multimodal Capital Projects
 - Up to \$30M
 - 50% local match
- ▶ Local Multimodal Projects
 - After bonded funds removed, 85% used for local, non-bonded projects
 - 50% local match (reductions or exemptions allowed)
- ▶ Statewide Multimodal Projects
 - After bonded funds removed, 15% used for regional or statewide projects
 - No local match required

Next Steps

- ▶ Continue to work with project sponsors
- ▶ Updated list in July for Transportation Commission adoption

ATTACH C

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 #
June 27, 2018	Informational Briefing	10

SUBJECT

Staff will provide an overview of DRCOG's regional planimetric data

PROPOSED ACTION/RECOMMENDATIONS

No action requested, this item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

At the request of our member governments, DRCOG has facilitated two projects to collect planimetric features from the aerial imagery captured through the Denver Regional Aerial Photography Project (DRAPP).

The planimetric features support planning, research and analysis pursued by DRCOG, our member governments, public agencies, private firms, entrepreneurs and research institutions. Staff will provide an overview of past and upcoming projects and highlight several local initiatives that use the region's planimetrics data.

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 Ashley Summers, Information Systems Manager at 303-480-6746, and asummers@drcog.org.



What are “planimetrics”?

DRCOG’s regional planimetric project creates detailed built environment features from high-resolution orthoimagery in the urbanized area of the Denver region.

building outlines | edge of pavement | parking lots | sidewalks | driveways | trails | ramps





What makes this data valuable?

very detailed

- 1:100 map scale

manually drawn

- no automated methods = no errors of commission

based on DRAPP imagery

- high resolution and strict positional accuracy standards

current

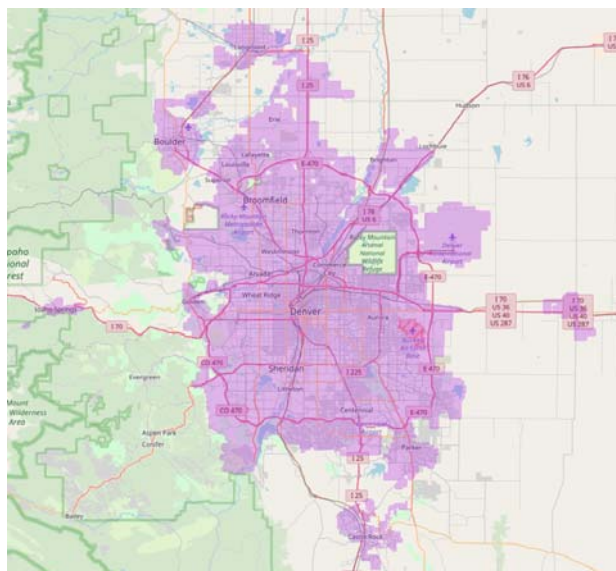
- updated every two years following completion of DRAPP

regional

- consistent collection methods for 1000+ square miles so analysis can cross jurisdictional boundaries



Where have we collected planimetric data?



Over 1,000 square miles captured and two time periods so far!

Next project will be based on 2018 imagery.





How is the data used?

Public agencies

water modeling | emergency response planning | floodplain analysis | asset management | bike/ped master planning | scenario planning | identifying change

Private companies

app to help the visually impaired navigate as pedestrians | selling attribution that attaches to our geometries | consulting firms doing better work for local clients like cities and counties | site selection apps

Researchers

evaluating intersection safety | estimating energy savings



Planimetric case study – Arapahoe County



Participation in the Federal Emergency Management Agency's Community Rating System for the National Flood Insurance Program.

Used **building roofprints** and imagery.

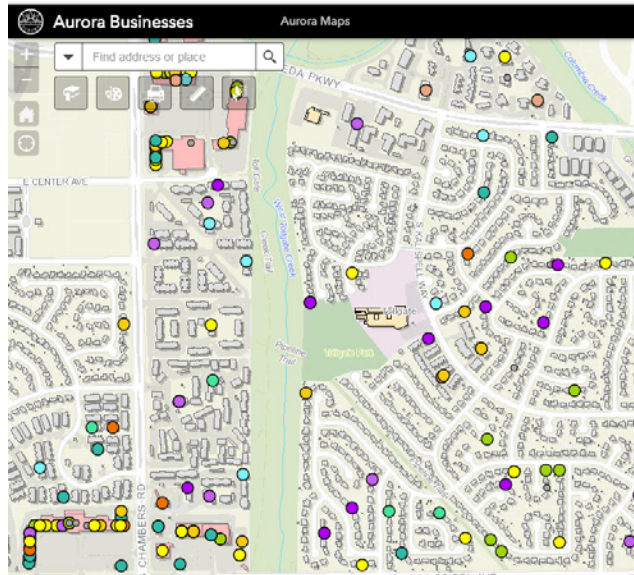
Increased safety and decreased insurance costs by identifying structures in the floodplain.

Decreased analysis time from weeks to days.





Planimetric case study – Arapahoe County



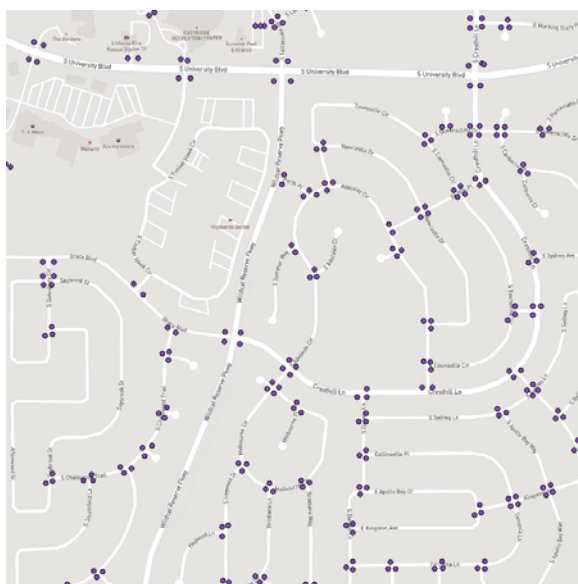
Built a custom basemap to use in its web viewers and field collection applications.

Used by the fire department to create pre-plan maps.

Example: used **building** **roofprints**.



Planimetric case study – Douglas County



Sidewalk ramp asset inventory.

Interns checked the points in the field and added information about the ramp.

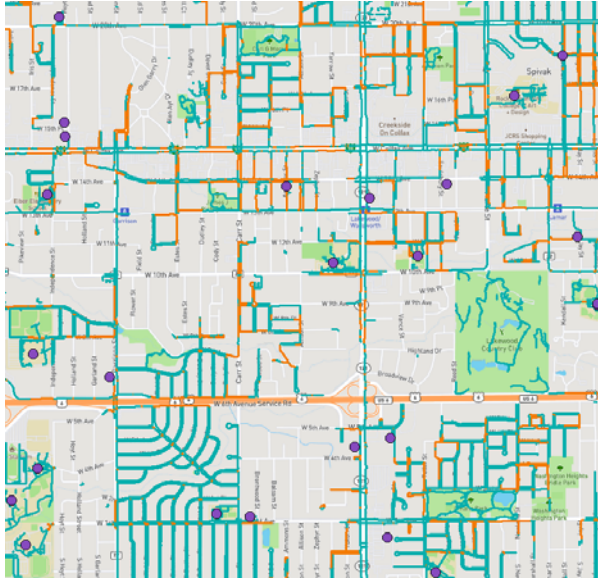
Since an accurate point already existed, no GPS point collection was needed.

Field time was cut in half.





Planimetric case study – Jefferson County



Mapping safe routes to 124 schools using planimetric sidewalk data.

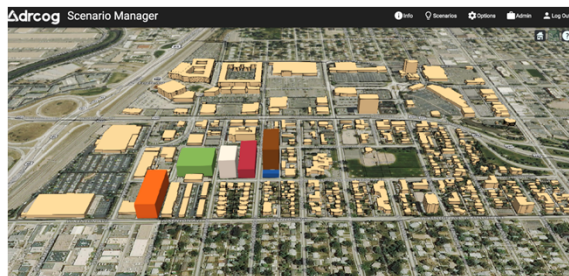


Planimetric case study – DRCOG and local governments

Visualizing development and zoning scenarios **in 3D**.

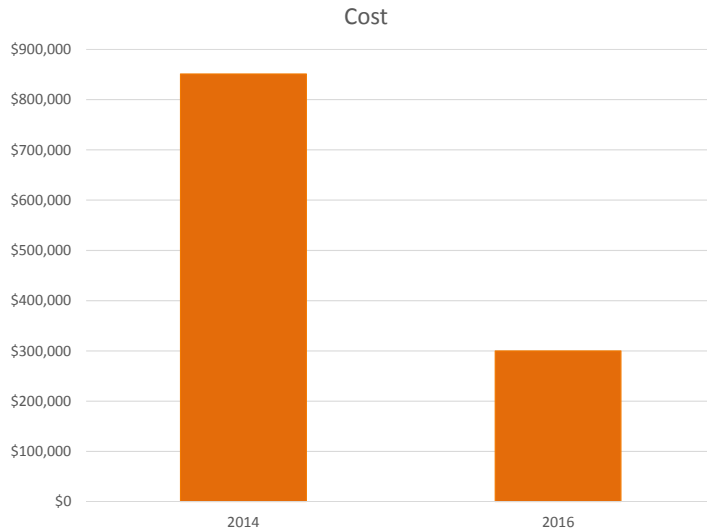
Supporting continual conversations about growth assumptions.

- local development scenarios
- informing regional planning assumptions





Project cost and cost management



Initial collection is expensive, but maintenance is reasonable as long as the project is **routine and contiguous in extent**.



What do our peers say?

"Benefits [of your program] are just fantastic" – Atlanta Regional Commission

"Don't I wish [we had a similar program]! – Baltimore Metropolitan Council

"I definitely see the value in having something similar to your [project]. I would very much be interested in developing something of the sort for CAMPO!" – Capital Area Metropolitan Planning Organization

"...most [of our projects] are one-off efforts that aren't structured under an umbrella like you have going on. (Which is really wise and fantastic, btw.)" – Delaware Valley Regional Planning Commission

"Your regional planimetrics project sounds like a great example of a region working together." – Ohio-Kentucky-Indiana Regional Council of Governments

The scope, extent, quality and routine nature of DRCOG's program make it unique.





How can you be involved going forward?

Participate in the regional planimetric project 2018 by:

- Joining us for a project planning meeting.
 - June 28, 10-noon
 - Aspen conference room
- Supporting the project as a partner.
 - Your staff received initial quotes in April.
 - Payment can be made in 2018, 2019 or early 2020.



Email me at asummers@drcog.org

QUESTIONS?

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 #
June 27, 2018	Informational Briefing	11

SUBJECT

2020-2023 TIP Policy document update.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

In August 2015, the DRCOG Board of Directors initiated the formation of a work group to begin discussions on the development of the 2020-2023 TIP Policy. The work group is comprised of DRCOG staff and several members of the Transportation Advisory Committee (TAC). Since 2015, the work group has developed two white papers regarding alternative TIP processes and the Board of Directors has provided direction to develop a TIP Policy incorporating a Dual Model process.

The new Dual Model TIP process for the 2020-2023 TIP cycle will include a call for projects for a regional share of available funding and separate calls for projects for the subregional share of available funding. Each Subregional Forum will be responsible for coordinating the project/program prioritization process and will make funding recommendations to the DRCOG Board for its consideration.

Staff will brief the Board on the development progress to date of the 2020-2023 TIP Policy document. Staff anticipates bringing a draft document through the MPO committee process next month, with anticipated July DRCOG Board action.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff presentation
2. Draft 2020-2023 TIP Policy Document

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.



Presented by:
Todd Cottrell
Transportation Planning
& Operations

2020-2023 TIP Policy Update

DRCOG Board of Directors
June 27, 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”





Dual Model Project Selection– Overview

Previous TIP

A centralized
Call for Projects

Dual Model

A centralized
Call for **Regional** Projects

Plus
8 decentralized **Subregional**
Calls for Projects



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



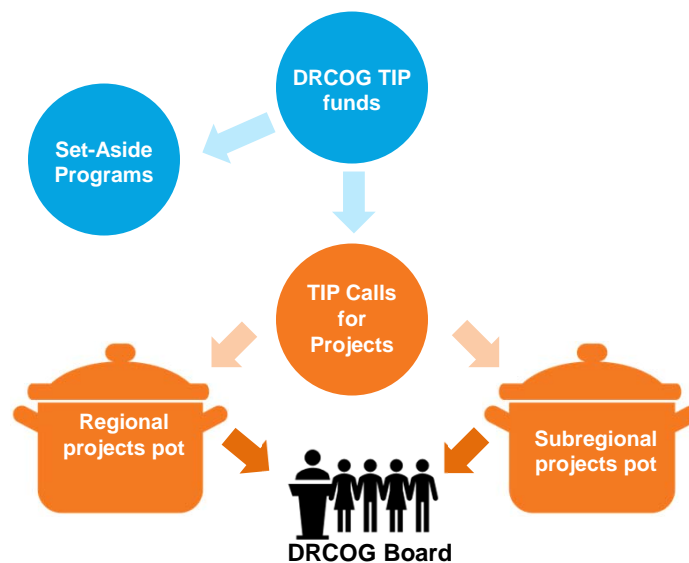


TIP Set-Asides \$49.4 million total over 4 years

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



Dual Model Concept Visualized



DRAFT TIP POLICY DOCUMENT OUTLINE



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



TIP Focus Areas

Recommended 2020-2023 TIP Focus Areas

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

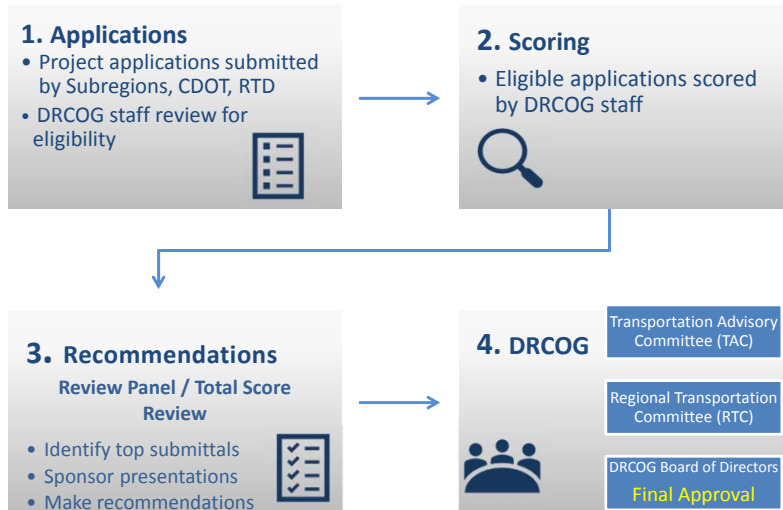
Board direction:

“...use as a guide for investment decisions, both quantitative and qualitative, and for both Regional and Subregional Share projects”





Regional Share Approval Process



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

August 2018-January 2019

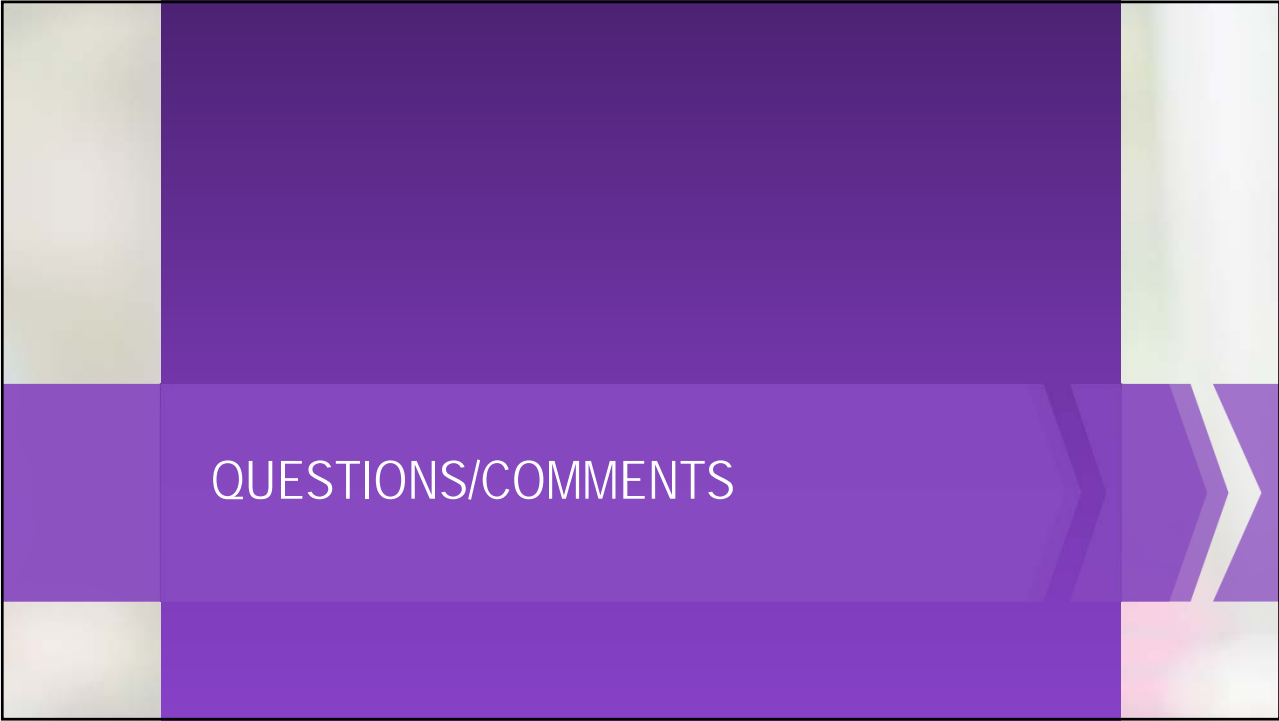
Subregional Call for Projects

February-June 2019

TIP Adoption

August 2019







2018

Policy on Transportation Improvement Program (TIP) Preparation

PROCEDURES FOR PREPARING THE 2020-2023 TIP

DRAFT VERSION

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

ATTACHMENT 1
DRAFT – June 19, 2018



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

TABLE OF CONTENTS

I. INTRODUCTION.....	1
A. Authority of the MPO	1
B. Geographic Area of the TIP.....	2
C. Time Period of the TIP	2
D. TIP Development Schedule.....	2
II. AGENCY ROLES AND REQUIREMENTS.....	4
A. Agency Roles.....	4
B. Requirements and Commitments for All TIP Projects	6
III. DRCOG INITIAL PROGRAMMING.....	9
A. Overview, Funding Assessment, and Initial Programming	9
IV. DRCOG CALLS FOR PROJECTS.....	12
A. Requirements for All DRCOG-Selected TIP Projects	12
B. REGIONAL SHARE CALL FOR PROJECTS.....	17
C. SUBREGIONAL SHARE CALL FOR PROJECTS	21
V. TIP DEVELOPMENT, ADOPTION, AND REVISIONS.....	26
A. TIP Development	26
B. Adoption	28
C. TIP Revisions	29
D. Changes in Federal Funding Allocations	31
APPENDIX A.....	33
RTD AND CDOT SELECTION PROCESSES.....	33
A. RTD Process	33
B. CDOT Processes	35
APPENDIX B.....	39
ELIGIBLE PROJECTS BY FUNDING SOURCE	39
APPENDIX C.....	41
ELIGIBLE ROADWAY CAPACITY PROJECTS.....	41
APPENDIX D.....	43
REGIONAL SHARE CRITERIA	43
Part 1: Base Information	43
Part 2: Evaluation Criteria, Questions, and Scoring.....	45
Part 3: Project Data – Calculations and Estimates (not scored)	49

LIST OF FIGURES

Figure 1. Geographic Area of Transportation Improvement Program..... 3

LIST OF TABLES

Table X. Transportation Improvement Program Development Schedule..... 2

Table XX: 2020-2023 TIP Set-Aside Programs10

Table XX: Project Categories Eligible for Regional Share Funding 18

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 law, the TIP must be fiscally constrained to funds expected to be available. All projects selected to receive federal 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 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.

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 funding, and reviews CDOT- and RTD-submitted projects for consistency with regional plans.

This column is in place for the draft version only to allow for comments, and will be removed after document approval.

B. GEOGRAPHIC AREA OF THE TIP

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

All document reference numbers will be added before approval and will be highlighted until such time.

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

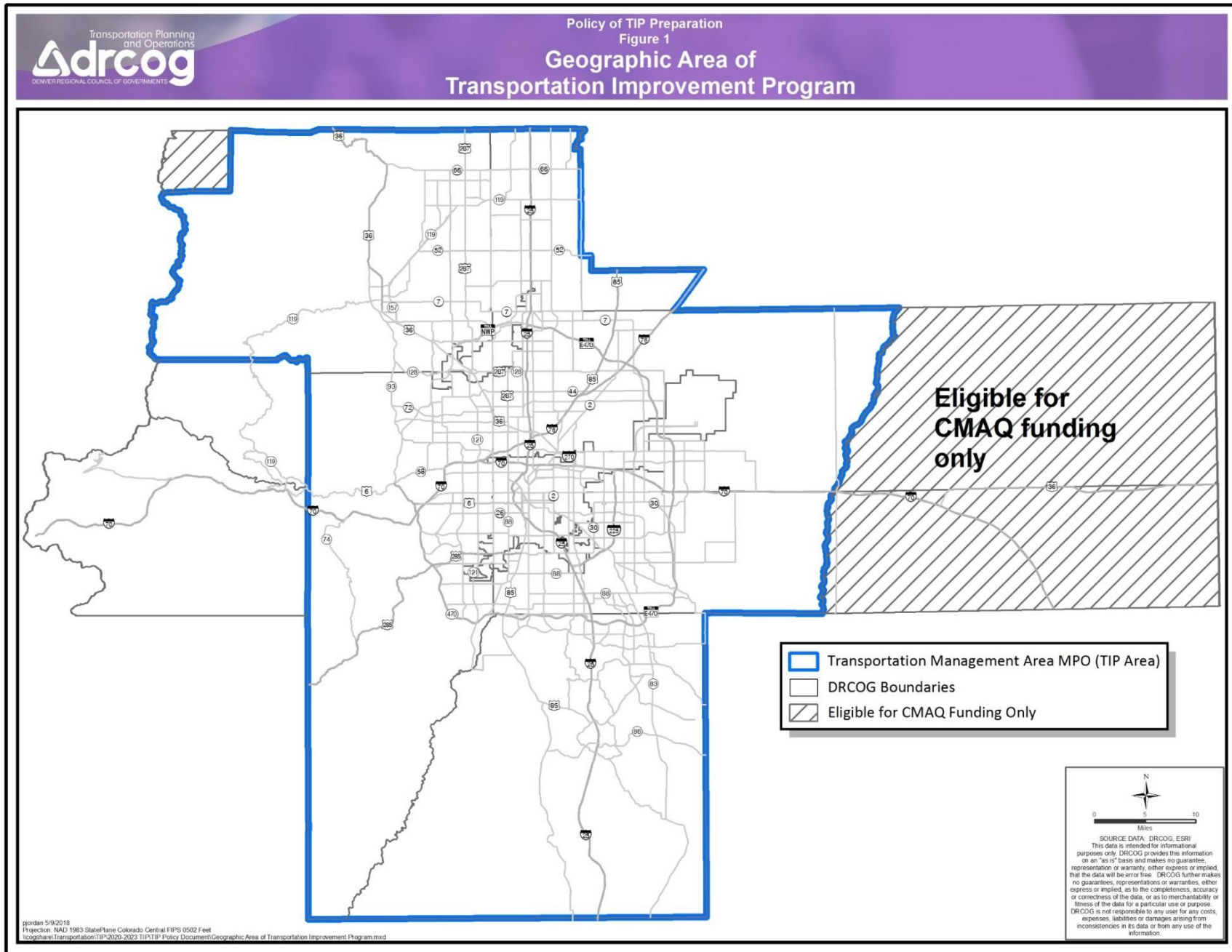
Table X shows the process and tentative schedule for developing the 2020-2023 TIP. A more detailed schedule, along with DRCOG funding request application forms and instructions, will be distributed with the solicitation for funding requests and posted on the DRCOG website.

Table X. Transportation Improvement Program Development Schedule

TIP Process Element	Ending 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

The schedule will be updated accordingly.

ATTACHMENT 1
DRAFT – June 12, 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 primary 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 X** 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 Highway Administration (FHWA) funds from the following three programs. Please see **Appendix X** for examples of projects by funding source.

- Surface Transportation Block Grant Program (STBG)
- Transportation Alternatives Program (TA)
- Congestion Mitigation/Air Quality (CMAQ)

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)
- Bonds/Loans
- Bridge (on-system, off-system, discretionary)
- Congestion Relief Program (regional CDOT priorities to reduce congestion on the state highway system)
- FASTER (Funding Advancements for Surface Transportation and Economic Recovery Act of 2009) Projects: Bridge, Safety, and Transit (state revenues for eligible projects)
- Freight
- FTA Section 5310 (transit capital for elderly & disabled services)
- FTA Section 5311 (transit operating and capital)
- FTA Section 5339 (transit capital improvements)

With the passage of the FAST Act, “STP-Metro” has changed to “STBG”.

ATTACHMENT 1
DRAFT – June 12, 2018

- Intelligent Transportation Systems
- Permanent Water Quality
- RAMP (Responsible Acceleration of Maintenance and Partnerships)
- RPP (Regional Priorities Program) (strategic regional priorities)
- Safe Routes to School
- Safety Projects
- Surface Treatment (repaving projects)
- SB18-001
- SB09-228
- SB17-267
- 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 X](#). 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 X](#).

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 3 and Appendix 4) of the 2040 MVRTP (April 2018) as eligible for regional funding. 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 (Figures 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.

This section highlights requirements for all projects in the TIP, regardless of selection agency or sponsor.

Staff will provide hyperlinks to these before the final document is produced.

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 MVRTP.

5. Eligibility Requirements of Transportation Technology Projects

All transportation technology projects funded with federal highway trust funds 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 (<http://www3.drcog.org/documents/its/architecture/index.htm>) being implemented. Early coordination with DRCOG staff regarding the architecture is recommended.

This is new text per federal requirements.

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 MVRTP 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 X**).

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 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 (FONSIs), 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. In addition to major tenets of the regional criteria, each county subregion can add criteria specific to their subregional communities. Additional details are provided in [Section X](#).

Dual Model overview provided here as an introduction. Details are provided in the next section.

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 X](#)).

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.

The Regional Share Call for Projects is conducted without the applicant defining a specific funding type. After the Regional Share projects have been initially

ATTACHMENT 1
DRAFT – June 12, 2018

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.

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 XX, totaling \$49,400,000 in federal funds over the four years of the TIP.

Table XX: 2020-2023 TIP Set-Aside Programs

Set-Aside Programs		<u>4-Year Federal Funding Allocations</u> for the 2020-2023 TIP
		\$4,800,000
Community Mobility Planning and Implementation	<ul style="list-style-type: none">• \$2,000,000 for small area planning and/or transportation studies• \$2,800,000 for small infrastructure projects<ul style="list-style-type: none">• Calls for Projects are tentatively scheduled for the summer of 2019 and 2021.	
		\$13,400,000
TDM Services	<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<ul style="list-style-type: none">• Calls for Projects are tentatively scheduled for the summer of 2019 and 2021 for TDM non-infrastructure projects.	
		\$20,000,000
Regional Transportation Operations & Technology (traffic signals and ITS)	<ul style="list-style-type: none">• Calls for Projects are tentatively scheduled for X and X.	
		\$7,200,000
Air Quality Improvements	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	
		\$4,000,000
Human Service Transportation	<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.	

As approved by the Board in August 2017.

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 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 additional 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. The funding for this commitment comes from the previous TIP, and will not use any new sources of funding.
- A remaining \$25,000,000 federal funds goes towards the Central 70 project over fiscal years 2020-2023. For the 2016-2021 TIP, the DRCOG Board made a \$50 million 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 funding is allocated to the set-aside programs and Central 70 commitment, 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.

The SW and Central Corridors are the two remaining unfunded corridors.

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 funding types that DRCOG allocates (see **Appendix X**) and located in and/or provide benefits to the MPO geographical area (see **Figure X**). 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 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.

This section outlines the calls for projects and their requirements.

Regardless of which call or set-aside, these are requirements for all selected projects.

Applicants are strongly encouraged to reach out to CDOT and RTD before project development takes place.

TMO/A’s are not eligible to contract for infrastructure projects. DRCOG will provide a list of eligible applicants to each subregion before the regional call.

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 MVRTP. 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.

As approved by the Board in September 2017.

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 funding request submitted for consideration. Additionally, sponsors must request **a minimum of \$100,000 in federal 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 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 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

The submitted scope (with minor revisions/wordsmithing) becomes the TIP scope and must be, at a minimum, completed as part of the project.

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.

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. Both trainings will cover each of 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.

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 two mandatory trainings will be considered as “eligible” submittals.

Training is required to submit under either Call for Projects.

10. DRCOG-Selected Project Phase Initiation Delays

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

Language has been changed from “DRCOG-funded” to “DRCOG-selected” to account for possible DRCOG/CDOT funding swaps in the future.

ATTACHMENT 1
DRAFT – June 12, 2018

- 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.

New policy based on previous discussion.

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.

Per Board action in January 2018.

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 federal funding may exceed \$20,000,000**. In addition, the Regional Share request made for DRCOG funding **may not exceed 50% of the total project cost submitted**.

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.

ATTACHMENT 1
DRAFT – June 12, 2018

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

Table XX: Project Categories Eligible for Regional Share Funding (stand-alone reconstruction projects are <u>not</u> eligible)	
2040 MVRTP Eligible Networks <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 (rail and BRT/busway guideway corridors)	Figure XX-1 (need hyperlink)
Bicycle Facility Projects	Projects 1) from an adopted local plan or, 2) on a regional corridor or key multi-use trail identified on Figure XX-2 (need hyperlink)
Freeways and Major Regional Arterials (MRAs) on the Regional Roadway System (stand-alone tollways are <u>not</u> eligible: E-470, NW Parkway, Jefferson Parkway)	Figure XX-3 and Figure XX-4 (need hyperlinks) <i>Figure XX-3: 1) Capacity projects identified in blue, and 2) Operational projects that benefit freeway mainlines identifies in red.</i> <i>Figure XX-4: 1) Capacity projects identified in blue, and 2) Operational projects that benefit MRAs identifies in gold</i>
Regional Managed Lanes System	Figure XX-5 (need hyperlink)
Rail Freight System (new railroad grade separations at existing grade crossings that improve operations on the designated Regional Roadway System)	Figure XX-6 (need hyperlink)
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 X.

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 subregional forums, CDOT, and RTD. 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 XX

County	Average 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 funding request submitted for consideration through their subregion. Additionally, sponsors must request **a minimum of \$100,000 in federal funds** for any request submitted to be a candidate for DRCOG selection.

Each subregion may increase the local match and the federal 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.

The allocation by county is based on the latest available data.

Each subregion can increase if they wish.

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 and stakeholder to participate if they wish.

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 DRCOG-allocated funding types (see [Appendix X](#) for details). Projects submitted for the Regional Share that were not recommended for funding meeting federal eligibility under the three 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 an 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 X**.

OR

Option 2: Subregions must use the Regional Share criteria for the subregional process as contained within **Appendix X**, 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.

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 XX

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.

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.

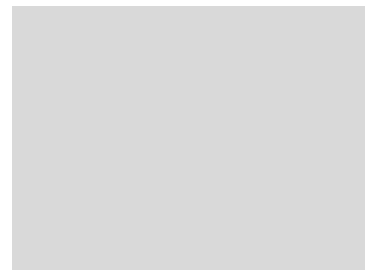
Once project recommendations are made by each subregion, each set of forum recommendations will be forwarded to DRCOG staff and compiled together for TAC, RTC, and Board (the MPO planning process) recommendation to incorporate the draft Subregional Share projects into the draft TIP. Each forum will have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

ATTACHMENT 1
DRAFT – June 12, 2018

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 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 Transportation Advisory Committee and Regional Transportation Committee 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.

ATTACHMENT 1
DRAFT – June 12, 2018

Due to the CDOT schedule of adopting their STIP, 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.

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 (see **Section X**) 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 State Transportation Improvement Program (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.

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 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 X**, 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), if the request 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 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, 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 XX. 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

ATTACHMENT 1
DRAFT – June 12, 2018

- 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 outlines both the CDOT and RTD 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?
- 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 PROCESSES

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 Driveability 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 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 (PWQ)—CDOT's Permanent Water Quality 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

ATTACHMENT 1
DRAFT – June 12, 2018

of the MS4 permit CDOT must implement the New Development and Redevelopment (NDRD) program that requires CDOT install PWQ Best Management Practices (BMPs) to treat CDOT's MS4 area. The PWQ program is funded by reductions in Surface Treatment, which contributes 75% of the funding and the Regional Priorities Program, which contributes 25%.

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)—This is a federal-aid program administered by CDOT to enable and encourage 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. On an annual basis, \$2 million is awarded to infrastructure projects that are within 2 miles of a school and \$0.5 million is awarded for non-infrastructure projects.

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 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
- 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 Program (TAP)

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>

APPENDIX C

Eligible Roadway 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	High Capacity Transit		\$57,000
Denver	Colfax Ave.	US-40	7th St. (Osage) to Potomac St.	High Cap. 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

ATTACHMENT 1
DRAFT – June 12, 2018

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

ATTACHMENT 1
DRAFT – June 12, 2018

- ☐ 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.

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.*

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: _____

ATTACHMENT 1
DRAFT – June 12, 2018

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)

- Current ridership weekday boardings: _____
- 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
=====
- Estimated additional daily transit boardings (when completed): ____ (provide support documentation, e.g. from RTD)
- number of the additional transit boardings previously using a different transit route: ____ (e.g., use 25% or other value if justified)
- 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);
- $x \times 9 \text{ miles} =$ ____ **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)
- $x \times 0.95 \text{ lbs.} =$ ____ **pounds GHG emissions reduced; 2040 weekday estimate:** ____
- 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)

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

ATTACHMENT 1
DRAFT – June 12, 2018

- 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) $x \text{ 2 miles} =$ ____ **VMT reduced per day; 2040 weekday estimate:** ____ (Values other than 2 miles must be justified by sponsor)
- i) $x \text{ 0.95 lbs.} =$ ____ **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) $x \text{ 0.4 miles} =$ ____ **VMT reduced per day; 2040 weekday estimate:** ____ (Values other than 0.4 miles must be justified by sponsor)
- i) $x \text{ 0.95 lbs.} =$ ____ **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: ____

ATTACHMENT 1
DRAFT – June 12, 2018

- 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: ____

ATTACHMENT 1
DRAFT – June 12, 2018

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) _____

ATTACHE

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 #
June 27, 2018	Informational Item	13

SUBJECT

DRCOG Scorecard report for one strategic objective and one associated performance measure.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is provided for information only.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG's Balanced Scorecard work began in April 2014 and led to the design of a DRCOG scorecard and five division scorecards. Periodically, we will be reporting an informational item to the Board on select objectives and measures that we're focused on internally.

This report focuses on the Promote Informed Decisions objective and the Regional Data Catalog Downloads measure. This measure indicates how often a data set is requested by a user from DRCOG's open data repository. Users include member governments, regional partners, and the public. This measure has been tracked since 2015 Q4 and we've seen an increase over time. The largest increase occurred between 2017 Q4 and 2018 Q1. During this time, a new version of the Regional Data Catalog launched. We believe the increase in downloads is due to a combination of factors, including a more intuitive user-experience, newly added content, and increased marketing about the site.

PREVIOUS DISCUSSIONS/ACTIONS

Since 2015, reports from the Executive Office scorecard have been provided periodically to Board Directors as an informational item. The periodic reports are a way of keeping Directors updated on DRCOG's progress with our strategy work.

PROPOSED MOTION

N/A

ATTACHMENT

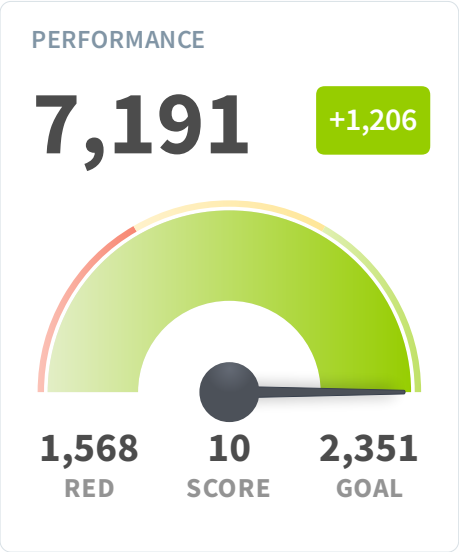
Attachment: Scorecard report on Promote Informed Decisions and Regional Data Catalog Downloads

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcoq.org or Jerry Stigall, Director, Organizational Development, at 303-480-6780 or jstigall@drcoq.org.

Regional Data Catalog downloads

Quarter 1, 2018



Description
This measure reports the number of data downloads from the Regional Data Catalog.

Details

Type	Weight	Scoring Type	Calendar
Measure	33.33%	Goal/Red Flag	Quarterly
Data Type	Aggregation Type		
Standard	Last Value		

Series

Actual Value	Red Flag	Goal
Update Type: Manual	Update Type: Manual Value: 1,568	Update Type: Manual Value: 2,351

Owners Ashley Summers

Updaters

Jerry Stigall (+Thresholds)

HISTORICAL PERFORMANCE



PERIOD	SCORE	ACTUAL	RED FLAG	GOAL
Q3 2015			1,568	2,351
Q4 2015	5.29	2,027	1,568	2,351
Q1 2016	5.06	1,974	1,568	2,351
Q2 2016	7.28	2,494	1,568	2,351
Q3 2016	4.65	1,877	1,568	2,351
Q4 2016	10	5,019	1,568	2,351
Q1 2017	10	5,068	1,568	2,351
Q2 2017	10	4,972	1,568	2,351
Q3 2017	10	5,610	1,568	2,351
Q4 2017	10	5,985	1,568	2,351
Q1 2018	10	7,191	1,568	2,351

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 #
June 27, 2018	Informational Item	14

SUBJECT

June 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 June 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 (June 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: **June 2018 Administrative Modifications to the 2018-2021 Transportation Improvement Program**

Date: June 27, 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

- **2007-079: Region 1 Bridge Off-System Pool**
 - Add pool projects and funding
- **2008-076: Region 1 FASTER Pool**
 - Add/delete pool projects and funding
- **2008-105: Region 1 FASTER Transit Pool**
 - Add pool project and funding
- **2012-107: Enhanced Mobility for Elderly and Disabled (FTA 5310)**
 - Add pool projects and funding
- **2012-121: Region 4 Non-Regionally Significant RPP Pool**
 - Shift year of funding
- **2018-004: Transit Capital Program (FTA 5339)**
 - Add pool project and funding

The following three modifications are necessary to move Congestion Mitigation/Air Quality (CMAQ) funding out of the Transportation Demand Management (TDM) and Station Area Master Plan/Urban Center Studies (STAMP) Set-Aside programs and replace it with STP-Metro. CMAQ funds will be moved into the US-85 capacity project

ATTACHMENT 1

to be used on the bicycle/pedestrian elements only. In addition, newly selected TDM projects are being added the Board approved on May 16.

- **1999-097: Regional Transportation Demand Management Program Pool**
- **2007-089: Station Area Master Plan/Urban Center Studies Pool**
- **2016-042: US-85: Highlands Ranch Pkwy to County Line Rd Capacity Improvements**

2007-079: Add two pool projects and associated funding**Existing**Title: **Region 1 Bridge Off-System Pool**Project Type: **Bridge**TIP-ID: **2007-079**STIP-ID: **SR17001**

Open to Public:

Sponsor: **CDOT Region 1****Project Scope**

The Bridge Off-System Pool funds off-system bridge projects throughout 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)
Dartmouth Ave	@ S Platte River	\$1,565	Rio Grande St	@ Slaughterhouse Gulch	\$406			
88th Ave	@ Wolf Creek	\$100	Hudson Rd	@ Coyote Run	\$486			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (BRO)		\$0	\$0	\$0	\$0			
State		\$2,557	\$0	\$0	\$0			
Local		\$639	\$0	\$0	\$0			
Total	\$559	\$3,196	\$0	\$0	\$0	\$0	\$3,755	

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)
Dartmouth Ave	@ S Platte River	\$1,565	Rio Grande St	@ Slaughterhouse Gulch	\$406	112th Ave	@ Fulton Ditch	\$500
88th Ave	@ Wolf Creek	\$100	Hudson Rd	@ Coyote Run	\$486	Potomac St	@ O'Brien Canal (partial replacement)	\$780
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (BRO)		\$0	\$0	\$0	\$0			
State		\$2,557	\$1,260	\$0	\$0			
Local		\$639	\$1,140	\$0	\$0			
Total	\$559	\$3,196	\$2,400	\$0	\$0	\$0	\$6,155	

2008-076: Add and revise pool projects 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	FASTER Safety Design		\$4,000	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000
SH-95 Intersection Improvements	64th Ave	\$851	SH-2 Traffic Signal Upgrades		\$440	US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500
SH-121/72nd Ave	Right turn accel lanes	\$961	I-70-A Pecos	Roundabout Improvements	\$700	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Wadsworth	Right Turn Lane Extensions	\$1,621	VMS for I-25 south of Denver	VMS Installation	\$500
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	US-85	I-76 to 168th	\$1,443	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000
Cable Median Barrier	104th to 168th Ave	\$2,000	I-70 between MP 252 & 255	Median Barrier	\$2,000	Aurora Signal Package	I-70 at Tower	\$100
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH-287 @ Midway	Traffic Signal Replacement	\$500	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St	Traffic Signal Replacements	\$1,000	Ramp Metering	I-76	\$1,500

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	\$800
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	

2008-105: Add one new pool project using unallocated pool funds**Existing**Title: **Region 1 FASTER Transit Pool**Project Type: **Transit Operational Improvements**TIP-ID: **2008-105**STIP-ID: **SR17004**

Open to Public:

Sponsor: **CDOT Region 1****Project Scope**

Pool contains transit-related projects based on the new FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 1 (DRCOG TIP-area only).

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)
RTD	East Colfax/15L Transit Enhancements Project	\$770	RTD	Thornton PnR Passenger Amenities (FY17)	\$308	RTD	Downtown Track and Switches (FY18)	\$1,150
RTD	First and Last Mile Study (FY17)	\$200	RTD	US-36 and Sheridan PnR (FY18)	\$1,500			
RTD	Mineral PnR Bridge Rehab (FY17)	\$57	RTD	Rider Alert System (FY18)	\$350			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$3,000	\$3,000	\$3,000	\$3,000		
Local		\$0	\$0	\$0	\$0		
Total	\$1,335	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$13,335

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)
RTD	East Colfax/15L Transit Enhancements Project	\$770	RTD	Thornton PnR Passenger Amenities (FY17)	\$308	RTD	Downtown Track and Switches (FY18)	\$1,150
RTD	First and Last Mile Study (FY17)	\$200	RTD	US-36 and Sheridan PnR (FY18)	\$1,500	RTD	Bus Replacements (FY19)	\$3,000
RTD	Mineral PnR Bridge Rehab (FY17)	\$57	RTD	Rider Alert System (FY18)	\$350			

2012-107: Add three new pool projects using unallocated pool funds**Existing**Title: **Enhanced Mobility for Elderly and Disabled (FTA 5310)**Project Type: **Transit Operational Improvements**TIP-ID: **2012-107**

STIP-ID:

Open to Public:

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

Funds will be used for Mobility Management and activities such as purchase of vans and operating assistance for door-to-door service for the elderly and disabled.

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 (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	\$82	SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	\$124	SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	\$153
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (5310)		\$4,013	\$4,093	\$4,175	\$4,259			
State		\$0	\$0	\$0	\$0			
Local		\$1,003	\$1,023	\$1,044	\$1,065			
Total	\$6,433	\$5,016	\$5,116	\$5,219	\$5,324	\$0	\$27,108	

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 (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	\$82	SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	\$153	Easter Seals	Minivan replacement (FY19 Large Urban)	\$38
SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	\$124	Via Mobility Services	Bus replacement (FY19 Small Urban)	\$105	Seniors Resource Center	Bus Replacement (FY19 Large Urban)	\$408

2012-121: Shift SH-119: Bike/Ped Study funding in FY 2021 to FY 2018**Existing**Title: **Region 4 Non-Regionally Significant RPP Pool**Project Type: **Roadway Operational Improvements**TIP-ID: **2012-121**

STIP-ID:

Open to Public:

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

Pool contains projects selected under the Non-Regionally Significant Regional Priority Program in CDOT Region 4 (DRCOG-TIP area only).

Affected County(ies)

Boulder

Weld



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-66: WCR 7 Intersection Imp		\$1,000	SH-7: Adaptive Signals - SH-287 to 28th St		\$1,474	SH-119: Bike/Ped Study	Boulder to Longmont	\$250
SH-66: Lyons to I-25 Access and PEL		\$2,187	Cherryvale Rd to N. 75th St		\$550			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$2,447	\$850	\$1,887	\$250			
Local		\$0	\$0	\$0	\$0			
Total	\$3,900	\$2,447	\$850	\$1,887	\$250	\$0	\$9,334	

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$2,697	\$850	\$1,887	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$3,900	\$2,697	\$850	\$1,887	\$0	\$0	\$9,334	

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**

Expend 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						
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (5339)		\$120	\$0	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$30	\$0	\$0	\$0			
Total	\$0	\$150	\$0	\$0	\$0	\$0	\$150	

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			
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	

1999-097: Add recently approved TDM projects. Swap out CMAQ funding for STP-Metro to be used for the added TDM pool projects, along with future TDM calls (and move to FY 2019). Funding for the TMA regional partnerships will remain CMAQ funded

Existing

Title: **Regional Transportation Demand Management (TDM) Program Pool** Project Type: **Congestion Management**

TIP-ID: **1999-097**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

Project Scope

The Regional TDM Program funds projects that promote alternatives to SOV travel, with the intent to reduce mobile source emissions.

This pool includes funds for seven TMA regional partnerships and other TDM projects selected through a call for projects.

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)
RTD	Bike-n-Ride Storage Facilities: Aurora and East Lines	\$300	RTD	Bike-n-Ride Shelters: Broomfield/Sheridan Stations (FY16-17)	\$250			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (CMAQ)		\$3,759	\$0	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$916	\$0	\$0	\$0			
Total	\$4,318	\$4,675	\$0	\$0	\$0	\$0	\$8,993	

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)
RTD	Bike-n-Ride Storage Facilities: Aurora and East Lines	\$300	Transportation Solutions	Networked Mobility Hubs Marketing Initiative (FY19)	\$245	Smart Commute Metro North	Adams County Regional Bike Share Promotion Program (FY19)	\$236
RTD	Bike-n-Ride Shelters: Broomfield/Sheridan Stations (FY16-17)	\$250	Lakewood	West Corridor TMA Start Up (FY19)	\$252	Boulder Transportation Connections	Boulder Parking Cash Out Program (FY19)	\$197
Englewood	Oxford Ave First and Last Mile Connections (FY19)	\$87	Bike Denver	Neighborhood Navigator Program (FY19)	\$242	Bicycle Colorado	It's As Easy As ABC (FY19)	\$83
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (CMAQ)		\$1,573	\$0	\$0	\$0			
Federal (STP-M)		\$0	\$2,186	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$393	\$454	\$0	\$0			
Total	\$4,318	\$1,966	\$2,640	\$0	\$0	\$0	\$8,924	

2007-089: Swap out CMAQ funding for STP-Metro to be used for the upcoming Call for Projects and move to FY 2019

Existing

Title: **Station Area Master Plan/Urban Center Studies Pool**

Project Type: **Station Area/Urban Center Studies**

TIP-ID: **2007-089**

STIP-ID: **N/A**

Open to Public:

Sponsor: **DRCOG**

Project Scope

Pool funds for future station area master plans and/or urban center planning studies.

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)
Longmont	Main Street Corridor Plan (FY17)	\$200	Denver	North Capitol Hill/Collfax Urban Center Study (FY17)	\$50	Boulder County	SH-7 Arterial BRT Station Design, Connectivity, and ROW Needs (FY17)	\$160
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (CMAQ)		\$1,210	\$600	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$303	\$150	\$0	\$0			
Total	\$937	\$1,513	\$750	\$0	\$0	\$0	\$3,200	

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$410	\$0	\$0	\$0		
Federal (STP-M)		\$0	\$1,400	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$103	\$350	\$0	\$0		
Total	\$937	\$513	\$1,750	\$0	\$0	\$0	\$3,200

2016-042: Swap out STP-Metro funding for CMAQ to be used for bicycle/pedestrian elements only

Existing

Title: **US 85: Highlands Ranch Pkwy to County Line Rd Capacity Improvements**

Project Type: **Roadway Capacity**

TIP-ID: **2016-042**

STIP-ID:

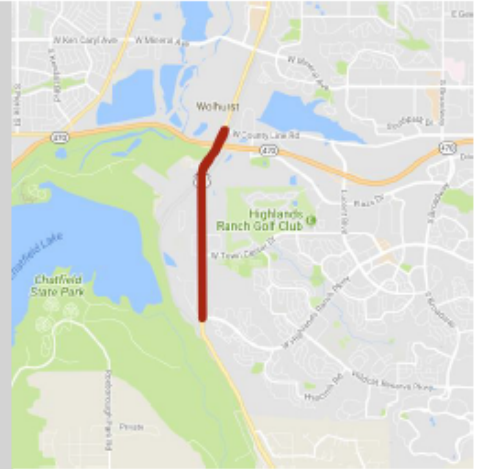
Open to Public: **2020**

Sponsor: **Douglas County**

Project Scope

This project will improve traffic operations and widen Santa Fe Dr (US-85) from 4 to 6 thru lanes from Highlands Ranch Pkwy to approximately 1,200 ft north of the intersection with County Line Rd. Features include:

- 1) Intersection improvements, including adding or improving left turn lanes, auxiliary lanes, and traffic signals, where warranted,
- 2) Partially reconstructing and/or repaving existing lanes, adding shoulders, and access consolidation where feasible,
- 3) Replace and widen the existing US-85 bridge over C-470, including adding a off-street bike/ped trail over C-470,
- 4) New and improved signal interconnection and ITS infrastructure,
- 5) A bike/ped multi-use trail, bike amenities, including bike counters,
- 6) Grade separating the C-470 trail and High Line Canal trail under US-85, and
- 7) Transit stop enhancements including bus pads, shelters, benches, sidewalk connections, and partially landscaped raised medians.



Affected Municipality(ies)		Affected County(ies)		Project Phases			
Unincorporated		Douglas		Year	Phase		
				2019	Initiate Construction		
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STP-M)		\$0	\$26,273	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
Local		\$1,250	\$24,477	\$0	\$0		
Total	\$5,000	\$3,250	\$51,750	\$0	\$0	\$0	\$60,000

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$3,586	\$0	\$0		
Federal (STP-M)		\$0	\$22,687	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
Local		\$1,250	\$24,477	\$0	\$0		
Total	\$5,000	\$3,250	\$51,750	\$0	\$0	\$0	\$60,000

ATTACH G

Join Us for Bike to Work Day in Parker

By ANDY ANDERSON | YourHub

May 31, 2018

Ditch your car and grab your bike for Bike to Work Day on Wednesday, June 27! The Town of Parker and Rocky Vista University invite you to join the Way to Go team, a program of the Denver Regional Council of Governments (DRCOG), and 25,000 commuters who participate in this great annual event, which promotes awareness of the benefits of biking!

Fuel up at the Town of Parker Breakfast Station, located at the Cherry Creek Trail under the E-470 overpass from 6 to 8:30 a.m. Rocky Vista University (RVU) is once again joining us as a presenting sponsor of the station and Kneaders Bakery & Cafe will provide breakfast and coffee for our riders! In addition to a delicious breakfast, there will be fruit and nutrition bars, compliments of Natural Grocers. Bike technicians from Treads will also be on hand, and our Booth Sponsor, Fit 36, will also be onsite. The first 250 riders who stop at our station will also receive a Town of Parker Bike to Work Day T-shirt!

Visit www.ParkerOnline.org/BiketoWorkDay for a map to our Breakfast Station. Riders are also encouraged to find more event information, Denver Metro Bike Station maps and to register for Bike to Work Day at the official website, www.BiketoWorkDay.us. Not only will registered riders be counted, they will also be entered in a drawing for fantastic prizes!

Meadows Parkway Work Starts Tuesday.

Here's What To Know

By AREA-INFO.net
May 29, 2018

Let's begin with the end in mind. Once completed, construction on Meadows Parkway will lead to a safer, smoother road.

Starting Tuesday May 29, crews will begin removing and replacing the 30-year-old concrete with asphalt along Meadows Parkway between U.S. Highway 85 and Prairie Hawk Drive. Work is expected to be completed before school starts in August.

The Town knows doing this work will mean inconvenience to drivers. For the safety of the traveling public and our workers, here are a few reminders as work gets underway:

- **Merge late, then alternate:** During construction, portions of the construction zone will be down to one lane in each direction. If you're in the lane that's ending, merge where it ends, not before. If you're in the through lane, let in every-other-car. It's important to use all available lane space. This will ensure an orderly progression and keep traffic moving. These lane closures will be in place for most of the project, including overnight.
- **Discover an alternate route:** Consider taking North Meadows Drive, Coachline Road or Prairie Hawk Drive. View a map at CRgov.com/MeadowsParkway. (Please note there will be some night work on Prairie Hawk Drive on May 29 and 30. This work is not expected to impact traffic during daytime hours, including at the intersection of Prairie Hawk and Meadows Parkway.)
- **Give yourself extra time:** Construction will add time to your commute. Slower speeds in work zones are for everyone's safety. Thank you for your patience!
- **Remember to shop local!:** Construction can often impact our local businesses. The Town intends to maintain business access at all times, so please remember your local businesses are open during construction.
- **Stay in touch:** Sign up for email updates at CRgov.com/MeadowsParkway. Have a question or concern? Call the project information line at 720-724-2022.

This project is our tax dollars at work. The project is budgeted for \$2.5 million. Of that, \$1.3 million is coming from a Federal Grant administered through the Denver Regional Council of Governments. The rest is coming from the Town's Transportation Fund, which includes revenues from sales tax, motor vehicle tax and building use tax.

City of Aurora hosting Bike to Work Day Prep Day June 1

By JULIE PATTERSON | YourHub

May 23, 2018

Bike to Work Day is coming up June 27, and the city of Aurora is hosting a Bike to Work Prep Day in early June to show residents how to make Bike to Work Day work for you.

Presented by Way to Go — a program of the Denver Regional Council of Governments — Bike to Work Day gives everyone a reason to try cycling as a form of commuting, which positively impacts regional air quality, health and traffic congestion.

In the region, more than a third of Bike to Work Day riders are first-time participants. Combining your ride with public transit or parking your car closer to work and taking bike share the rest of the way might make participation easier for first timers.

The city's Bike to Work Prep Day will take place during the Aurora Food Truck Rodeo and Summer in the City children's event from 11 a.m. to 2 p.m. June 1 at the Aurora Municipal Center Great Lawn, 15151 E. Alameda Parkway.

Activities will include demonstrations on RTD bus bike loading, bike maintenance tips and bike readiness checklists, giveaways and bike share information from ofo, bicycle program information from Northeast Transportation Connections, riding resources from the Denver Regional Council of Governments, buy one/get one pint cards from Peak to Peak Tap & Brew and more. Register at the event for Bike to Work Day to be entered into a drawing for prizes.

To find out more about Bike to Work Day or register now, visit BiketoWorkDay.us.

State of the City Address offers update on Lone Tree

Traffic, volunteers, growth addressed at annual event

By TABATHA STEWART | Lone Tree Voice

May 22, 2018

More than 300 people attended the annual State of the City Address at the Lone Tree Arts Center on May 17, where Mayor Jackie Millet addressed issues of growth, transportation and upcoming projects in the city.

Attendees were treated to a video of Millet and city councilmembers taking a ride on the city's award-winning Link shuttle, narrating various highlights of the city. Lone Tree recently received the Metro Vision Award from the Denver Regional Council of Governments for the innovative free shuttle service that links riders from the Lincoln light rail station to major campuses within Lone Tree.

Michelle McKinney, chair of the South Metro Denver Chamber of Commerce, praised Millet, city councilmembers and city employees for their approach to managing the city.

"We value our relationship with Lone Tree," said McKinney. "Mayor Millet is smart, she's very smart. Did you know she's a civil engineer? She is strategic and thoughtful in how she plans her community. Lone Tree knows that as you grow, you have to be able to move people around."

Millet and council members bid farewell to Mayor Pro Tem Susan Squyer, who terms out this year. Michael Anderson was welcomed as the newest city councilmember. He recently won the bid to replace Squyer.

Millet informed the crowd that Lone Tree was voted the seventh best place to live in the United States last year by Money magazine, and the number one best place to live in Colorado. Millet peppered the crowd with Broncos trivia throughout her speech.

In 2017, the city received almost \$59 million in revenue, and more than \$1 million in ticket sales for the Lone Tree Arts Center. Fiscal responsibility, according to Millet, is part of the "secret sauce" that makes Lone Tree successful.

"We are fiscally sound. The difference comes from our pay-as-you-go philosophy," said Millet. Millet spoke of the city's "social capital," saying the people of Lone Tree are just as important as a balanced budget, and meeting their needs enables the city to continue to thrive. The police department was recognized for their community outreach efforts, as were volunteers, outstanding Lone Tree residents, South Suburban Parks and Recreation, South Metro Fire and Douglas County Libraries.

County officials update public on Quiet Zone project

By VICKY DORVEE | Left Hand Valley Courier

May 16, 2018

Boulder County Transportation Department held an informational meeting May 14 at Niwot High School to update the public on the status of the Quiet Zone project along Highway 119 between Boulder and Longmont. Quiet zones are a system of warning signs and physical barriers (raised medians, quad gates, and channelizing devices) that fulfill the safety requirements of the Federal Railroad Administration (FRA) and eliminate the need for train engineers to sound horns as they approach each crossing.

To an audience of approximately 40 local residents, Matt Wempe, a planner with Boulder County Transportation, explained the implementation phases which will affect six railroad track crossings along the corridor between Independence Road near Boulder and Second Avenue in Niwot. Based on a series of assumptions, projections are that the earliest construction will be completed is late summer 2019.

The project is funded by a grant received from the Denver Regional Council of Governments (\$1.4 million) and an additional \$300,000 from Boulder County Transportation. This budget will cover all six crossing provided the design of each crossing is approved and there are no changes to the scope of the project.

Now in the design and approval stages, the most questionable design consents are the crossings at Monarch Road and at Niwot Road, because neither has the required minimum distance between Highway 119 and the railroad crossing which would allow for a median strip barrier design to be sufficient. Wempe said the county feels they have presented a good case to the FRA for approval because the highway is essentially a one-way road given the large distance between north and southbound lanes.

The design elements also require approval by the Colorado Public Utilities Commission, which is a more formal process than the FRA. Additionally, agreements will need to be reached with Burlington Northern Santa Fe (BNSF) railroad, because each crossing falls under its auspices.

When approvals are in place, construction may begin and expectations are that will occur in early 2019. Boulder County is responsible for all roadway construction elements and all gate arms are the responsibility of BNSF. The last phase of the project would be certification of the completed work by the FRA.

Centennial opts into countywide transportation forum

Partnership to focus funding on traffic improvement priorities

By ELLIS ARNOLD | Littleton Independent

May 14, 2018

Tired of that thin stretch of East County Line Road between South Broadway and South University Boulevard? How about the intersections on East Arapahoe Road? Ever lament the commute through East Belleview Avenue?

Drivers may be in luck. Centennial agreed to enter a partnership between several cities and towns in Arapahoe County at a recent city council meeting, where the city opted into a transportation forum that meets to decide how federal money granted to the county will be spent.

If all entities opt in, the agreement would also include the cities of Aurora, Cherry Hills Village, Englewood, Glendale, Greenwood Village, Sheridan and Littleton; the towns of Bennett, Bow Mar, Columbine Valley, Deer Trail and Foxfield; and Arapahoe County.

“This is the first agreement of its kind” for the city, said Travis Greiman, public-works director for Centennial.

Historically, the city had to compete against the whole region of the Denver Regional Council of Governments — including a multitude of cities and towns in Adams, Arapahoe, Boulder, Denver, Douglas, Jefferson and more counties — for federal transportation money, a city report said.

DRCOG, often pronounced “Dr. Cog,” leads urban-planning efforts for the Denver area and acts as the conduit for grant money to flow to local agencies.

Under a new proposed model, money would be broken up among counties in the region for local transportation projects. Cities and towns would still compete for 20 percent of the funds for regional projects, like a project on Interstate 70, but 80 percent of the money would be split among each county based on population, vehicle miles traveled and the employment in the counties. Each county would oversee the funds, and the county and its cities and towns would compete for that money.

Arapahoe County would receive about \$35 million for the 2020-23 cycle of the roadway-project funding under that proposed model.

Although different transportation projects have unique requirements that determine cost, for context, \$35 million is roughly half the cost of the interchange project at Interstate 25 and Arapahoe Road, Greiman said.

For more information on DRCOG, go to drcog.org.

County receives Metro Vision award

By STAFF | Clear Creek Courant

May 9, 2018

Clear Creek County recently received the 2018 Metro Vision Award by the Denver Regional Council of Governments to recognize the county's efforts to establish the Idaho Springs Clinic and the county's Prospector bus.

"This is a major honor for our county and proof that the hard work staff have done over the years is truly coming to fruition now," said county Commissioner Tim Mauck in a statement.

Last July, a temporary clinic was set up in the Jacob House in Idaho Springs, which now has two doctors and two full-time staff. The county has a five-year contract with Centura Health and will work to find funding mechanisms to pay for a permanent facility by 2020.

The Prospector 14-passenger vehicle started providing trips around the county in December 2016. At first, the bus only drew about 30 riders a month, but that number has grown to an average of 200 riders monthly. The bus, which can accommodate two wheelchairs, was funded in part by a \$64,000 state grant and a \$16,000 county match. A second state grant for \$90,000 and a \$73,000 county match go toward paying for operating costs, drivers and maintenance.

Brad Calvert, DRCOG's director of regional planning and development, said the award recognizes projects and programs that help further a shared vision of the future of the metro area.

"In particular, we seek to honor and recognize local innovation through collaboration," Calvert said in a statement.

Calvert said the county was chosen because the judges saw a connection between Clear Creek's efforts to meet the local health care needs and a commitment to ensure convenient access to health services.

"The partnership with Centura Health Physician Group and the county's investment in transportation options that emphasize connecting people with life-sustaining amenities, such as the primary care clinic, will expand connections to health services and improve the health and wellness of residents in the Denver region," Calvert said.

Lone Tree's solution to "last-mile" dilemma receives top honor

DRCOG recognizes programs that shuttle light rail riders to final destinations

By TABATHA STEWAER | Lone Tree Voice

May 8, 2018

For many people considering taking light rail transportation to south Metro Denver areas, such as Lone Tree, "the last mile" could be the make-or-break decision about leaving their car at home: When they get off the train, how will they get to their final destination?

The City of Lone Tree's answer: the Lone Tree Link, which since 2014 has offered a free shuttle service from the Lincoln station to the city's three major employers — Sky Ridge Medical Center, Charles Schwab and Park Ridge Corporate Center. In 2017, the city also launched Link on Demand, a second, free door-to-door on-demand ride service within the city through an Uber partnership.

"I love the Link service, I use it all the time," said Sandra Connor, who travels from the Denver Tech Center to Lone Tree weekly for appointments. "I don't have to worry about driving and whether or not the weather is bad when I get there."

The program won Lone Tree the Denver Regional Council of Governments' DRCOG Metro Vision award, which is given to cities that create innovative solutions that help promote the long-range plan for the Denver region. Lone Tree was one of eight cities to receive the award at an April 25 ceremony at the Hyatt Regency Denver that drew more than 400 people.

Jeff Holwell, economic development director for Lone Tree, said the Link service transports about 350 people each day between the Lincoln station and the three campuses. The service is paid for by a partnership among the city, Sky Ridge, Charles Schwab and Park Ridge.

"Last year we had over 82,000 boardings," said Holwell. "That benefits the city by taking cars off the road and helps our primary employers with getting people to work. It solves the last-mile problem of transit from rail stations."

According to Holwell, Link was developed to be a temporary solution, with a four-year contract set to end about the time the new Southeast rail line extensions open in 2019. The program will evolve to address new issues after that.

"We are very pleased to be recognized by DRCOG and our partners for the 2018 Metro Vision Award," Holwell said. "More importantly, we're thankful that it's been a great success to the partnership." Brad Calvert, planning and development director for DRCOG, said it's important to recognize creative solutions to transportation challenges.

"We live in a region that is changing rapidly and we need to develop programs that create liveable regions around the state," Calvert said. "Lone Tree saw a need—the last mile—and created a flexible program that addressed the need and found a solution. They've made it easy for employees to get to work and to enjoy a safe, pleasant commute."

Lakewood playground, outdoor fitness zone earns award

By STAFF | Lakewood Sentinel
May 7, 2018

Lakewood's newest and most inclusive park recently earned the city a 2018 Metro Vision Award from the Denver Regional Council of Governments.

Carmody Park Universal Playground and Outdoor Fitness Zone, which opened in summer 2017, features modifications and options for visitors with disabilities, said a news release from the City of Lakewood.

The park was developed with significant community involvement, the release said, and what began as a traditional playground expanded to include fitness equipment near the children's play area so users can work out while watching their children play.

"This innovative development is sure to enrich the lives of many residents. Lakewood did a phenomenal job of gathering public input and building a park that serves the community's varied needs," Douglas Rex, executive director for DRCOG, said in the news release.

The park and playground include amenities such as a year-round heated restroom, an adult-sized changing table, plenty of shade shelters and expanded parking. The adjacent Carmody Recreation Center allows residents to plan a whole day of play and outdoor fitness, no matter their age, physical or mental ability.

The award was presented at DRCOG's annual awards celebration April 25.

DRCOG's Metro Vision Award program recognizes exemplary projects, plans and initiatives that significantly improve the quality of life in the Denver region and its communities. The regional council has been honoring outstanding achievements for more than 30 years.

Idaho Springs, EDC commission parking study

By IAN NELIGH | Clear Creek Courant

May 2, 2018

It's no secret that finding a parking place in Idaho Springs can be tricky during busy parts of the year, so Idaho Springs and the Clear Creek Economic Development Corp. hope to find a solution with a \$15,000 study.

Money for the "comprehensive parking strategy" comes from the CCED and, the Denver Regional Council of Governments, and contributions from local business owners.

The work will be done by the Urban Land Institute's technical advisory panel, which will tackle the town's parking woes in July.

"Basically they get experts in the field from all over the county together. These experts volunteer their time, sit on a panel and address a ... challenge statement or some questions that a community has," said CCEDC director Lindsey Valdez. "We really need a parking management structure for Idaho Springs and a look overall at the city with a holistic view (about) how we can maximize parking."

Valdez said the advisory panel will also look at the connectivity of the city, while respecting the full-time residents.

"So everyone is able to access convenient parking here in the community whether they're a tourist or someone who lives here full-time," Valdez said. "I'm really excited about it. It's going to be a cool thing."

Alan Tiefenbach, Idaho Springs planner, hopes the study will provide recommendations on parking strategies the city can begin implementing immediately.

"You'll hear about the parking problem in Idaho Springs, and I'm not convinced yet if we have a parking problem or a convenient parking problem," Tiefenbach said, "because we have places in Idaho Springs we just don't have a good handle on how to manage parking."

Tiefenbach said he hopes the parking study will look at different strategies the city could implement such as metered parking, decal parking in residential areas, a parking garage or remote parking with shuttles.