

AGENDA
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, November 15, 2022, 8:30 a.m.
1st Floor Aspen & Birch Conference Room
***In-Person Meeting with Virtual Option for Public (via Zoom)**

1. Call to Order
2. Public Comment
3. October 18, 2022 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. FY 2022-2025 Transportation Improvement Program (TIP) Policy Amendments
(Attachment B) Josh Schwenk, Planner, Transportation Planning & Operations
5. FY 2022-2027 Transportation Improvement Program (TIP) Call #3
Recommendations (FY 2024-2027 TIP Regional Share)
(Attachment C) Todd Cottrell, Project and Program Delivery Manager

INFORMATIONAL BRIEFINGS

6. Corridor Planning Program and Community-Based Transportation Plans (CBTPs)
(Attachment D) Nora Kern, Senior Mobility Planner
7. Transportation Planning Framework and RTC Committee Guidelines
(Attachment E) Jacob Riger, Manager, Multimodal Transportation Planning

INFORMATIONAL ITEM

8. Regional Transportation Operations and Technology (RTO&T) Strategic Plan
(Attachment F) Greg MacKinnon, Program Manager Transportation Operations

ADMINISTRATIVE ITEMS

9. Member Comment/Other Matters
 - CDOT Report
 - RTD Report
10. Next Meeting – January 17, 2022
11. Adjournment

ATTACH A

ATTACHMENT A

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE

Tuesday, October 18, 2022

In-Person Meeting with Virtual Option for Public (via Zoom)

MEMBERS PRESENT:

Don Stanton	Colorado Department of Transportation
Yessica Holguin	Colorado Department of Transportation
Rebecca White (Alternate)	Colorado Department of Transportation
Jessica Myklebust (Alternate)	Colorado Department of Transportation
Randy Weil (Alternate)	Denver Regional Council of Governments
Ron Papsdorf (Alternate)	Denver Regional Council of Governments
Wynne Shaw	Denver Regional Council of Governments
Kevin Flynn (Chair)	Denver Regional Council of Governments
Steve Conklin (Vice-Chair)	Denver Regional Council of Governments
Brian Welch (Alternate)	Regional Transportation District
Kate Williams	Regional Transportation District
Jeffery Kullman	Michael Baker International

OTHERS (NON-VOTING OR VIRTUAL) PRESENT:

Kathleen Bracke (Alternate)	Colorado Department of Transportation
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Public: Lauren Pulver, Jan Rowe, Jennifer Bartlett, Roy Howard

DRCOG Staff: Alec Williams, Cam Kennedy, Sang Gu Lee, Matthew Helfant, Erik Braaten, Bryon Schuldt, Emily Lindsey, Josh Schwenk, Steve Cook, Kalie Fallon, Todd Cottrell, Ala Alnawaiseh, Nora Kern

Call to Order

Chair Kevin Flynn called the meeting to order at 8:30 a.m.

Public Comment

There was no public comment.

Summary of September 20, 2022 Meeting

The summary was accepted.

INFORMATIONAL BRIEFINGS

DRCOG Transportation Demand Management (TDM) Strategic Plan Update

Kalie Fallon, Emerging Mobility and TDM Planner reported that the purpose of the regional TDM Strategic Plan is to evaluate existing TDM programs, practices, partnerships, and policies, and to identify desired actions to support transportation demand management in the Denver region. In addition to initial stakeholder engagement, the project team has begun working to assess existing conditions and understand the state of TDM in the Denver region.

Chair Flynn asked for clarification between the Stakeholder Steering Committee (SSC) and the broader group. Ms. Fallon responded that the broader group is different because it

will only be participating in two workshops but will have opportunities to participate in interviews and focus groups.

Chair Flynn also asked about the formation of TMAs in reference to this plan. Mr. Ron Papsdorf responded that this plan can be a framework for future guidance regarding how DRCOG evaluates proposals and promotes the formation of new TMAs. Especially considering that there are emerging and developing areas in the region that would benefit from the creation of a TMA.

Chair Flynn then questioned if the TDM Strategic Plan is expected to go to the Board. Ms. Fallon responded that it will be added to the schedule and will go before the Board eventually.

Mr. Don Stanton asked about the additional stakeholders and recommended that a representative from the business community be on the SSC. Ms. Fallon replied that some of our TMA partners are connected to multiple Chambers including the Downtown Denver Partnership and Denver South. Ms. Kate Williams added that she serves on the board of one of the TMAs and in her opinion, all the TMAs are extremely connected with their local business community.

DRCOG Equity Analysis Project Update

Matthew Helfant, Senior Transportation Planner, and Byron Schuldt, GIS Specialist, stated that DRCOG staff have spent the past several months researching best practices, current guidance, and recommendations for equity and environmental justice data projects. Staff has also been exploring how to apply equity tools and methods across the agency, not just as part of DRCOG's Metropolitan Planning Organization federal requirements.

Mr. Papsdorf stated that this project is building on prior work DRCOG has done on equity and environmental justice by looking at geographies other than just traffic analysis zones in the planning processes.

Ms. Williams inquired about when factoring in zero vehicle households, did DRCOG differentiate between when it is due to economic reasons compared to personal choice?

Mr. Helfant responded that as part of the broader equity perspective, staff looked at historically underrepresented populations that have mobility challenges.

Ms. Wynne Shaw built on Ms. Williams previous question by asking if there will be an overlay, so people can see where those income factors for communities of color intersect with zero-vehicle households. Mr. Schuldt replied that staff is exploring how exactly to revise the current equity analysis, but staff can create some interactive maps that show an overlay.

Ms. Rebecca White asked when looking at the standard deviation approach, did staff start with the three factors of disproportionately impacted communities – housing, poverty, and people of color? Mr. Schuldt responded that staff followed the definition of disproportionately impacted communities which is looking at the percentage of people with low income and percent of people of color to meet federal requirements.

Chair Flynn asked about the map shown in the presentation and wondered if that depicts the overlay of both lower household income and households of color. Mr. Helfant replied that it can show both low-income and communities of color or just one. Chair Flynn also asked how this data will impact the analysis in the future. Mr. Helfant responded that it will be on a project-by-project basis. While the analysis will help understand the positive or negative impacts of future projects from a regional perspective, ultimately every project sponsor is going to have to do their detailed work under the National Environmental Planning Act (NEPA) at the project level on top of the regional perspective.

Ms. Jessica Myklebust mentioned that CDOT Region 1 could use this data. When looking at areas adjacent to a corridor you can see in the planning stage what sort of public engagement would be needed. So, this project could help show how Region 1 could reach out to people in the area, the style of communication, if language interpretation will be needed, what are the impacts if those impacts are disproportionate to a particular community, etc.

Chair Flynn asked about the timeframe for implementing this and to what TIP cycle would it apply. Mr. Helfant replied that this internal project is scheduled to be completed in August 2023 and the Regional Transportation Plan Equity Analysis will be occurring between 2023-2024.

United States Department of Transportation Discretionary Grant Programs Update

Ron Papsdorf, Division Director, Transportation Planning and Operations, stated that the U.S. Department of Transportation (USDOT) has recently published several Notices of Funding Opportunity (NOFOs) for three Fiscal Year 2022 discretionary grant programs: the Strengthening Mobility and Revolutionizing Transportation (SMART), Advanced Transportation Technologies and Innovation (ATTAIN) and Reconnecting Communities Pilot (RCP) programs. To ensure transparency and collaboration, DRCOG requested that project sponsors applying for any of these USDOT grants complete and submit forms to express interest.

Chair Flynn asked if there is a way to record which DRCOG partners apply for these grant opportunities so staff can assist and coordinate if needed. Mr. Papsdorf responded that the request form that was included in today's packet has been sent out to our local government members and other partners. It requested they provide basic information about the project being considered for one of the grant programs. Once all the grant requests have been collected, staff will present them to the TAC.

Ms. Shaw asked if there was a minimum amount that could be requested and even if the amount is more significant, might federal dollars be converted to less reporting requirements through a partnership with CDOT. Mr. Papsdorf replied that each program has its own criteria and parameters and often has a minimum request amount, a maximum federal share amount, a minimum nonfederal match amount, etc. Every program has its own specific eligibility and DRCOG is ready to assist any local government that has a project in mind.

Mr. Jeff Kullman mentioned one of the distinctions of this legislation is that this is a direct recipient grant program, so grants go directly from the federal government to the recipient

agencies. Mr. Kullman encouraged local jurisdictions to seek advice to help secure grant funding because there is a lot of federal money on the line if paperwork isn't filed correctly or deadlines are missed, then the jurisdiction won't get the funding it needs.

Mr. Brian Welch inquired if there would be a benefit of knowing which programs other MPOs may be pursuing, so we'd be aware if Colorado is competing against itself for federal funding. Mr. Papsdorf responded that it would benefit the region to think about how we might coordinate among the regions.

Chair Flynn inquired if we are or if we can work with members to identify opportunities to apply for grants at either the regional or subregional level. Mr. Papsdorf replied that the Transportation Improvement Program is a great place to start because those projects are already being federalized and have already been prioritized at the regional level.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- CDOT Report - Ms. Myklebust announced that CDOT is conducting a bus tour tomorrow along north I-25 for CDOT's commissioners alongside mayors or their designee to familiarize the commissioners with what is going on along the corridor. The groundbreaking for the \$100 million Floyd Hill project is also occurring tomorrow with Governor Polis in attendance. CDOT is also preparing for its snow operations. To begin with, training for the professional maintainers is well underway and getting everyone comfortable with the plow equipment.

Mr. Stanton repeated the significance of the I-25 bus tour since the state is expected to grow from 5.9 million to 8.5 million by 2050 potentially, so it drives home the point that the state is connected and what happens in one part of the state affects the rest. Mr. Stanton also thanked those involved at CDOT, RTD, and DRCOG for the work done on the GHG Rule and the Ten-Year Plan as well as other initiatives.

Chair Flynn asked where the bus tour is set to begin tomorrow, and Mr. Stanton responded it will start at CDOT headquarters and then go north on I-25 stopping along the way at mobility hubs and sites of construction.

- RTD Report - Mr. Welch highlighted that RTD will have two Zero Fare Days for midterm voter participation, October 28 and November 8. Mr. Welch also announced that the Denver Union Station bus concourse restrooms have been reopened yesterday and RTD is hosting the third System Wide Fare Study and Equity Analysis this Thursday. Lastly, the Subregional Service Councils, which are new additions to RTD's outreach and engagement efforts will host the first meeting in November.

Mr. Stanton asked about the result of RTD's August Zero Fare Days initiative. Mr. Welch responded that a comprehensive report would be released next month which will include a number of analytic measures, including ridership and surveys from RTD passengers and operators.

Chair Flynn asked if individual routes will be analyzed to see which of them had the greatest increase in ridership. Mr. Welch responded that ridership is seasonal in nature so mitigating factors will need to be equalized, which RTD will factor in. The comprehensive report will also break it down between commuter rail, light rail, fixed route, and all of RTD's services.

Chair Flynn asked if the analysis in the report will be granular enough that people will be able to see which stops had the most boardings. Mr. Welch said RTD could provide that information.

Ms. White said a presentation on RTD's Zero Fare in August initiative would be greatly appreciated. Downtown Denver Partnership did its own survey as well and it would be interesting to see the full range of data that came in from August. Chair Flynn agreed with Ms. White's suggestion and said that would be good to present to the Board as well.

Ms. Williams asked the room how many people heard from family or neighbors that rode RTD in August based on the Zero Fare initiative. A majority of hands were raised in response and Ms. Williams said that was what she was expecting.

Ms. Yessica Holguin inquired if RTD was making an effort to understand why some people didn't take advantage of the Zero Fare initiative. Ms. Holguin mentioned that several people she talked to were unaware of the initiative, so it is vital to understand what barriers existed that resulted in some individuals being unable to participate. Ms. Williams mentioned that the RTD website has a lot of information on how to use RTD's services and how to read various maps to get around the region. Ms. Williams mentioned that a lot of RTD operators mentioned how thrilled they were that people were able to simply get on the bus or train rather than have to figure out what their fare would be.

Chair Flynn asked if data collected from the Zero Fare initiative will have the potential to change the course of the system optimization plan and Reimagine RTD. Mr. Welch replied that what RTD learns from Zero Fare could influence the next time RTD does service changes.

Ms. Shaw supported Ms. Holguin's comment about educating people on how to use RTD. Perhaps with a program at libraries or recreation facilities with a guide showing individuals how to figure out routes and how to use the bus or train system. Ms. Williams replied DRMAC does travel training and is designed to show people how to use public transportation at no charge, so anyone who's interested can look at DRMAC's website.

Mr. Papsdorf thanked those in attendance, even though the agenda only contained informational items, these items were important to present to the RTC. November's meeting will be filled with action items including Call 3 for the TIP. Mr. Papsdorf also mentioned that staff will present on corridor planning and community-based transportation efforts under the UPWP as well as an update on the regional planning framework and many other items of interest to the committee.

Chair Flynn reminded the committee that Board is canceled for tomorrow night.

Next Meeting – November 15, 2022

Adjournment

There were no additional comments from members. The meeting adjourned at 9:50 a.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Josh Schwenk, Planner, Transportation Planning & Operations
jschwenk@drcog.org

Meeting Date	Agenda Category	Agenda Item #
November 15, 2022	Action	4

SUBJECT

FY 2022-2025 Transportation Improvement Program (TIP) Policy Amendments

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current TIP amendment procedures, as contained within the Board-adopted [Policies for TIP Program Development](#).

ACTION BY OTHERS

[November 14, 2022](#) – TAC will make a recommendation

SUMMARY

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

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the [FY 2022-2025 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments:

TIP ID#	Sponsor	Title	New Funding	Transferred Funding
2005-072	CDOT Region 1	US-6: Wadsworth Blvd. Interchange Reconstruction	Add \$60,000,000 - state Legislative	Add \$5,000,000 – state FASTER-Safety from Region 1 FASTER Pool
2007-073	CDOT Region 1	Region 1 Hazard Elimination Pool	N/A	Remove \$8,500,000 – state Safety to I-70 Escape Ramp
2008-076	CDOT Region 1	Region 1 FASTER Pool	N/A	Remove \$5,000,000 – state FASTER-Safety to US-6: Wadsworth Blvd. Interchange Reconstruction
2020-064	Douglas County	SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County	Add \$13,845,000 – state FASTER-Safety	N/A
2020-100	CDOT Region 1	Region 1 Mobility Hub Pool	Add \$16,130,000 – state Legislative-Transit	Remove \$10,000,000 – state Legislative-Transit to Lone Tree Mobility Hub

2022-019	CDOT Region 1	I-70 Escape Ramp	Add \$4,100,000 – federal Freight and \$13,000,000 – state Legislative	Add \$8,500,000 – state Safety from Region 1 Hazard Elimination Pool
2022-032	Lone Tree	Lone Tree Mobility Hub	N/A	Add \$10,000,000 – state Legislative-Transit from Region 1 Mobility Hub Pool
New Project	CDOT Region 1	Region 1 Arterial BRT and Transit Improvements Pool	Add \$35,000,000 – state Legislative and \$40,000,000 – state Legislative-Transit	N/A
New Project	CDOT Region 1	I-25 and Speer Blvd./23rd Ave. Interchange Reconstruction - Preconstruction Activities	Add \$15,000,000 – state Legislative	N/A
New Project	CDOT Region 1	I-25 North Improvements: 84th Ave. to 104th Ave. - Preconstruction Activities	Add \$20,000,000 – state Legislative	N/A

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board the attached project amendments to the *2022-2025 Transportation Improvement Program (TIP)*.

ATTACHMENT

1. Proposed TIP amendments

ADDITIONAL INFORMATION

If you need additional information, please contact Josh Schwenk, Planner, Transportation Planning and Operations Division at jschwenk@drcoq.org.

2005-072: Add \$5,000,000 in state FASTER-Safety funding and \$60,000,000 in state Legislative funding

Existing

Title: **US-6: Wadsworth Blvd. Interchange Reconstruction**

Project Type: **Roadway Capacity**

TIP-ID: **2005-072**

STIP-ID: **SDR7066**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Phase I: Begin environmental assessment for Wadsworth Blvd (SH-121) from 4th Ave to 13th Ave including US-6 interchange reconstruction [\$500,000 of STP-Metro funds in FY 2005 and \$6 million of RPP funds in FY2006]
 Phase II: Replace US-6 and Wadsworth Blvd interchange including improvements and widening to Wadsworth Blvd [\$17.5 million of RPP funds in FY 2010 for design and right-of-way].



Affected Municipality(ies)

Affected County(ies)

Lakewood

Jefferson

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Transit Assets
- Transit Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$37,000	\$0	\$0	\$0	\$0	\$0	\$37,000

Revised Scope and Funding Table

Project Scope

Phase I: Begin environmental assessment for Wadsworth Blvd (SH-121) from 4th Ave to 13th Ave including US-6 interchange reconstruction [\$500,000 of STP-Metro funds in FY 2005 and \$6 million of RPP funds in FY2006]
 Phase II: Replace US-6 and Wadsworth Blvd interchange including improvements and widening to Wadsworth Blvd [\$17.5 million of RPP funds in FY 2010 for design and right-of-way].
 The Legislative funding in FY 2022-2024 will cover ROW, utilities, final design and construction to completely reconstruct the interchange including improved traffic turning movements, noise walls, permanent water quality improvements, and enhanced bicycle and pedestrian facilities.



Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	
State (Faster-S)		\$5,000	\$0	\$0	\$0	\$0	
State (Leg)		\$40,000	\$10,000	\$10,000	\$0	\$0	
State (R P P)		\$0	\$0	\$0	\$0	\$0	
Local		\$0	\$0	\$0	\$0	\$0	
Total	\$37,000	\$45,000	\$10,000	\$10,000	\$0	\$0	\$102,000

2007-073: Remove \$8,500,000 in state Safety funding that will be programmed to I-70 Escape Ramp

Existing

Title: **Region 1 Hazard Elimination Pool**

Project Type: **Safety**

TIP-ID: **2007-073**

STIP-ID: **SR16682**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

CDOT Region 1 Hazard Elimination pool. Specific projects will not be listed.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$16,000	\$24,500	\$16,000	\$16,000		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$16,000	\$24,500	\$16,000	\$16,000	\$0	\$72,500

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$16,000	\$16,000	\$16,000	\$16,000		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$16,000	\$16,000	\$16,000	\$16,000	\$0	\$64,000

2008-076: Remove \$5,000,000 in state FASTER-Safety funding that will go to US-6: Wadsworth Blvd. Interchange Reconstruction

Existing

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	SH-93 Signal Package		\$2,500	SH-74 & Bear Creek Rd Intersection		\$500
SH-121/72nd Ave	Right turn accel lanes	\$961	I-70 at Harlan		\$3,100	SH-30 and Yale Intersection Improvements		\$612
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000	US-40 Pedestrian Lighting		\$400
FASTER Safety Design		\$4,000	C-470 and Ken Caryl	Intersection Improvements	\$5,000	SH-121 Signal Upgrades for Three Intersections		\$2,200
SH-2 Traffic Signal Upgrades		\$440	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720	US-85 Expansion: Happy Canyon		\$500
Wadsworth	Right Turn Lane Extensions	\$1,621	I-70 VSL Concept of Operations and Implementation		\$530	SH-224 (70th) & SH-53 Signal Replacement		\$1,000
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	Dartmouth Mini Roundabouts	Logan, Downing, Clarkston	\$1,200	SH-53 & 62nd Ave Signal Replacement		\$500
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	I-70 Mountain Express Lane VSL		\$1,980	I-25 South Gap Wildlife Crossing		\$7,500
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	US-6	SH-119 to SH-58/SH-93	\$10,000	Federal Blvd & 88th Signal Realign		\$1,500

ATTACHMENT 1

Policy Amendments – November 2022

2022-2025 Transportation Improvement Program

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)
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Transit Safety
 Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	SH-93 Signal Package		\$2,500	SH-74 & Bear Creek Rd Intersection		\$500
SH-121/72nd Ave	Right turn accel lanes	\$961	I-70 at Harlan		\$3,100	SH-30 and Yale Intersection Improvements		\$612
SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	SH-7 & Holly Intersection Reconstruction		\$2,800	I-70 EB @ E Colfax Vertical & Horizontal Curve Realignment		\$5,000
Ramp Metering	I-76	\$1,500	SH-121 & Brook Dr. Intersection Improvements		\$500	C-470 & Quincy Ave Terminal Roundabouts		\$6,000
SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$900	SH-74 & Evergreen Parkway VMS		\$660	Ken Caryl Roundabouts		\$3,700
I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	Peoria St Intersection Improvements		\$1,770	60th and Vasquez Intersection Reconstruction		\$5,000
South Federal Blvd	safety improvements	\$300	I-76: York to Dahlia (SH-224 WB On-Ramp)		\$4,000	SH-83 Turn Lanes at Rafter Rd. & E. Park Dr.		\$2,700
SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st. SH95@14th, 16th, 44th, 38th, 1st	\$1,500	Kings Valley Underpass		\$3,720	US40A Resurfacing	MP 252-258.3	\$960
SB I-225 Parker Rd Ramp	safety project	\$2,000	SH-119 Shoulder Widening		\$11,600	I-76 Center Barrier Gaps & Mash Upgrades to Outside Barrier		\$815
Aurora Signals 2019	SH30 @ Jewell and Yale	\$500	Federal and 67th Signal Upgrade		\$500	I-25 Concrete Pavement Rehab		\$2,100
Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, and SH121@ 1st Ave	\$2,060	I-76 Lighting Project		\$4,200	Santa Fe PEL Early Action Projects		\$3,500
I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000	SH-88 & Exposition Ave Signal Upgrade		\$630	SH-72	I-79 to Indiana	\$710
6" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100	US-85 Recon: New Signal @ Daniels Park		\$500	SH-79 and I-70 Interchange	EB Ramp	\$500
Broadway Signal Replacement	at 62nd and 70th	\$1,000	SH-7 & Colorado Intersection Improvements		\$1,030	I-25 South VSL Study/Preliminary Design	Castle Rock to Monument	\$900

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$38,104	\$26,990	\$29,000	\$30,000		
Local		\$1,000	\$0	\$0	\$0		
Total	\$116,469	\$39,104	\$26,990	\$29,000	\$30,000	\$0	\$241,563

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$35,104	\$26,990	\$29,000	\$30,000		
Local		\$1,000	\$0	\$0	\$0		
Total	\$116,469	\$36,104	\$26,990	\$29,000	\$30,000	\$0	\$238,563

2020-064: Add \$13,845,000 in state FASTER-Safety funding recently awarded

Existing

Title: **SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-064**

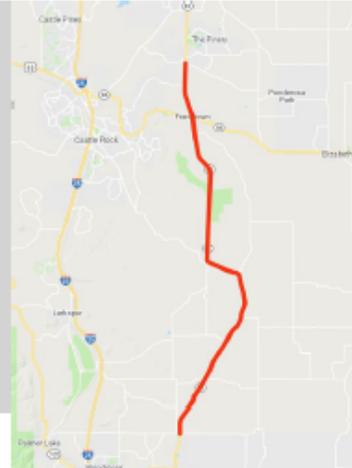
STIP-ID:

Open to Public: **2024**

Sponsor: **Douglas County**

Project Scope

Construct safety improvements, possibly including passing lanes, intersection improvements, turn lanes, and others to reduce crashes.



Affected County(ies)
Douglas

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,500	\$483	\$0	\$0		
Federal (STBG)		\$400	\$3,517	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
Local		\$3,100	\$0	\$0	\$0		
Total	\$0	\$7,000	\$5,000	\$0	\$0	\$0	\$12,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,500	\$483	\$0	\$0		
Federal (STBG)		\$400	\$3,517	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$127	\$2,615	\$7,123		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
Local		\$3,100	\$0	\$0	\$0		
Total	\$0	\$7,000	\$5,127	\$2,615	\$7,123	\$3,980	\$25,845

2020-100: Add \$6,130,000 in state Legislative-Transit funding, remove one pool project, and adjust cost on two pool projects

Existing

Title: **Region 1 Mobility Hub Pool**

Project Type: **Multimodal**

TIP-ID: **2020-100**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Construct mobility hubs on or along interstates in Region 1



Affected County(ies)
Regional

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Lone Tree Mobility Hub		\$10,000	Bustang Maintenance Facility		\$500			
I-25 and SH-7 Mobility Hub		\$14,000	Castle Rock Mobility Hub		\$300			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Leg-T)		\$24,800	\$0	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$2,000	\$24,800	\$0	\$0	\$0	\$0	\$26,800	

Revised Funding Table and Pool Project Listing

Facility Name	Start-At and End-At		Cost (1,000s)	Facility Name (Cont)	Start-At and End-At		Cost (1,000s)	Facility Name (Cont)	Start-At and End-At		Cost (1,000s)
I-25 and SH-7 Mobility Hub			\$14,000	Castle Rock Mobility Hub			\$13,170				
Bustang Maintenance Facility			\$4,000	Lone Tree Mobility Hub	Funding shown in TIP# 2022-032		\$0				
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding				
Federal		\$0	\$0	\$0	\$0						
State (Leg-T)		\$14,000	\$0	\$17,170	\$0						
Local		\$0	\$0	\$0	\$0						
Total	\$2,000	\$14,000	\$0	\$17,170	\$0	\$0	\$33,170				

2022-019: Add \$4,100,000 in federal Freight funds and \$13,000,000 in state Legislative funding recently awarded, and \$8,500,000 in state Safety funds from Region 1 Hazard Elimination Pool

Existing

Title: **I-70 Escape Ramp**

Project Type: **Safety**

TIP-ID: **2022-019**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Design an emergency runaway truck ramp to improve motor vehicle safety for eastbound I-70 between Floyd Hill and Denver West. This segment of I-70 is comprised of steep, mountainous terrain with winding curves and varying shoulder widths between MP 256.71 and 264.32.



Affected Municipality(ies)

Unincorporated

Affected County(ies)

Jefferson

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Transit Assets
- Transit Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$500	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$1,500	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$500	\$4,100	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$1,500	\$13,000	\$0	\$0		
State (Safety)		\$0	\$8,500	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$2,000	\$25,600	\$0	\$0	\$0	\$27,600

2022-032: Add \$10,000,000 in state Legislative-Transit funding previously included in Region 1 Mobility Hub Pool

Existing

Title: **Lone Tree Mobility Hub**

Project Type: **Transit Operational Improvements**

TIP-ID: **2022-032**

STIP-ID:

Open to Public: **2026**

Sponsor: **Lone Tree**

Project Scope

Construct a mobility hub at Sky Ridge Station and I-25 to facilitate connections between all travel modes.



Affected Municipality(ies)

Lone Tree

Affected County(ies)

Douglas

Project Phases

Year	Phase
2024	Initiate Design
2025	Initiate Construction

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Transit Assets
- Transit Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$0	\$4,661		
Federal (MMOF-ARPA)		\$0	\$0	\$3,339	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg-T)		\$0	\$2,000	\$2,000	\$6,000		
Local		\$0	\$0	\$2,000	\$0		
Total	\$0	\$0	\$2,000	\$7,339	\$10,661	\$0	\$20,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$0	\$4,661		
Federal (MPOF-ARPA)		\$0	\$0	\$3,339	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg-T)		\$0	\$2,000	\$12,000	\$6,000		
Local		\$0	\$0	\$2,000	\$0		
Total	\$0	\$0	\$2,000	\$17,339	\$10,661	\$0	\$30,000

New Project: Create new pool for design and preconstruction activities for arterial BRT in CDOT Region 1

New Project

Title: **Region 1 Arterial BRT and Transit Improvements Pool**

Project Type: **Rapid Transit**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Regionwide pool for design and preconstruction activities for bus rapid transit (BRT) stations for arterial roads. Specific projects will not be listed.



Affected County(ies)

Regional

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Transit Assets
- Transit Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$7,000	\$7,000	\$7,000		
State (Leg-T)		\$3,000	\$7,000	\$10,000	\$10,000		
Local		\$0	\$0	\$0	\$0		
Total		\$0	\$3,000	\$14,000	\$17,000	\$24,000	\$75,000

New Project: Create new project for reconstruction of the interchange at I-25 and Speer Blvd./23rd Ave.

New Project

Title: **I-25 and Speer Blvd./23rd Ave. Interchange Reconstruction - Preconstruction Activities**

Project Type: **Interchange Reconstruction**

TIP-ID: **Request**

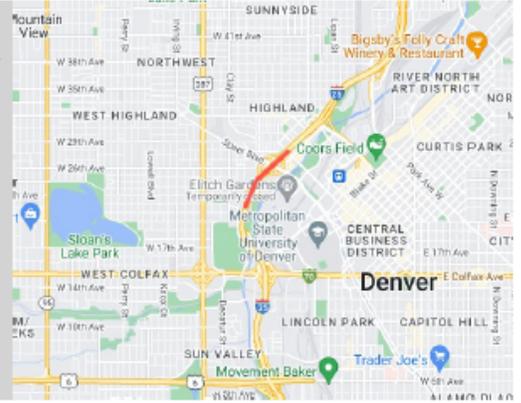
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Preconstruction activities for the reconstruction of the I-25 interchange at Speer Blvd. and 23rd Ave.



Affected Municipality(ies)

Denver

Affected County(ies)

Denver

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Transit Assets
- Transit Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$3,500	\$0	\$11,500	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$3,500	\$0	\$11,500	\$0	\$0	\$15,000

New Project: Create new project for operational and safety improvements to I-25 between 84th Ave. and 104th Ave.

New Project

Title: **I-25 North Improvements: 84th Ave. to 104th Ave. - Preconstruction Activities**

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request**

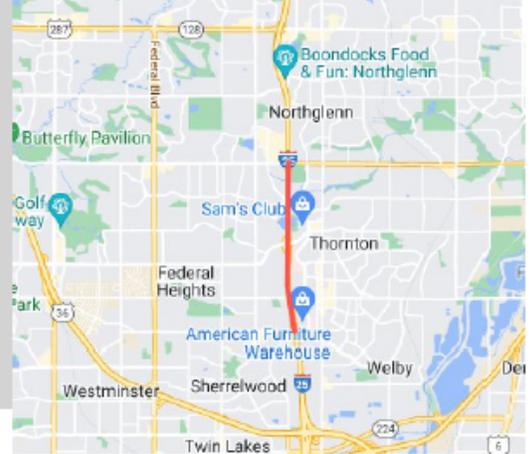
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Preconstruction activities for operational and safety improvements to I-25 between 84th Ave. and 104th Ave.



Affected Municipality(ies)

Northglenn
Thornton

Affected County(ies)

Adams

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Transit Assets
- Transit Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$4,000	\$0	\$16,000	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$4,000	\$0	\$16,000	\$0	\$0	\$20,000

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Todd Cottrell, Project and Program Delivery Manager, tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
November 15, 2022	Action	5

SUBJECT

FY 2022-2027 *Transportation Improvement Program* (TIP) Call #3 Recommendations (FY 2024-2027 TIP Regional Share)

PROPOSED ACTION/RECOMMENDATIONS

The Regional Share TIP Project Review Panel recommends the proposed Regional Share FY 2024-2027 TIP projects to be included within the upcoming FY 2024-2027 TIP.

ACTION BY OTHERS

[November 14, 2022](#) – TAC will make a recommendation

SUMMARY

On August 22, DRCOG issued the third of four Calls for Projects to ultimately program \$466,423,000 in available funds from federal fiscal year 2022 through 2027. Call #3, with \$49,195,000 available, is a Regional Share call for a new TIP being developed covering FY 2024-2027. Nineteen applications requesting \$156,027,000 in DRCOG funding were received from subregional forums, CDOT, and RTD by the November 11 application deadline. The applications submitted can be found [here](#).

This call, along with the upcoming call #4, is utilizing two tracks; one for Air Quality and Multimodal (AQ/MM) projects using four funding sources (federal Congestion Mitigation/Air Quality, Transportation Alternatives, and Carbon Reduction Program, and state Multimodal Transportation and Mitigation Options Funds) and another track specifically using Surface Transportation Block Grant (STBG) funding. The AQ/MM Track, with a funding target of \$21,477,000, received six applications for \$34,604,000 in DRCOG funding, while the STBG Track, with a funding target of \$27,718,000, received thirteen applications for \$121,423,000 in requests. During the application and submittal process, applicants were instructed to specify the track they were submitting in and to take the funding type eligibility, the years funding were available, and overall competitiveness into consideration when submitting for a specific track.

From October 12-26, DRCOG conducted a public comment period for the submittals and received over 1,250 comments. The public was able to indicate whether they support, have concerns, or are opposed to the proposed project and submit specific written comments. A summary of the comments is available [here](#).

A dozen DRCOG staff evaluated and scored each application question on a scale of 0 to 5 (5 being the highest) and an average weighted score was calculated for each project and turned over to a Regional Share TIP Project Review Panel. The panel consisted of one technical staff representative from each of the eight subregions, one CDOT representative, one RTD representative, and three regional subject matter experts. This panel met virtually on October 31 and November 2 to review the scores and comments and to recommend a suite of projects for the AQ/MM Track, the STBG Track, and a Regional Share wait list to TAC, RTC, and the Board.

With one dissenting vote, the panel recommended funding four projects within each track. The panel also recommended a draft wait list in score order, specifically stating the panel will revisit the list once TIP call #4 is complete (if a Regional Share project is funded in the Subregional Share call, the project will be removed from the wait list). When the panel revisits the wait list next spring, they will take disproportionately impacted and environmental justice communities and geographic diversity into account, in addition to the score.

The panel recommendation and the draft wait list is outlined in Attachment 1. The recommendation considers both the DRCOG technical scores and the public comments received. Their recommendation was developed over three hours of deliberations, where they worked to propose funding quality, highly scored submittals from around the region. The recommended funding amounts ensure that each project is able to implement meaningful scope elements and deliver improved travel options for residents from throughout the region.

The projects and wait list eventually approved as part of Call #3 and the upcoming Call #4 will be included as part of the new FY2024-2027 TIP that is currently being developed and is anticipated to be adopted in August 2023.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board allocating Regional Share funds to eight projects to be included in the new FY 2024-2027 Transportation Improvement Program.

ATTACHMENT

1. FY 2024-2027 TIP Regional Share project recommendations
2. Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Project and Program Delivery Manager, Transportation Planning and Operations at 303-480-6737 or tcottrell@drcog.org.

2024-2027 TIP Regional Share Project Submittals (Call #3)

\$49,195,000 Total Available (AQ/MM = \$21,477,000 and STBG = \$27,718,000)

Forum	Project Sponsor	Project Name	Regional Share Funding Request	Total Cost	Weighted Score H=5, L=1	Project Activity	Panel Recommendation	Recommendation Notes	Project Highlights
AQ/MM Track									
N/A	RTD	Light Rail Level Boarding Feasibility Study	\$ 1,200,000	\$ 1,500,000	3.6	Transit Study	\$ 1,200,000		Best practices review, existing conditions assessment, fleet transition plan, and implementation roadmap for transitioning to accessible level-boarding at light rail stations.
Boulder	Boulder	SH-119 BAT Lanes: Boulder & Longmont	\$ 6,560,000	\$ 8,200,000	3.5	Transit, Multimodal			In Boulder, design/construct BAT lanes at 28th/Canyon, repurpose existing outside lane to a BAT lane between 28th & 47th, install TSP at 28th/Canyon and 28th/Iris, and construct separated bike facility between 28th & Foothills. In Longmont, design and construct Quiet Zone compliant crossing of BNSF, and design for BAT lanes between Nelson and Pratt Pkwy. and sidewalk upgrades to 8' min.
Boulder	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 6,494,000	\$ 9,264,000	3.3	Transit Service	\$ 6,494,000		Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30-minute headways.
SW Weld County	Erie	SW Weld County Transit First and Last Mile Study	\$ 150,000	\$ 167,000	3.3	Transit Study	\$ 150,000		Needs analysis, alternatives identification, and funding strategies for future transit service, and prioritization of multimodal access to future mobility hubs in Southwest Weld County.
Arapahoe County	Arapahoe County	High Line Canal Trail Underpass at Quebec St.	\$ 11,200,000	\$ 14,000,000	3.2	Bicycle, Pedestrian			Construct a 16' wide, 12' tall underpass for the High Line Canal Trail under Quebec St. just south of Iiff Ave.
Denver	Denver	South Platte River Trail Improvements: Bayaud Ave. to Phil Milstein Park	\$ 9,000,000	\$ 11,600,000	3.1	Bicycle, Pedestrian	\$ 8,500,000	Funds scope as submitted	Widen existing 8' trail to 12' concrete trail with 4' crusher fine shoulder, and relocate 2500' feet of trail across the South Platte River to separate it from interstate traffic.
AQ/MM Track Totals			\$ 34,604,000	\$ 44,731,000			\$ 16,344,000		
STBG Track									
N/A	CDOT	Federal BRT: Englewood Station to Wagon Rd. Park-n-Ride -- Preconstruction	\$ 20,000,000	\$ 40,000,000	4.3	Transit Facilities, Multimodal, Roadway Operations	\$ 15,051,000	Funds scope as submitted	Design, environmental, and early action projects associated with side-running BRT. Final project will involve enhanced bus stops, sidewalk improvements, transit lane striping, and operational improvements including transit signal priority.
Boulder	Boulder County	SH-119 & Niwot Rd. BRT and Bikeway Improvements	\$ 16,100,000	\$ 23,300,000	3.9	Transit Facilities, Bicycle, Pedestrian	\$ 6,000,000	Funds queue bypass lanes, BRT platforms, and intersection improvements only	Construct transit queue bypass lanes, BRT platforms, expanded Park-n-Ride, and bikeway underpass at the intersection of SH-119 & Niwot Rd., and 2 mile segment of bikeway between Niwot Rd. and Airport Rd.
Jefferson County	Jefferson County	Peaks to Plains Trail: Central Clear Creek Canyon Segment	\$ 20,000,000	\$ 103,000,000	3.7	Bicycle/Pedestrian	\$ 10,000,000	Funded with \$4,867,000 STBG Track and \$5,133,000 AQ/MM Track. Will most likely submit for remaining \$10 million in Subregional Call.	Construct 10' wide concrete trail filling in 5-mile gap in Peaks to Plains Trail along US-6 through Clear Creek Canyon.
Adams	Aurora	Peoria St. Bridge Replacement over Sand Creek: Preconstruction Activities	\$ 1,800,000	\$ 3,000,000	3.5	Bridge Replacement, Multimodal	\$ 1,800,000		Design and environmental for the replacement of the the Peoria St. bridge, which includes widening the roadway to six lanes, 10-14' multi-use paths on both sides, connections to Sand Creek Regional Trail under the bridge, and filling sidewalk gaps along Peoria between 30th Ave. and Fitzsimons Pkwy.
Denver	Denver	Pena Blvd. Managed Lane: I-70 to E-470: Preconstruction Activities	\$ 5,000,000	\$ 18,500,000	3.4	Roadway Capacity, Bicycle, Pedestrian			Design and environmental for the addition of one managed lane in each direction between I-70 and E-470 and the addition of multi-use trails alongside Peña. Also partially funds a TDM plan to to evaluate and promote active transportation and shared connections to the airport.
Denver	Denver	Alameda Ave. Bridge Replacement at BNSF: Kalamath St. to Cherokee St.	\$ 6,000,000	\$ 10,650,000	3.4	Roadway Recon, Multimodal			Design and environmental for the reconstruction of the Alameda Ave. underpass, including new sidewalks, a multi-use path, and expanded capacity for rail transit.
Broomfield	Broomfield	SH-7 Corridor Multimodal Improvements: Preconstruction Activities	\$ 8,760,000	\$ 14,600,000	3.3	Roadway Operations, Transit Facilities, Multimodal			Design for multimodal safety and operational improvements and transit access and station design along six segments of the corridor between Boulder and Brighton (Foothills to 63rd, Lucerne to 119th, County Line to Sheridan, Sheridan intersection, Sheridan to I-25, and Holly to Quebec.
N/A	RTD	New Bus Maintenance Facility Planning Study	\$ 2,397,000	\$ 3,000,000	3.3	Transit Study			Environmental, site selection, and conceptual design of new bus maintenance facility, including evaluation of alternative fuel capabilities.
Arapahoe County	Arapahoe County	High Line Canal Trail Underpass at Broadway	\$ 13,120,000	\$ 16,401,000	3.0	Bridge Replacement, Bicycle, Pedestrian			Construct a 16' wide, 12' tall underpass for the High Line Canal Trail under South Broadway just south of Arapahoe Rd.
Jefferson	Wheat Ridge	Ward Rd./BNSF Grade Separation: Preconstruction Activities	\$ 1,996,000	\$ 2,500,000	2.9	Roadway Operations, Multimodal			Environmental and design for a grade separation of Ward Rd. and the BNSF railway tracks, including separate sidewalks along Ward Rd.
Douglas	Castle Rock	I-25 & Crystal Valley Pkwy. Interchange	\$ 8,000,000	\$ 78,000,000	2.8	Capacity, New Interchange, Multimodal			Construct a new interchange at Crystal Valley Pkwy., realign frontage roads, construct new roundabout at Crystal Valley Pkwy, east frontage road, and northbound on-ramp, and add bike and pedestrian facilities along roadways connecting to Front Range Trail.
Adams	Thornton	104th Ave. Capacity Improvements: Colorado Blvd. to South Platte River	\$ 17,250,000	\$ 25,000,000	2.7	Roadway Capacity, Multimodal			Widen roadway from 2 to 4 lanes with raised median, reconfigure intersections at Riverdale Rd. and McKay Rd., and add 10-12' wide shared use paths along both sides of 104th Ave. At the McKay Rd. intersection, add raised median along McKay, left and right turn lanes onto 104th, and shared use path connection to Thornton Sports Complex.
Adams	Adams County	McKay Rd. Operational Improvements: 104th Ave. to 96th Ave. Preconstruction Activities	\$ 1,000,000	\$ 2,000,000	2.5	Roadway Operations, Multimodal			Design and environmental for operational improvements along McKay Rd. including intersection operational improvements and a grade separation of the Front Range Trail crossing.
STBG Track Totals			\$ 121,423,000	\$ 339,951,000			\$ 32,851,000		
Total Call 3			\$ 156,027,000	\$ 384,682,000			\$ 49,195,000		

24-27 Regional Share Wait List

Panel Recommendation: Remaining unfunded projects are to be placed in score order until the completion of Call #4. At that time, the Project Review Panel will reconvene to re-order the Regional Share wait list based on the impact the project will have on disproportionately impacted and environmental justice population groups and geographic diversity, in addition to the score received. The revised wait list will be part of the draft 24-27 TIP to be adopted in 2023.

DRCOG 2022-2027 TIP Process

Call #3: FY2024-2027 TIP Regional Share Recommendation

Regional Transportation Committee

November 15, 2022

FY 2022 – 2027 Programming Estimates



Total anticipated allocations: \$466.4 million

Does not include matching funds

FY 2022-25 TIP (AQ/MM projects only)

1. Regional Call #1: \$42.6 Million
2. Subregional Call #2: \$170.3 Million

		AQ/MM Only
Adams	15.44%	\$26,302
Arapahoe	18.61%	\$31,701
Boulder	9.92%	\$16,898
Broomfield	2.44%	\$4,158
Denver	24.22%	\$41,258
Douglas	10.37%	\$17,665
Jefferson	18.50%	\$28,107
SW Weld	2.50%	\$4,259

FY 2024-27 TIP (all types)

3. Regional Call #3: \$49.2 Million
4. Subregional Call #4: \$192.3 Million

		STBG	AQ/MM	Total
		\$108,367	\$83,966	\$192,333
Adams	15.44%	\$16,732	\$12,964	\$29,696
Arapahoe	18.61%	\$20,167	\$15,626	\$35,793
Boulder	9.92%	\$10,750	\$8,329	\$19,079
Broomfield	2.44%	\$2,644	\$2,049	\$4,693
Denver	24.22%	\$26,247	\$20,337	\$46,583
Douglas	10.37%	\$11,238	\$8,707	\$19,945
Jefferson	18.50%	\$17,881	\$13,854	\$31,735
SW Weld	2.50%	\$2,709	\$2,099	\$4,808

Call #3 Details



- August 22 to October 11
- Two Tracks; AQ/MM and STBG
- Each forum allowed to submit up to three applications
- Up to two each from CDOT and RTD

All funding in \$1,000's		10/25/2022:	FY22	FY23	FY24	FY25	FY26	FY27	TOTAL
Call #3, 24-27 Regional Call (20%)		FY22 and FY23 funding added to FY24							
	STBG:	\$0	-\$807	\$6,408	\$7,173	\$7,362	\$7,581		\$27,718
	CMAQ:				\$464	\$5,540	\$6,717		\$12,720
	TA:				\$13	\$848	\$852		\$1,713
	MMOF:				\$780	\$1,880	\$1,987		\$4,648
	CRP:				\$44	\$1,164	\$1,188		\$2,395
Grand Total Available:		\$0	-\$807	\$6,408	\$8,474	\$16,794	\$18,325		\$49,194

STBG App
AQ/MM App

\$27,718
\$21,477

Call #3 – 19 Applications Received



Subregion	Applicant	Track	Applications Received
Adams County	Adams County	STBG	McKay Rd. Operational Improvements: 104th Ave. to 96th Ave. Preconstruction Activities
	Thornton	STBG	104th Ave. Capacity Improvements: Colorado Blvd. to South Platte River (supplemental material)
	Aurora	STBG	Peoria St. Bridge Replacement over Sand Creek: Preconstruction Activities
Arapahoe County	Arapahoe County	STBG	High Line Canal Trail Underpass at Broadway (supplemental material)
	Arapahoe County	AQ/MM	High Line Canal Trail Underpass at Quebec St. (supplemental material)
Boulder County	Boulder	AQ/MM	SH-119 BAT Lanes: Boulder and Longmont (supplemental material)
	Boulder County	STBG	SH-119 & Niwot Rd. BRT and Bikeway Improvements (supplemental material)
	Boulder County	AQ/MM	SH-7 Transit Operations: Boulder to Brighton (supplemental material)
Broomfield	Broomfield	STBG	SH-7 Corridor Multimodal Improvements: Preconstruction Activities (supplemental material)
Denver	Denver	AQ/MM	South Platte River Trail Improvements: Bayaud Ave. to Phil Milstein Park (supplemental material)
	Denver	STBG	Pena Blvd. Managed Lane: I-70 to E-470: Preconstruction Activities (supplemental material)
	Denver	STBG	Alameda Ave. Bridge Replacement at BNSF: Kalamath St. to Cherokee St.: Preconstruction Activities (supplemental material)
Douglas County	Castle Rock	STBG	I-25 & Crystal Valley Pkwy. Interchange (supplemental material)
Jefferson County	Jefferson County	STBG	Peaks to Plains Trail: Central Clear Creek Canyon Segment (supplemental material)
	Wheat Ridge	STBG	Ward Rd./BNSF Grade Separation: Preconstruction Activities (supplemental material)
SW Weld County	Erie	AQ/MM	SW Weld County Transit First and Last Mile Study
N/A	CDOT	STBG	Federal BRT: Englewood Station to Wagon Rd. Park-n-Ride – Preconstruction
	RTD	AQ/MM	Light Rail Level Boarding Feasibility Study (supplemental material)
	RTD	STBG	New Bus Maintenance Facility Planning Study (supplemental material)

Call #3 – Steps After Call Closed



- A dozen DRCOG staff scored; developed a weighted average score for each application (0-5)
- 1,200+ public comments from October 12-26 via webmap, email, or phone
 - Support, concerns, opposed, comment
- Project Review Panel:
 - Met October 31 and November 2
 - Received scores and comments
 - Developed recommendation for each track and overall wait list

Forum	Name	Agency
Adams	Debra Baskett	Westminster
Arapahoe	John Kettling	Deer Trail
Boulder	Alex Hyde-Wright	Boulder County
Broomfield	Marc Ambrosi	Broomfield
Denver	Melanie Choquette	Denver
Douglas	Tom Rieff	Castle Rock
Jefferson	Anne Beierle	Golden
SW Weld	Carlos Hernandez	Mead
CDOT	Danny Herrmann	CDOT R1
RTD	Charlie Stanfield	RTD
Subject Matter Expert	Cate Townley	CDPHE, Built Environment (Land Use/Transportation)
Subject Matter Expert	Tony Brindisi	CDOT R1, Traffic and Safety
Subject Matter Expert	Rachel Hultin	Bicycle Colorado, Active Transportation

Call #3 – Recommendations

2024-2027 TIP Regional Share Project Submittals (Call #3)

\$49,195,000 Total Available (AQ/MM = \$21,477,000 and STBG = \$27,718,000)

Forum	Project Sponsor	Project Name	Regional Share Funding Request	Total Cost	Weighted Score H=5, L=1	Project Activity	Panel Recommendation	Recommendation Notes	Project Highlights
AQ/MM Track									
N/A	RTD	Light Rail Level Boarding Feasibility Study	\$ 1,200,000	\$ 1,500,000	3.6	Transit Study	\$ 1,200,000		Best practices review, existing conditions assessment, fleet transition plan, and implementation roadmap for transitioning to accessible level-boarding at light rail stations.
Boulder	Boulder	SH-119 BAT Lanes: Boulder & Longmont	\$ 6,560,000	\$ 8,200,000	3.5	Transit, Multimodal			In Boulder, design/construct BAT lanes at 28th/Canyon, repurpose existing outside lane to a BAT lane between 28th & 47th, install TSP at 28th/Canyon and 28th/Iris, and construct separated bike facility between 28th & Foothills. In Longmont, design and construct Quiet Zone compliant crossing of BNSF, and design for BAT lanes between Nelson and Pratt Pkwy. and sidewalk upgrades to 8' min.
Boulder	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 6,494,000	\$ 9,264,000	3.3	Transit Service	\$ 6,494,000		Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30-minute headways.
SW Weld	Erie	SW Weld County Transit First and Last Mile Study	\$ 150,000	\$ 167,000	3.3	Transit Study	\$ 150,000		Needs analysis, alternatives identification, and funding strategies for future transit service, and prioritization of multimodal access to future mobility hubs in Southwest Weld County.
Arapahoe County	Arapahoe County	High Line Canal Trail Underpass at Quebec St.	\$ 11,200,000	\$ 14,000,000	3.2	Bicycle, Pedestrian			Construct a 16' wide, 12' tall underpass for the High Line Canal Trail under Quebec St. just south of Iliff Ave.
Denver	Denver	South Platte River Trail Improvements: Bayaud Ave. to Phil Milstein Park	\$ 9,000,000	\$ 11,600,000	3.1	Bicycle, Pedestrian	\$ 8,500,000	Funds scope as submitted	Widen existing 8' trail to 12' concrete trail with 4' crusher fine shoulder, and relocate 2500' feet of trail across the South Platte River to separate it from interstate traffic.
AQ/MM Track Totals			\$ 34,604,000	\$ 44,731,000			\$ 16,344,000		

24-27 Regional Share Wait List

Panel Recommendation: Remaining unfunded projects are to be placed in score order until the completion of Call #4. At that time, the Project Review Panel will reconvene to re-order the Regional Share wait list based on the impact the project will have on disproportionately impacted and environmental justice population groups and geographic diversity, in addition to the score received. The revised wait list will be part of the draft 24-27 TIP to be adopted in 2023.

Call #3 – Recommendations



STBG Track									
N/A	CDOT	Federal BRT: Englewood Station to Wagon Rd. Park-n-Ride – Preconstruction	\$ 20,000,000	\$ 40,000,000	4.3	Transit Facilities, Multimodal, Roadway Operations	\$ 15,051,000	Funds scope as submitted	Design, environmental, and early action projects associated with side-running BRT. Final project will involve enhanced bus stops, sidewalk improvements, transit lane striping, and operational improvements including transit signal priority.
Boulder	Boulder County	SH-119 & Niwot Rd. BRT and Bikeway Improvements	\$ 16,100,000	\$ 23,300,000	3.9	Transit Facilities, Bicycle, Pedestrian	\$ 6,000,000	Funds queue bypass lanes, BRT platforms, and intersection improvements only	Construct transit queue bypass lanes, BRT platforms, expanded Park-n-Ride, and bikeway underpass at the intersection of SH-119 & Niwot Rd., and 2 mile segment of bikeway between Niwot Rd. and Airport Rd.
Jefferson County	Jefferson County	Peaks to Plains Trail: Central Clear Creek Canyon Segment	\$ 20,000,000	\$ 103,000,000	3.7	Bicycle/Pedestrian	\$ 10,000,000	Funded with \$4,867,000 STBG Track and \$5,133,000 AQ/MM Track. Will most likely submit for remaining \$10 million in Subregional Call.	Construct 10' wide concrete trail filling in 3-mile gap in Peaks to Plains Trail along US-6 through Clear Creek Canyon.
Adams	Aurora	Peoria St. Bridge Replacement over Sand Creek: Preconstruction Activities	\$ 1,800,000	\$ 3,000,000	3.5	Bridge Replacement, Multimodal	\$ 1,800,000		Design and environmental for the replacement of the the Peoria St. bridge, which includes widening the roadway to six lanes, 10-14' multi-use paths on both sides, connections to Sand Creek Regional Trail under the bridge, and filling sidewalk gaps along Peoria between 30th Ave. and Fitzsimons Pkwy.
Denver	Denver	Pena Blvd. Managed Lane: I-70 to E-470: Preconstruction Activities	\$ 5,000,000	\$ 18,500,000	3.4	Roadway Capacity, Bicycle, Pedestrian			Design and environmental for the addition of one managed lane in each direction between I-70 and E-470 and the addition of multi-use trails alongside Peña. Also partially funds a TDM plan to to evaluate and promote active transportation and shared connections to the airport.
Denver	Denver	Alameda Ave. Bridge Replacement at BNSF: Kalamath St. to Cherokee St.	\$ 6,000,000	\$ 10,650,000	3.4	Roadway Recon, Multimodal			Design and environmental for the reconstruction of the Alameda Ave. underpass, including new sidewalks, a multi-use path, and expanded capacity for rail transit.
Broomfield	Broomfield	SH-7 Corridor Multimodal Improvements: Preconstruction Activities	\$ 8,760,000	\$ 14,600,000	3.3	Roadway Operations, Transit Facilities, Multimodal			Design for multimodal safety and operational improvements and transit access and station design along six segments of the corridor between Boulder and Brighton (Foothills to 63rd, Lucerne to 119th, County Line to Sheridan, Sheridan intersection, Sheridan to I-25, and Holly to Quebec.
N/A	RTD	New Bus Maintenance Facility Planning Study	\$ 2,397,000	\$ 3,000,000	3.3	Transit Study			Environmental, site selection, and conceptual design of new bus maintenance facility, including evaluation of alternative fuel capabilities.
Arapahoe County	Arapahoe County	High Line Canal Trail Underpass at Broadway	\$ 13,120,000	\$ 16,401,000	3.0	Bridge Replacement, Bicycle, Pedestrian			Construct a 16' wide, 12' tall underpass for the High Line Canal Trail under South Broadway just south of Arapahoe Rd.
Jefferson	Wheat Ridge	Ward Rd./BNSF Grade Separation: Preconstruction Activities	\$ 1,996,000	\$ 2,500,000	2.9	Roadway Operations, Multimodal			Environmental and design for a grade separation of Ward Rd. and the BNSF railway tracks, including separate sidewalks along Ward Rd.
Douglas	Castle Rock	I-25 & Crystal Valley Pkwy. Interchange	\$ 8,000,000	\$ 78,000,000	2.8	Capacity, New Interchange, Multimodal			Construct a new interchange at Crystal Valley Pkwy., resign frontage roads, construct new roundabout at Crystal Valley Pkwy, east frontage road, and northbound on-ramp, and add bike and pedestrian facilities along roadways connecting to Front Range Trail.
Adams	Thornton	104th Ave. Capacity Improvements: Colorado Blvd. to South Platte River	\$ 17,250,000	\$ 25,000,000	2.7	Roadway Capacity, Multimodal			Widen roadway from 2 to 4 lanes with raised median, reconfigure intersections at Riverdale Rd. and McKay Rd., and add 10-12' wide shared use paths along both sides of 104th Ave. At the McKay Rd. intersection, add raised median along McKay, left and right turn lanes onto 104th, and shared use path connection to Thornton Sports Complex.
Adams	Adams County	McKay Rd. Operational Improvements: 104th Ave. to 96th Ave. Preconstruction Activities	\$ 1,000,000	\$ 2,000,000	2.5	Roadway Operations, Multimodal			Design and environmental for operational improvements along McKay Rd. including intersection operational improvements and a grade separation of the Front Range Trail crossing.
STBG Track Totals			\$ 121,423,000	\$ 339,951,000			\$ 32,851,000		
Total Call 3			\$ 156,027,000	\$ 384,682,000			\$ 49,195,000		

Action and Next Steps



Proposed Motion

Move to recommend to the DRCOG Board of Directors allocating Regional Share funds to eight projects to be included in the new FY 2024-2027 Transportation Improvement Program.

Next Steps:

- Call #4 (Subregional Share): opens November 28 and closes January 27
- Call #4 Scoring and Recommendation Process: February to April
- FY24-27 TIP Public Hearing: July 2023
- TIP Adoption: August 23

ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Nora Kern, Senior Mobility Planner

Meeting Date	Agenda Category	Agenda Item #
November 15, 2022	Informational Briefing	6

SUBJECT

Corridor Planning Program & Community Based Transportation Planning Program Updates

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG's [FY 2022-2023 Unified Planning Work Program](#) identifies the development of two new planning programs to help advance the 2050 Metro Vision Regional Transportation Plan's project and program investment priorities: a Corridor Planning Program and a Community-Based Transportation Planning Program.

Corridor Planning: DRCOG is piloting a multimodal transportation corridor planning program through which it will lead initial planning efforts for regional corridors identified in the 2050 RTP. This program will focus on corridors that touch multiple jurisdictions, or for which regional coordination is needed. The purpose of this program is to support regional coordination to achieve a shared vision for the corridors and to help identify multimodal investments that can be advanced towards implementation.

DRCOG intends for this planning effort to be in partnership with local and county partners and has conducted a call for letters of interest from jurisdictions who are interested in participating in the corridor planning program. DRCOG anticipates identifying two corridors to study initially in 2023 and developing a list of additional corridors to study over the course of the program.

Community Based Transportation Planning: DRCOG is also developing a community-based transportation planning program to proactively identify and address mobility challenges for low-income and historically marginalized communities in the DRCOG region. The goal of this program is to work to improve mobility options by developing community-based transportation plans with communities that face transportation inequities, barriers, and challenges.

These plans will identify the specific transportation needs of historically marginalized communities, develop community-informed solutions, and map out a path to fund and implement recommendations. Collaboration will be central in this planning effort, and DRCOG seeks to work with community-based organizations, local and county governments, and community members throughout the development of the community-based plans.

DRCOG has released a Call for Nominations for the Community Based Transportation Planning program. Nominations are due on December 16, 2022. Details about the Nomination process can be found on the [DRCOG website](#).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Nora Kern, Senior Mobility Planner, at 303-480-5622 or nkern@drcog.org.

CORRIDOR PLANNING & COMMUNITY BASED TRANSPORTATION PLANNING

Nora Kern

Senior Mobility Planner



CORRIDOR PLANNING PROGRAM

CORRIDOR PROGRAM GOALS



- Lead planning for key regional corridors in 2050 Regional Transportation Plan (RTP)
- Create shared vision for corridors
 - Start plans for two corridors in 2023
- Identify multimodal investments that can be advanced towards implementation
- Help region advance goals identified in 2050 RTP
- Track planning efforts on all regional corridors through online webmap

CORRIDOR SELECTION



Overarching Priorities

- Local Jurisdiction Buy-in
- Regional Impact
- Inclusion in 2050 RTP
- Readiness / RTP Staging Period

Priorities

1. Advancing Equity
2. Building Out the Regional Transit Network
3. Addressing safety concerns as outlined in Regional Vision Zero Plan
4. Expanding multimodal transportation

CORRIDOR SELECTION



Roughly 59 eligible corridors in 2050 RTP

Call for Letters of Interest released October 1

Letters of Interest submitted
for 4 corridors October 31

← → ↻ <https://experience.arcgis.com/experience/0699abe9191f4854a28b25df929168a4/page/Web-Map-Template/?views=About> ☆

drcog **Corridor Projects**

About Data Disclaimer

Use the Layer widget icon on the upper right to toggle layers on and off.

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Corridor Projects (Linear)

Type of Study

- NEPA
- Bike/Ped Path Study
- Corridor Study
- PEL
- Transit Planning Study
- Other Study
- Post NEPA

DRCOG Boundary

DRCOG Counties

6 km
4 mi

Esri, NASA, NGA, USGS | County and City of Denver, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA | DRCOG Powered by Esri



COMMUNITY BASED TRANSPORTATION PLAN



COMMUNITY BASED TRANSPORTATION PLANNING



Program Goals

1. Improve mobility options for low-income and historically disadvantaged communities in DRCOG region
2. Identify needs of two focus communities through creation of Community Based Transportation Plans by September 2023
3. Identify implementable projects or programs that could address needs of focus communities
4. Develop new practices for engaging low-income and BIPOC communities and grassroots community-based organizations
5. Build relationships with grassroots organizations representing underserved populations in DRCOG region

WHAT IS A COMMUNITY-BASED TRANSPORTATION PLAN?



- Elements of Plan could include:
 - Community engagement,
 - Identification of transportation needs, challenges and barriers
 - Discussion of possible programs or projects to address these needs
 - Recommended strategies, actions or next steps
- Focus on low-income people and historically disadvantaged communities, and their specific transportation challenges
 - Center low-income people and people of color throughout planning process
 - Prioritize equitable community engagement
 - Partner with community-based nonprofit organizations in plan creation

CONSIDERATIONS FOR COMMUNITY SELECTION



- Historically marginalized groups and Disproportionately Impacted Communities
- Jurisdiction buy-in
- Community-based organization buy-in
- Planning Need
- Potential for Regional Collaboration

TIMELINE



November 1, 2022	Call for Letters of Nominations Released
December 16, 2022	Community Nominations Due
January 15, 2023	Selection of First Community
January 2023	Outreach to possible community-based organizations about partnership
January 2023	Formation of Steering Committee & Planning Kickoff



Nora Kern, Senior Mobility Planner
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303-480-5622

ATTACHE

ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning and Matthew Helfant, Senior Transportation Planner

Meeting Date	Agenda Category	Agenda Item #
November 15, 2022	Informational Briefing	7

SUBJECT

Draft *Transportation Planning Framework* document and proposed RTC Committee Guidelines updates

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

As the Metropolitan Planning Organization (MPO) for the Denver region, DRCOG is charged under federal regulations with leading a [continuing, cooperative, and comprehensive](#) (3C) multimodal transportation planning process for the Denver region in cooperation with CDOT and RTD and numerous other stakeholders. DRCOG staff have been working with RTD and CDOT to update the *Transportation Planning in the Denver Region* document to respond to updated federal and state requirements, and changes to each agency's planning process, since the document was last updated in 2016. The document's purpose is to describe and de-mystify the Denver region's transportation planning process. Specifically, the document, now called the *Transportation Planning Framework*:

- describes the policies and procedures of the region's multimodal transportation planning process,
- details how the three partners (DRCOG, CDOT, RTD) cooperate in carrying out the process,
- identifies the key regional transportation planning products required by federal and state regulations and explains how the participants work to produce those products; and
- shows how the regional process dovetails with individual processes of the three partners, and interacts with local governments, air quality planning agencies, and other participants to accomplish transportation planning in the Denver region.

The draft *Framework* document (Attachment 1) has also been reviewed by the Agency Coordination Team and FHWA and FTA staff. Finally, DRCOG staff has also significantly refreshed the draft document's graphic design and layout.

While not federally required, the *Framework* document integrates with the [Memorandum of Agreement \(MOA\) for Transportation Planning and Programming](#) with CDOT and

RTD that further specifies how the three partner agencies work together, which is federally required. DRCOG staff has been working with CDOT to update the Planning MOA.

One element addressed by the *Framework* is the role and function of DRCOG's committees, including the RTC. Specifically, the RTC provides overall direction for the MPO planning process, reviews major MPO work products and processes, makes recommendations to the DRCOG Board, and approves changes to the Transportation Advisory Committee's "special interest" members.

The [DRCOG Committee Guidelines](#) outline committee membership, rules, and responsibilities for all DRCOG committees, including RTC. This document was last updated in 2017. As part of a global review of the Committee Guidelines, staff is proposing several updates shown in track changes in Attachment 2; highlights include:

- Proposed modifications to the identification and appointment of RTC's three "other members" (non-DRCOG, CDOT, and RTD members). Staff would like to discuss this issue further with RTC.
- Clarifying the Chair and Vice Chair of RTC, and when agency members are appointed.
- Clarifying the use of alternates.
- Routine updates and clarifications.

DRCOG staff will discuss the draft *Transportation Planning Framework* document and proposed updates to the RTC Committee Guidelines.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. [Draft Transportation Planning Framework Document](#)
2. Proposed RTC Committee Guidelines updates
3. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Manager, Multimodal Transportation Planning, at 303-480-6751 or jriger@drcog.org or Matthew Helfant, Senior Transportation Planner at 303-480-6731 or mhelfant@drcog.org

REGIONAL TRANSPORTATION COMMITTEE

Type: Standing Committee

Authority: Memorandum of Agreement between DRCOG, the Colorado Department of Transportation, and the Regional Transportation District, dated July 10, 2001. Modified by the three agencies, June 17, 2008 Revised September 21, 2016

MEMBERSHIP

Sixteen members as follows:

Denver Regional Council of Governments - Board chair and vice chair, and two designees from the Board, and the Executive Director.

Colorado Department of Transportation - Three metro area Transportation Commissioners and the Executive Director.

Regional Transportation District - Three Board members and the General Manager.

Other Members - Three members representing various transportation planning stakeholders [For RTC discussion – should these stakeholders be specified?]. ~~appointed by the Committee chair upon unanimous recommendation of the Executive Directors of DRCOG, CDOT and the General Manager of RTD. The DRCOG Executive Director will consult with the Committee chair prior to the three agency executives forming a recommendation.~~

The DRCOG Board Chair and Vice Chair shall serve as the Chair and Vice Chair, respectively, of the Regional Transportation Committee.

APPOINTMENTS

Each agency shall designate annually in January, in writing to the DRCOG Executive Director, its members and alternates.

Other Members shall be appointed annually by the Committee chair upon unanimous recommendation of the Executive Directors of DRCOG and CDOT and the General Manager of RTD. The DRCOG Executive Director will consult with the Committee chair prior to the agency executives forming a recommendation. Other Members shall be appointed annually, and no individual may serve no more than four consecutive one-year terms.

USE OF ALTERNATES

It is the clear goal of the Committee to minimize use of alternates. However, recognizing that there will be times when it is inevitable that members cannot attend, alternates will be allowed on the following basis:

- ~~Each agency shall designate annually, in writing to the chair, standing alternates (board members/commissioners and staff).~~
- No more than two staff (members or designated alternates) from each agency can vote on any given issue.
- The appropriate level of staff that can be designated as alternates are:
 - DRCOG: Division Directors
 - CDOT: Regional Transportation Directors or equivalent or above
 - RTD: Senior Managers of planning and development or above
- ~~No alternates are permitted for the Other Members.~~
- No proxies are permitted.
- The new Immediate Past Chair of DRCOG shall serve as an alternate until the DRCOG Board acts to designate new alternates after the February Board elections.

RESPONSIBILITIES

Through the Regional Transportation Committee, DRCOG, as the Metropolitan Planning Organization (MPO), administers the urban transportation planning process for the region in accordance with [the *Transportation Planning Framework* document *The Prospectus—Transportation Planning in the Denver Region*](#) and applicable federal regulations. Accordingly, the responsibilities of the Regional Transportation Committee shall include:

- [Provide o](#)Overall direction of current work activities established by the Unified Planning Work Program.
- Review and [approveal of](#) items to be submitted to the DRCOG Board of Directors, as the MPO policy body, for adoption.
- [Approveal of](#) plans, programs, documents and annual endorsements related to surface transportation as outlined in the Memorandum of Agreement. Should the DRCOG Board approve a policy action that differs from the Regional Transportation Committee's recommendation, the action shall be referred back to the Committee for reconsideration.

QUORUM

Twelve members, or designated alternates.

VOTING

Twelve votes are required to carry any action.

OTHER

DRCOG representatives will attend a briefing with the DRCOG Executive Director ~~immediately~~ prior to ~~the~~ regularly scheduled RTC meetings.

TRANSPORTATION PLANNING FRAMEWORK DOCUMENT

Regional Transportation Committee

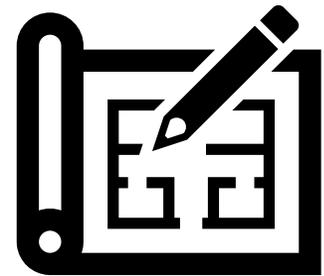
November 2022

Matthew Helfant, AICP

WHAT IS THE FRAMEWORK?



- Formerly known as *The Prospectus*
- Provides details how regional transportation planning in the Denver region is conducted
- Outlines roles in continuing, cooperative & comprehensive process
 - DRCOG
 - CDOT
 - RTD



FRAMEWORK PURPOSE



- Describes policies and procedures
- Details how DRCOG, CDOT, & RTD Cooperate
- Identifies key regional transportation planning products
- Shows how the regional planning process dovetails with
 - Individual processes of each of the three partners
 - Local governments
 - Air quality conformity
- Referenced in Memorandum of Understanding for DRCOG, CDOT, & RTD

ELEMENTS



- Policy direction
 - Federal & state laws and regulations
- DRCOG committees & public & stakeholder engagement
- Planning process products
- Coordination with other transportation processes
 - CDOT- e.g., interchange approval
 - RTD- e.g., mid-term financial plan
 - FTA- e.g., capital investment program
 - DRCOG- e.g., DRCOG toll facilities review



HIGHLIGHTS OF NEW TOPICS SINCE LAST UPDATE



- Colorado greenhouse gas planning standard
 - Air quality conformity – Regional Transportation Plan & TIP
- Senate Bill 21-260
 - Disproportionally impacted communities
 - New sources of dedicated funding & new state enterprises
 - RTAs
- Front Range Passenger Rail District Board
- Bipartisan Infrastructure Law (BIL)
 - Performance based planning
 - Consideration for housing in transportation planning



Matthew Helfant, AICP

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ATTACH F

ATTACHMENT F

To: Chair and Members of the Regional Transportation Committee

From: Greg MacKinnon, Program Manager Transportation Operations

Meeting Date	Agenda Category	Agenda Item #
November 15, 2022	Informational Item	8

SUBJECT

Regional Transportation Operations and Technology (RTO&T) Strategic Plan

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG, working with stakeholders from across the region, has developed a draft *Regional Transportation Operations & Technology Strategic Plan*. The purpose of the plan is to guide the DRCOG region's near-term efforts to deploy technology tools and coordinated system procedures for the multimodal transportation system. These efforts will assist transportation operations staff in serving daily travel demands across the region.

Over 15 million trips per day are made in the Denver region. Most people are unaware of the thousands of employees who work every day to provide and operate safe and reliable multimodal transportation facilities and services.

The vision of the plan is for transportation systems serving all travel modes across the DRCOG region that are interconnected and collaboratively operated, managed, and maintained to optimize safe, reliable, and efficient travel for all system users, contributing to the region's economic prosperity and high quality of life. Ten objectives lay out the desired improvements to be monitored and measured to ensure progress towards meeting the vision.

This is an aspirational plan that provides guidance for the implementation of operational infrastructure and services to further strengthen the connections between transportation systems and improve the reliability of travel across the region. There are three main sections in the plan:

1. Current State of Regional Transportation Operations – A summary description of general responsibilities of the regional transportation operations partners and systems and infrastructure they operate and maintain. Because of the complexity of multiple systems and services by multiple stakeholders, the description is arranged into natural focus areas relevant to daily real-time transportation management.
2. Regional Transportation Operations Needs – An analysis comparing the current state of regional transportation operations against the plan's vision, goals, and objectives. Generally, it is evident that operations are not well-connected between jurisdictions, agencies, and travel modes. New strategies, processes and tools are

needed to facilitate coordination between stakeholders to achieve the outcomes envisioned in the DRCOG Metro Vision Plan and the Mobility Choice Blueprint.

3. Action Plan – A list of initiatives organized into three groups: primary, secondary, and tertiary. The primary initiatives are critical to establishing the desired regional framework for operations data sharing upon which the secondary and tertiary initiatives can build.

This plan will provide guidance for the development of the upcoming call-for-projects for the RTO&T Set-Aside, which is scheduled for early 2023.

Staff will present the draft strategic plan for discussion at the January RTC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

[May 17, 2022](#) – RTC Informational Briefing

PROPOSED MOTION

N/A

ATTACHMENTS

1. [Draft Strategic Plan](#)
2. Staff presentation

ADDITIONAL INFORMATION

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

REGIONAL TRANSPORTATION OPERATIONS & TECHNOLOGY (RTO&T) STRATEGIC PLAN

DRCOG RTC

November 2022

Steve Cook, DRCOG
Greg MacKinnon, DRCOG

WHAT IS RTO&T?



- **Regional:** multiple agencies/jurisdictions and users/customers
- **Transportation:** multimodal facilities and services
- **Operations:** day-to-day real time and performance analytics
- **Technology:** established and emerging

WHY RTO&T?



Grand Total: 15 million person-trips



13 million person-trips
in motor vehicles



2 million pedestrian/bicycle trips



10 million vehicle trips
(86 mil. VMT)
(1.5 mil. CV trips)
(4 mil. gallons fuel)



200 crashes, 6 serious
injuries or fatalities



250,000+ hours of extra
congestion delay

REGION'S 2022 TECHNOLOGY FOUNDATION



- ~4,000 signalized intersections; ~86% connected to control system
- 136,000 bus and rail service miles provided by RTD everyday
- Automatic vehicle location (AVL) devices on > 1,000 RTD vehicles
- ~1,700 traffic cameras
- Hundreds of miles of fiber optic networking
- Nearly 200 intersections with bicycle detection

RTO&T STRATEGIC PLAN AND CALL FOR PROJECTS

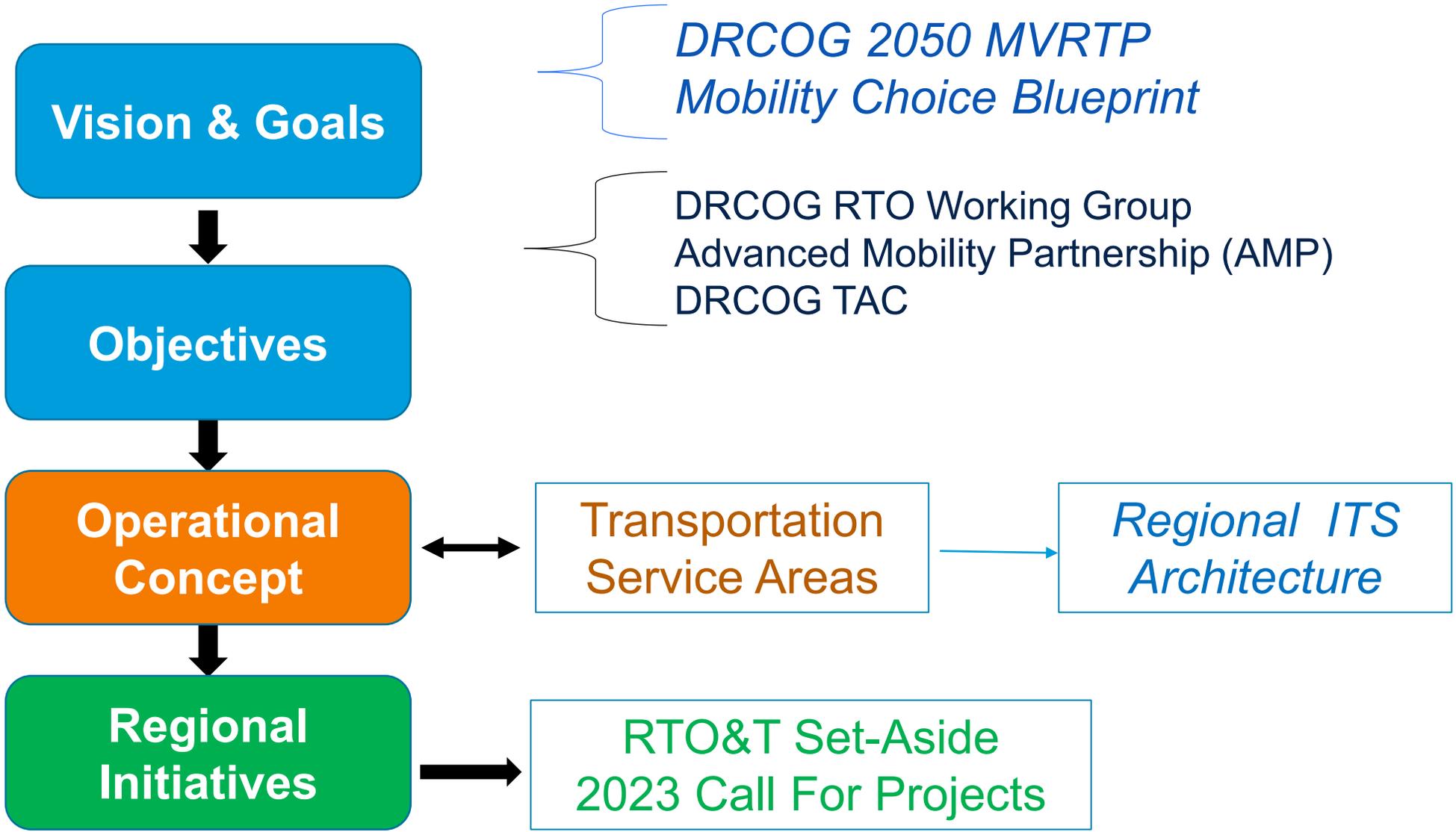


- Define near-term deployment initiatives
- Guides call-for-projects for FY24 – FY27 programming
- ~\$16 M capital funding identified

RTO&T STRATEGIC PLAN – GUIDING ELEMENTS



Strategic Plan



RTO&T VISION



Transportation systems, serving all travel modes across the DRCOG region, are interconnected, and collaboratively operated, managed, and maintained to optimize safe, reliable, and efficient travel for all system users, contributing to the region's economic prosperity and high quality of life.

RTO&T GOALS



Safe Operations	Efficient, Seamless Travel	Trip Travel Time Reliability	Equitable Access	Environmental Sustainability
Physical and technological improvements and intentional operations management deployed to both reduce crashes and achieve zero fatalities.	Interconnected systems across jurisdictions and modes are actively and cooperatively managed to optimize operator situational awareness, provide accurate and timely traveler information, and allow collaborative transportation systems operation.	Multimodal travel times are monitored in real-time and operations are managed to limit disruptions affecting travel time reliability.	People of all ages, abilities, languages, backgrounds, and incomes have access to safe and reliable mobility options.	Apply technology, service and operations that reduce energy consumption, improved air quality, and reduced greenhouse gas emissions.

RTO&T OBJECTIVES



- Improve safety and reduce crashes, fatalities and injuries
- Improve transit operations performance
- Improve operator and traveler decision making capabilities
- Improve air quality and reduce transportation-related emissions
- Increase trip time reliability for all travelers
- Minimize traveler delay due to system operations and disruptions
- Maximize operations infrastructure reliability and availability
- Reduce average incident duration and disruption
- Reduce occurrence of secondary incidents
- Reduce emergency responder struck-by incidents



TRANSPORTATION SERVICE AREAS



Data Management

- **Traveler Information**
- **Traffic Incident Management**
- Transit Operations
- Roadway Management
 - Freeways & Arterials
 - Maintenance & Construction

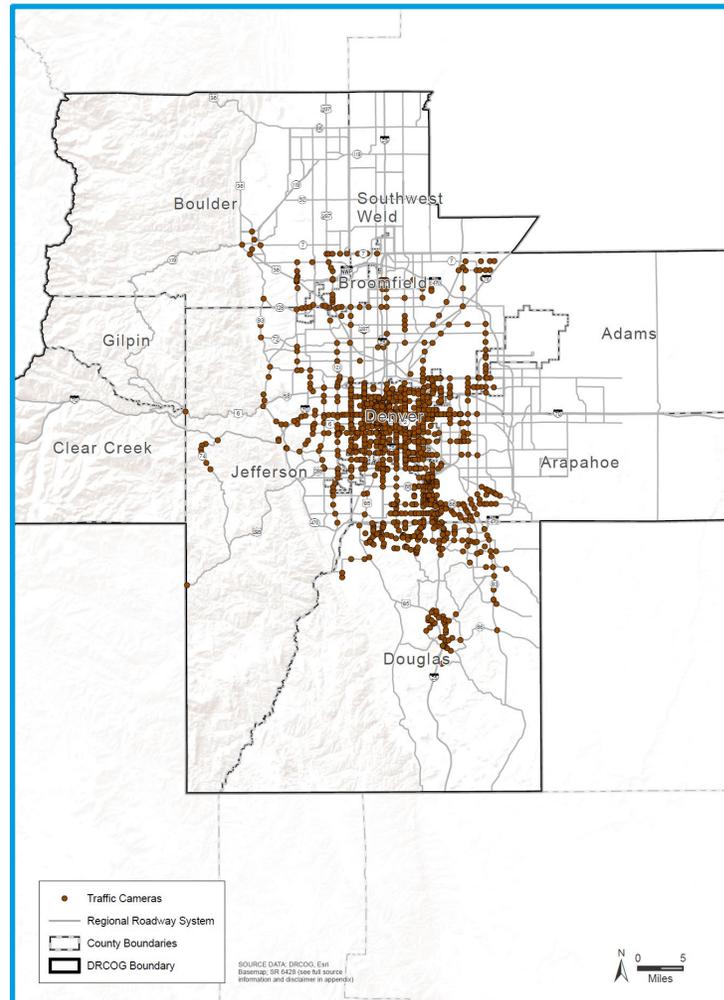
- Emergency Management
- Travel Demand Management
- Parking Management

RTO&T CURRENT STATUS AND NEEDS ANALYSIS

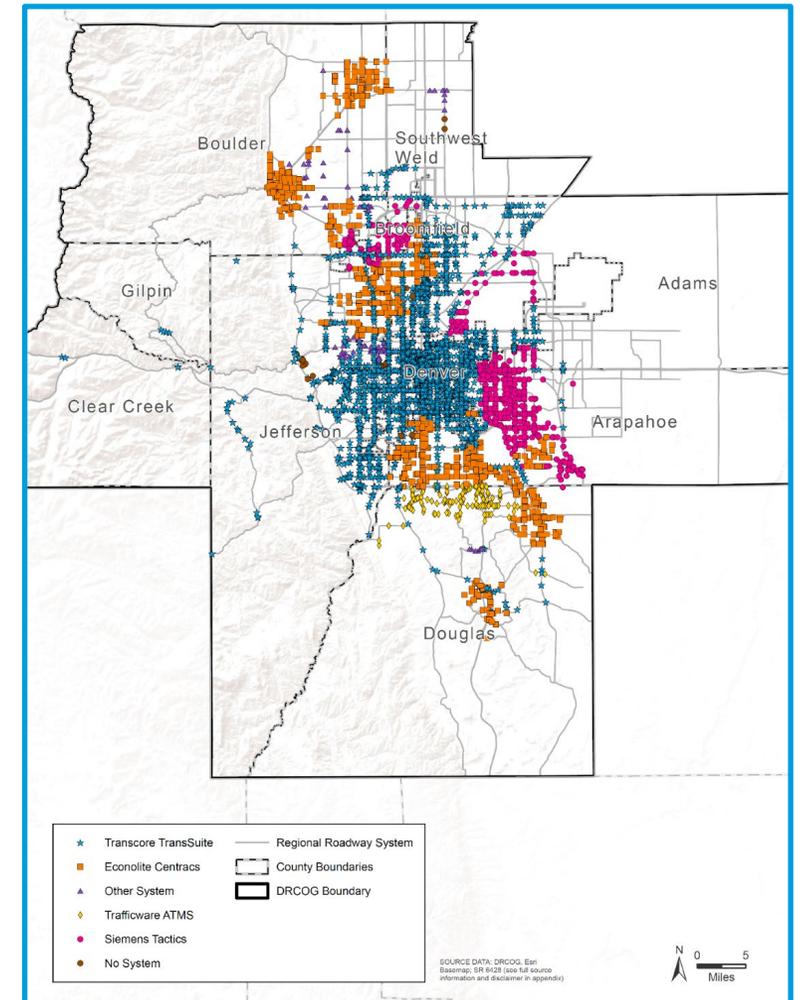


- Inventory of current infrastructure, services, gaps, needs

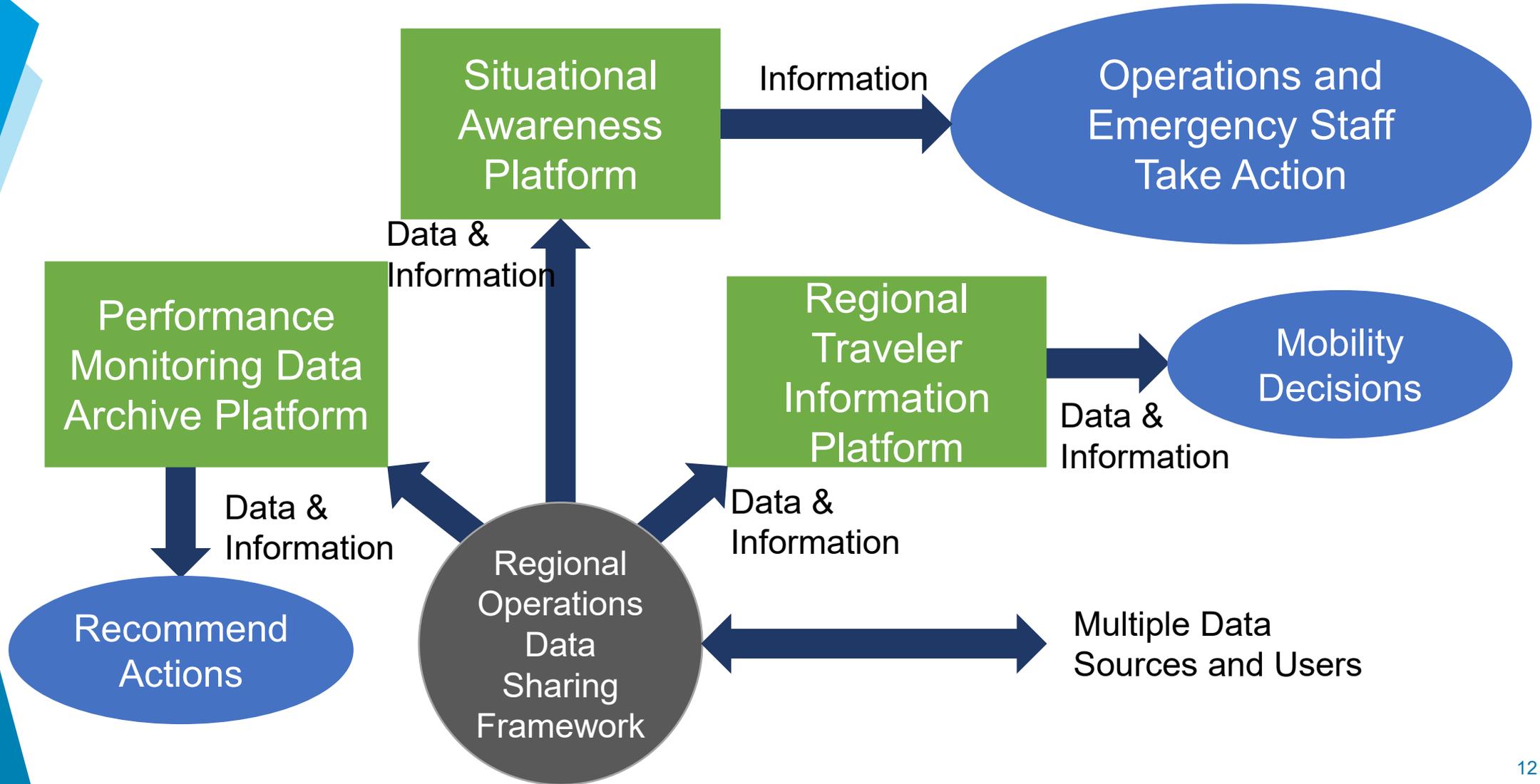
Examples: Arterial traffic cameras



Traffic signal systems



DATA & INFORMATION SHARING FRAMEWORK



RTO&T NEAR-TERM INITIATIVES



- Primary:
 - Situational awareness platform
 - Camera control sharing
 - Expand travel data collection and surveillance systems
 - Performance measures data platform
 - Strategies and processes to collaboratively manage operations
 - Traffic incident management operating procedures
 - Transit signal priority optimization procedures

RTO&T NEAR-TERM INITIATIVES



- Secondary:
 - Evacuation planning
 - Coordinate traveler information messaging
 - Work zone monitoring and coordination
 - Safety technology applications
- Tertiary:
 - Regional Multimodal Traveler Information Platform
 - Multimodal trip planner and payment system
 - Transportation Demand Management related support
 - Continuity of operations plans

CONCLUSIONS



- Real-time data is essential to operate, manage and maintain a safe and reliable transportation system
- Collaborative and integrated management approaches are needed
- Technology is a tool, not the answer
- Varying capabilities and needs by jurisdiction
- Regional management needed for key initiatives
- DRCOG has a key role and can assist with monitoring

Regional Transportation Committee 2023 Meeting Schedule

Meetings will be hosted using a
hybrid format until notified otherwise

8:30 AM

Jan 17
Feb 14
Mar 14
Apr 18
May 16
Jun 20
Jul 18
Aug 15
Sep 19
Oct 17
Nov 14
Dec 19

MEETING HELD THE DAY (TUESDAY) BEFORE THE BOARD
MEETING (BOARD MEETS EVERY 3RD WEDNESDAY)
EXCEPT AS NOTED

**Please check the DRCOG Event Calendar for more
information on meeting details as the date approaches**

