

Denver Regional Council of Governments

2016-2021 TIP Review White Paper

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TIP Review Work Group

Adams County	Jeanne Shreve
Adams County, City of Thornton	Kent Moorman
Arapahoe County	Bryan Weimer
Arapahoe County, City of Aurora	Mac Callison
Boulder County	George Gerstle
Business	Steve Klausing
Colorado Department of Transportation	Jeff Sudmeier
Colorado Department of Transportation	Danny Herrmann
Denver, City and County	Janice Finch
Denver, City and County	David Gaspers
Denver Regional Council of Governments	Douglas Rex
Denver Regional Council of Governments	Steve Cook
Douglas County, City of Lone Tree	John Cotten
Douglas County	Art Griffith
Environmental	Mike Salisbury
Jefferson County	Steve Durian
Jefferson County, City of Lakewood	Dave Baskett
Regional Air Quality Council	Ken Lloyd
Regional Transportation District	Chris Quinn
TDM/Non-motor	Ted Heyd
Weld County	Janet Lundquist

DRCOG staff: Todd Cottrell, Will Soper, Casey Collins

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2016-2021 TIP Review White Paper

Introduction and Purpose

In August 2015, the DRCOG Board of Directors directed the establishment of a work group, comprised of DRCOG staff and Transportation Advisory Committee (TAC) members, to develop a white paper addressing issues associated with the development of the 2016-2021 Transportation Improvement Program (TIP). Topics directed for discussion included: TIP process, funding allocations and criteria, and a comparative look at other MPO practices. The purpose of the white paper is to assist a future Board to address identified issues/concerns in the development of the next TIP. This white paper is the product of the TIP Review Work Group and highlights discussions and recommendations from its October 16, 2015 to February 3, 2016 deliberations.

TIP Development - Federal Requirements

Federal law charges Metropolitan Planning Organizations (MPOs), such as DRCOG, with the responsibility for developing and approving the TIP. The TIP identifies all federally-funded surface transportation projects to be implemented in the region, and lists all non-federally funded projects that are regionally significant. DRCOG has the responsibility to allocate three federal funding types: Surface Transportation Program-Metro (STP-Metro), Congestion Mitigation Air Quality (CMAQ), and Transportation Alternatives Program (TAP). Combined, DRCOG receives, on average, \$65 million per year.

Federal guidance outlining the TIP process can be found in [23 CFR Part 450.324](#). While the guidance provides MPOs the flexibility to decide how it may select projects, the TIP is required to:

- cover no less than four years, and be updated at least every four years;
- be fiscally constrained by funding program;
- be consistent with the approved metropolitan transportation plan;
- identify criteria and process used for prioritizing projects; and
- provide for the consideration and implementation of projects, strategies, and services consistent with the eight federal planning factors ([23 CFR Part 450.306](#)).

Review of the Existing TIP Process

The 2016-2021 TIP was approved by the DRCOG Board of Directors on April 15, 2015 and incorporated into the State Transportation Improvement Program (STIP) on May 21, 2015. The adopted TIP was the culmination of an 18-month process which included revising the scoring criteria, a call for projects, and allocating \$267 million to selected projects and

programs across the region. [The Policy on Transportation Improvement Program \(TIP\) Preparation](#) is the guiding document that outlines the “rules” of the TIP process.

As has been done after all recent TIPs, DRCOG hosted a TIP Open Forum for technical staff (i.e., TAC members and anyone else who completed a 2016-2021 TIP application) on June 17, 2015 to gain insight on how the process may be improved. Additionally, staff invited the Board at its August 2015 meeting to discuss the TIP development process. The TIP Review Work Group was formed as a result of the Board’s discussion. Lastly, the TIP Review Work Group surveyed sponsors eligible to submit projects in the 2016-2021 Call for Projects to get additional thoughts on the TIP process. A summary from each of these efforts can be found in Appendix 1.

The section below highlights some of the comments received about the 2016-2021 TIP process.

2016-2021 TIP items

Receiving positive feedback from applicants:

Mandatory TIP training. The TIP Policy requires that each applicant who applies for funding attend a mandatory training workshop to cover and explain the submittal process, eligibility and evaluation, construction and project development requirements, and sponsor responsibilities. During the training, staffs from DRCOG, CDOT, and RTD were available to assist jurisdictions in preparing funding request applications.

Web-based call for projects and time period. The TIP Call for Projects was conducted through a web-based application that allows sponsors to score their projects instantaneously. Though the application is rigorously tested, improvements can always be made to enhance the usability.

The application period for each TIP cycle is typically open for six to eight weeks; the 2016-2021 TIP application was open for 7½ weeks. Though a majority felt this was enough time to complete their applications, some applicants have an extensive internal review methodology in place which must be followed, causing them to request more time.

Two-phase selection process. A two-phase process was first introduced with the 2005-2010 TIP in an attempt to address equity issues that arose from past allocations. In addition to selecting projects based solely on score (First Phase), the two-phase process provided the Board an opportunity to consider other factors in Second Phase. The most recent Second Phase process included factors such as Very Small Communities, county equity, and first-final mile connections.

Requiring further discussion prior to the next TIP Call for Projects:

TIP policy creation. For the next TIP, it was suggested the Board consider forming a TIP policy development work group, comprised of both technical and policy members. Having both types of expertise involved should improve the efficiency in creating a well-defined set of evaluation and eligibility rules. It will also allow specific criteria to be clearly defined and communicated so there are no misinterpretations from applicants.

Adequacy of the project types. Though the practice of submitting applications by project type is generally agreed to as being sufficient, there's less acceptance on whether the existing project types are able to capture all possible projects. Specifically, there were concerns the existing project types were not flexible enough to include certain multimodal projects.

Eligible project components. Currently, all project phases are eligible for funding through DRCOG. These phases include NEPA, design, ROW, and construction. Though all comments agreed to continue funding construction, some suggested removing funding eligibility for pre-construction activities, due to the limited funds. Others cited concerns that smaller community projects would be hindered without the ability to fund pre-construction activities.

Assigning a project score to Studies. Unlike previous TIPs, studies were not scored or eligible for funding in the First Phase selection. The survey results indicated an almost equal split between scoring the studies in First Phase, not scoring them, or no opinion. Comments ranged from suggesting a new set-aside be created for studies, all the way to making studies ineligible, noting they should be a local responsibility.

Maximum number of TIP submittals per sponsor. Each eligible sponsor for the 2016-2021 TIP cycle was able to submit between five and fifteen applications, based on the latest estimates of their population or employment. Since entities seldom submit their full allocation of project requests and the number of applications still surpasses the amount of funds available, should entities be limited to fewer applications, and thus concentrate on their highest priorities?

Minimum funding request. The minimum federal funding request is \$100,000. Federalizing a project requires additional expenses and procedures, which can increase the costs for small projects by 20 to 50 percent more than a typical project would cost using solely local funds. While raising the minimum request amount might result in a more cost effective use of federal funds, it could potentially prove to be a disadvantage for smaller communities who cannot afford to match larger projects.

Swap state funding for federal funding. There is a potential for TIP project sponsors to reduce their costs if a TIP project is not subject to federal regulations and requirements. CDOT is currently conducting an internal review to whether this may be appropriate for specific funding sources or project categories.

Points assigned to the Metro Vision criteria. Metro Vision criteria accounts for 25 percent of the overall score. Is this the right balance?

Multimodal connectivity criterion for roadway project types. Up to 18 points are eligible for roadway projects that include multimodal elements. Some applicants felt a number of these additional elements were beneficial to developing a multimodal transportation system and should be required of proposed projects. Other applicants felt the current process forced applicants to add a number of multimodal elements to projects just to increase their points on the application, even though they may not be a cost-effective use of funds.

Call for projects frequency. DRCOG currently conducts a call for projects every four years. Some asked if it makes sense to conduct the call more often: every two or three years to better respond to changing needs and priorities. What are other MPOs doing?

What are other MPOs doing?

In order to inform the TIP Review Work Group, staff investigated the project selection process used by other MPOs. A dozen MPOs were selected based on size, budget, project selection characteristics and/or geographic proximity to ensure a sample broad enough to show both general trends as well as unique innovations. The data represents a “snapshot in time” for the most recently available information.

Most MPOs surveyed tend to have shorter project solicitation cycles than DRCOG (less than four years). Additionally, DRCOG was the only MPO to have a two-phase selection process. Equity was considered in other MPOs, either as a factor during the project prioritization process, or alongside other factors such as scoring. Two MPOs, Chicago and Seattle, devolve some funds to subregional groups for project selection. Solicitation varied by funding or project type, as did whether non-construction phases of a project were eligible. Only the Minneapolis MPO forbids use of MPO-controlled funds for projects located on an interstate highway. Minimum project requests also varied, from no minimum up to \$1 million.

Staff has compiled all information in a comparative matrix, located in Appendix 2. What follows is a brief description of each MPO’s TIP and project selection process.

Atlanta Regional Commission (ARC) (Atlanta, GA): The Atlanta MPO is unique in that it does not conduct regularly scheduled calls for projects. Rather, ARC solicits additions to the TIP as funding becomes available. ARC separates projects by funding type and sets a minimum request of \$1 million for STP funded projects. Geographic equity is not considered, the application does not require significant engineering rigor similar to DRCOG’s, and subjective factors are taken into consideration during the selection of projects.

Capital Area MPO (CAMPO) (Austin, TX): CAMPO does not receive CMAQ funds since they are in attainment for all national ambient air quality standards. Their call

for projects is not on a set cycle, although they may move to a biennial solicitation in the near future. Applications do not require significant engineering knowledge and geographic equity is not considered during project prioritization, although other factors, including scoring are included. There is no minimum funding request and no funds are set-aside for specific purposes.

Chicago Metropolitan Agency for Planning (CMAP) (Chicago, IL): CMAP uses a very unique project selection process. Instead of a centralized process, STP funds are devolved to the City of Chicago and Suburban Councils for project prioritization. Suburban Councils are associations of municipal governments organized by geographic area (usually by county) which set policy goals specific to that area. CMAQ funds are distributed by the MPO using a cost-benefit analysis and are only used for construction phases of projects and programs.

Delaware Valley Regional Planning Commission (DVRPC) (Philadelphia, PA): DVRPC covers two states, so the biennial call for projects is split accordingly. While the process uses a high degree of engineering rigor, selection relies on subjective factors to supplement scoring criteria. Projects are solicited by funding type and project requests must be a minimum of \$250,000. Geographic equity is not explicitly taken into account.

Metropolitan Council (Minneapolis/St. Paul, MN): The Minneapolis MPO selects projects every two years using a technical, points-driven process. The call for projects solicits by project type, with fixed funding targets by project type. Preliminary engineering and design phases are not eligible for funding, nor are projects located on the interstate system. Projects have a minimum request of \$75,000 to \$1 million, depending on the project type.

Mid-American Regional Council (MARC) (Kansas City, MO): Similar to DVRPC, MARC is a bi-state region and divides its project selection process as such. Projects are solicited by funding type and STP funded projects cannot include non-construction phases. Calls for projects occur every two years. MARC does not consider geographic equity, require a high degree of engineering knowledge to fill out the application or consider points as the only factor during the project selection process.

Mid-Ohio Regional Planning Commission (MORPC) (Columbus, OH): The MORPC project selection process occurs every two years and solicits by project type. Funding targets are set by project type, with a minimum federal request of \$250,000. Factors other than scoring criteria are used to prioritize projects, although equity is not one of those. Engineering rigor is present in the application. MORPC does not allocate CMAQ funds, as the Ohio DOT holds and distributes all CMAQ funds. Through the statewide CMAQ project selection process, MORPC has considerable influence on prioritizing projects within their boundary and have had success receiving funding that matches what they would have received through a direct allocation.

Mid-Region Council of Governments (MRCOG) (Albuquerque, NM): The Albuquerque MPO receives non-urban STP funds from the New Mexico DOT, in addition to the federal allocation tied to the UZA. These funds are distributed as part of their biennial call for projects. Geographic equity is not directly considered in prioritizing projects, but some money must be spent outside of the UZA as a condition to receiving the additional STP funds from the state. Additionally, there is a separate scoring process for projects in large-urban, small-urban and rural areas. Engineering rigor is present in the application. Scoring criteria are one of several factors considered in the prioritization processes and projects are solicited by funding type.

North Front Range MPO (NFRMPO) (Ft Collins, CO): NFRMPO allocates some of their STP funds for a separate call for projects exclusive to small communities (population under 50,000). Project solicitation has historically been conducted every four years, although they plan to move to a two-year cycle in the near future. For STP-funded projects, there is a \$100,000 minimum request. The application does not take considerable engineering knowledge to complete and factors other than points are considered during the selection process.

Pikes Peak Area Council of Governments (PPACG) (Colorado Springs, CO): Pikes Peak does not receive CMAQ funds because it is an air quality attainment area. They solicit by project type and require engineering rigor in completing the application, and prioritize projects using factors other than points. They do not formally consider geographic equity and issue their call for projects every four years. Minimum project requests are \$25,000 and they do not set-aside funds for any purpose.

Puget Sound Regional Council (PSRC) (Seattle, WA): PSRC is similar to Chicago in that they allocate funds to subregional entities (in this case, county transportation forums) for project selection. The county transportation forums are responsible for following federal and MPO guidelines when conducting their competitive project selection process. A portion of the funds are held by the MPO to fund regional projects. PSRC receives non-urban STP allocations from the Washington DOT in addition to their STP-Metro allocation and must expend some of the money in areas outside the UZA. Funding is set-aside for certain project types, there are no minimums for federal requests and the regional project applications do not involve engineering rigor, using factors other than points for prioritization.

Wasatch Front Regional Council (WFRC) (Salt Lake City and Ogden, UT): The Wasatch Front Regional Council covers two UZAs and therefore has two separate calls for projects held annually. Project applications don't require engineering rigor and scores are not the only factor considered in selecting projects; equity is one of those factors, as the MPO tries to distribute funds evenly by population over the course of several TIPs. Projects are solicited by funding type, there is no minimum request, and no funds are set-aside.

Key Issues Discussed by Work Group

After careful review and discussion about the comments received from the Board and technical staff as noted above, the TIP Review Work Group coalesced around five “key” policy issues they believed should receive specific consideration for the next TIP. The key issues are:

Incorporation of Metro Vision in the TIP process

For over two decades, Metro Vision has served as the foundation for an ongoing conversation about how best to protect the quality of life that makes the Denver region such an attractive place to live, work, play, and raise a family. Obviously, transportation is integral to the growth and development of the region, and as such, the TIP has used both transportation and growth and development criteria to ensure appropriate tenets of Metro Vision are considered. The question discussed by the Work Group is how to best incorporate them into the TIP project selection process? While there was consensus that the TIP should implement relevant policy direction from the adopted regional plans, some felt the current process lacked flexibility to fund projects consistent with the regional plans and policies and also respect local government priorities.

Geographic equity

During the development of Second Phase criteria for the 2016-2021 TIP, no topic received as much discussion as County Funding Equity Status (geographic equity). Geographic equity was one of seven criteria used in the selection of Second Phase projects and along with “Very Small Communities” was characterized as a Tier 1 criterion, thus receiving additional emphasis by the Board in Second Phase deliberations.

The equity calculation compared the amount of DRCOG, CDOT, and RTD funds programmed within a county over the past 12 years to the percent “contribution” from each county to create an equity ratio. Contribution variables included population, employment, vehicle miles traveled, and disbursements from the state Highway Users Trust Fund to each county. The intent of this measure was to provide information on how much transportation funding has been invested in each county, compared to the contribution from the county over time.

Concerns related to geographic equity discussed by the Work Group focused on:

- Does the current formula accurately reflect the primary user/beneficiaries of a particular transportation facility? For example, an improvement to a facility located in a specific county may not mean the residents of that county are the only (or even primary) beneficiaries of that project.
- Is geographic equity appropriate to consider in project selection, or should project selection focus on the greatest regional benefits and consistency with regional plan goals, irrespective of location?
- If geographic equity is appropriate to consider, should regional suballocation of funding be considered as a more effective mechanism to address regional equity?

- Should funding expenditures from all three planning partners (DRCOG, CDOT, and RTD) be used in the equity calculations or only DRCOG allocated funds?

Small vs. Large communities

As stated above, Very Small Communities received additional emphasis during Second Phase of the 2016-2021 TIP project selection. The Work Group discussed the ability of small communities to compete with larger communities and whether community size should be a factor in the TIP selection process. There was recognition that small communities often do not have the financial or staff resources to develop competitive applications.

Off-the-top program/project funding

The DRCOG TIP selection process has historically taken funds “off-the-top” (before the TIP Call for Projects) to fund established programs. In the 2016-2021 TIP, funds were allocated to the following set-aside programs: Regional Transportation Demand Management (TDM), DRCOG’s Way to Go Program, Regional Transportation Operations (RTO), Station Area Master Plans/Urban Center Planning Studies, and Air Quality Improvements.

Additionally, the DRCOG Board approved providing fund to two large/regionally significant projects (FasTracks and I-70 East Viaduct reconstruction project) that were not subject to the general call for projects. Other projects to be funded in this manner in past TIP cycles include I-70: Brighton to Colorado Viaduct repair project and DRCOG’s Travel Behavior Study.

Recognizing off-the-top projects and programs reduce the amount of funds available for the TIP Call for Projects, the Work Group discussed the necessity to develop clear procedures and criteria for evaluating funding requests in order to ensure thorough review of larger regional project funding requests typically from CDOT and RTD.

Multimodal projects

The Work Group discussed the need to take a more holistic approach to project development. Many feel the current TIP project selection process is too rigid and doesn’t offer the flexibility to submit projects that are truly multimodal. Additionally, some Work Group members felt this inflexibility forces project sponsors to include certain project elements only to make it score well, not because it added value to the project. The group felt a discussion about context-sensitive solutions related to TIP project development is an important step going forward.

Two TIP Models

As noted previously, two very distinct project selection process models emerged from staff's research of other MPOs. The two models are:

Regional Model

A process similar to the current DRCOG model of selecting projects relying on a centralized process where applications are submitted to the MPO and are collectively scored and ranked.

Regional/Subregional Model (Dual Model)

A dual process similar to Puget Sound Regional Council's (PSRC) model that has both regional and subregional allocation elements to its selection process. More information about PSRC's process can be found at the following link: <http://www.psrc.org/assets/11978/Appendix-B-ProjectSelection.pdf?processed=true>

The Work Group discussed how well each model would perform in addressing the key issues identified in an earlier section. It aided the Work Group in answering important questions about whether DRCOG's existing TIP process could be tweaked to accommodate the needed changes or if considering a different model would yield better results.

Model comparison exercise

The exercise consisted of first identifying DRCOG's current practice and then discussing the opportunities (and challenges) each of the two models presented in resolving the key issues. The results of the exercise are summarized by key issues below:

1. Incorporation of Metro Vision

Current Practice: Metro Vision criteria are incorporated in two places in the DRCOG selection process. The transportation tenets of Metro Vision are incorporated in the TIP scoring through criteria such as current congestion, crash reduction, transportation system management, and multimodal connectivity. Metro Vision land use and development tenets are exhibited in the Project-related and Sponsor-related Metro Vision Implementation criteria.

Model Evaluation:

Regional Model. Appears to offer the most potential to assure Metro Vision themes are applied more evenly in project selection. However, a major challenge of the Regional Model appears to be the task of comparing similar projects from different parts of the region.

Dual Model. Provides greater ability to incorporate local values into the selection process. As a result, subregions can individualize project criteria to be more in-tune with their local context while still being consistent with the tenets of Metro Vision. One caution with the Dual Model is since the subregions would have more autonomy in the creation of project selection criteria, there would need to be meaningful oversight to assure the selection process is consistent with Metro Vision. This may be accomplished through the establishment of regional criteria to be used by all subregions.

2. Geographic Equity

Current Practice: Tier 1 criterion used in the selection of projects in Second Phase.

Model Evaluation:

Regional Model. As described in an earlier section, a key issue with the existing equity formula is that it doesn't accurately assign the benefits of projects to specific communities. For example, a project built within a single county doesn't mean other residents of the region are not benefiting from the project. While it may be possible to fine-tune the equity formula to consider "users" of the facility and not just the jurisdiction in which it resides, it will always be difficult to gauge true geographic equity regardless of the formula chosen.

Dual Model. Has a significant advantage over the regional model since by its very nature it "proportionately" allocates some funding to a smaller level of geography. The major challenge will be deciding how to distribute the funds to the subregions (e.g., population, employment, VMT, or a combination of all of the above).

3. Small vs. Large Communities

Current Practice: Very Small Communities (i.e., communities with less than \$10 million annual net sales tax revenue) is a Tier 1 criterion used in the selection of projects in Second Phase.

Model Evaluation:

Regional Model. It is possible to establish a set-aside in future TIPs for a competitive pool for predefined small communities. This would resolve the concern that small communities have difficulty competing with the region's larger communities. If a pool is established, whether small communities would also be eligible to compete for the general call for projects would have to be determined.

Dual Model. Similar to the discussion about geographic equity, the Dual Model may provide a better chance for smaller communities to compete on the subregional level since there will be fewer entities competing and perhaps a better understanding of the small community local needs and abilities. Of course, all projects within the subregion would be competing for fewer dollars, potentially offsetting any advantage.

Greater coordination and discussion at the subregional level could foster partnerships and collaborations to finance small community projects with non-DRCOG funds. Subregions could also set-aside a portion of their allocation to small communities, similar to what has been suggested for consideration in the Regional Model.

4. Off-the-top Programs and Projects

Current Practice: DRCOG Board allocates funds to program pools and projects before the TIP Call for Projects.

Model Evaluation: There doesn't appear to be any advantage to either model. Funding for set-aside programs/projects would likely be established before the call for projects in the *Regional Model* (as is the case currently) and could be drawn from the regional allocation in the *Dual Model*.

5. Multimodal Projects

Current Practice: Multimodal Connectivity is considered within all roadway project types.

Model Evaluation: Neither model presented a clear advantage over the other for multimodal projects. If a Dual Model is pursued, it is critical that the subregional allocation decisions are consistent with the policy direction in the regional planning documents, including the incorporation of multimodal elements in projects, as appropriate.

Recommendations

The Work Group respectfully submits the following recommendations for the Board's consideration and requests the Board move forward with discussions as soon as possible to ensure each recommendation can be adequately addressed before the next TIP Call for Projects in the fall of 2018.

Develop a project selection process purpose statement for the TIP.

The Work Group offers the following general purpose statement as a starting point for discussion:

The purpose of the DRCOG TIP project selection process is to allocate transportation funds to implement transportation priorities consistent with Metro Vision and the Regional Transportation Plan.

Additionally, the Work Group encourages the Board to develop specific goals that are consistent with Metro Vision and the Regional Transportation Plan for what it hopes to accomplish with the next round of TIP funding. The project applications should help meet those goals. The Work Group recommends making the goals as specific as possible. For example, a goal may be to address First-Final Mile connections as a priority.

Further explore the Regional/Subregional dual project selection model.

The Work Group strongly encourages the Board to allow the Work Group to take the next steps in the investigation of the Dual Model as soon as possible. The model appears to offer the desired local flexibility to implement projects with the most benefit to their communities while being consistent with the policy direction within Metro Vision. This initial evaluation has not revealed any fatal flaws, but a more comprehensive evaluation of the model is critical to determine potential tradeoffs and "goodness of fit" for the DRCOG region.

Topics to be discussed may include:

- defining the subregional geographic areas;
- defining the structure of the subregional forums responsible for recommending projects to the DRCOG Board;
- defining the types of projects eligible for regional and subregional allocations;
- determining criteria to ensure subregional projects are consistent with regional planning documents
- determining criteria for projects to be funded out of the regional pot; and
- defining the process for determining the funding distribution between regional and subregional allocations.

Create a project selection process that places more emphasis on project benefits, overall value, and return on investment.

Establish a project selection process that applies investment decisions based on quantifiable performance metrics directly linked to Metro Vision and regional plan goals and objectives, while allowing flexibility to implement projects providing the most benefit to meet today's needs and advance the region's multimodal transportation system.

Explore opportunities to exchange CDOT state funds with DRCOG federal funds.

CDOT has established an internal working group to explore this opportunity. The Work Group encourages CDOT to institute a pilot program to gauge the benefits of this concept. Such benefits could relate to the removal of bureaucratic regulations and alleviation of unnecessary administrative burdens without omitting important environmental analyses. It is possible the removal of some of the federal requirements could enhance the viability and timely implementation of smaller projects.

Evaluate off-the-top programs and projects.

The Work Group recognizes the regional benefits of off-the-top set-aside program pools (such as traffic signal, transportation demand management, and station area plans) and investments in regionally significant projects in collaboration with CDOT and RTD (such as I-70 East and FasTracks). However, the Work Group recommends the Board, when considering the next TIP, thoroughly review all set-aside programs to ensure they contribute towards meeting the associated Metro Vision and Regional Transportation Plan goals. Additionally, the Work Group recommends developing a clear evaluation process by which large off-the-top project funding requests for regionally significant projects can be thoroughly vetted before decisions are reached.

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Appendices 1-2

APPENDIX 1a

Summary of June 17, 2015 TIP Open Forum Comments

TIP Policy Document

- Need to determine how to deal with true multimodal/holistic projects and how to score them. For example, a project that includes a roadway widening with bicycle/pedestrian improvements may be awarded almost solely on cost and travel time savings even though the project may have other benefits such as pedestrian safety and transit efficiency that are sometimes not recognized. There is not a true multimodal project category.
- Give TAC and stakeholder groups more time to review policy, especially changes to the TIP Policy document, so they can provide well thought out input.
- It's been a long time since we've done a "deep dive" into the TIP policy in order to refresh the content. The MVIC/TAC interaction on TIP Policy could have been better. Bringing back the TIP Work Group could address both issues (*Note: the recommended Policy document for the 2012-2017 TIP was developed by a TIP Policy Work Group consisting of Board members and technical staff from member communities*).
- Additional time desired for the call for projects - preferably 10 weeks - in order to accommodate the city/county calendar process for signatures on applications and/or the establishment of partnerships (*Note: the 2016-2021 TIP Call for Projects lasted 8 weeks*).
- Funding roadway reconstruction projects rewards bad behavior; roadways that are in the worst shape are most likely to get TIP funding. A better solution is to allow preventative maintenance projects to be funded in the TIP and not allowing a roadway to get in a position that a total reconstruct is necessary.
- Bike/pedestrian reconstruction projects did not compete well versus new construction projects (top 16 projects were new construction projects). In future TIPs, we need to find a way to address this since the age of infrastructure is becoming a critical concern. Maybe have a set aside for bicycle/pedestrian reconstruction projects and operational projects (e.g., crosswalks signalization and eligible grade separation projects).
- Need to address sustainability/resiliency of new infrastructure in the scoring criteria. In other words, how are you going to replace the existing infrastructure with something better to reduce life-cycle costs? How are we assuring that our investment in new infrastructure is better than what we had in the past?
- Some projects really don't fit well into any category (i.e., BRT projects). Need to explore how to handle these types of projects.
- Do we need a bridge project category? We are seeing an aging of bridge infrastructure with limited funds to improve them.
- It was noted that some scoring criteria showed very little variation among projects. If a certain criterion is not serving a useful purpose to help distinguish between projects, why do we have the criterion? Is it better to consider the criterion (e.g., multimodal criterion) as a qualifier for selection and distribute the additional points to other criteria to help distinguish between projects?
- Should we consider placing a cap (maximum amount that can be awarded) for projects? Very large projects (regional in scale) should be handled in an off the top allocation before the TIP call for projects. This would allow funds to be spread over more projects.

APPENDIX 1a

Summary of June 17, 2015 TIP Open Forum Comments

- More first/final mile projects would be a cost effective way to integrate a multimodal vision
 - Limit first/final mile projects to increasing access to mobility hubs or high frequency transit as opposed to a project's proximity to a bus stop. This refinement would add value to emphasizing key transit stations.

Specific Project-Type Criteria

- Bicycle/Pedestrian Projects - need to better define barrier elimination, gap closure, grade separated facilities and RTP corridor criteria.
- Indicator units (and associated formulas) used in the evaluation of bicycle/pedestrian and transit projects were confusing. Criteria should be reevaluated to make sure it is measuring something meaningful. Too much of a black box.
- EJ criteria didn't appear to be very useful. TAZ level was not fine-grained enough.....didn't seem to be a meaningful differentiator.
- Need to take a look at how the FOCUS transportation model output is representing various travel metrics. Need to do more testing so we are not post-processing the information at the last minute.

Required Training

- Training was great and good to have CDOT and RTD participating.
- Lack of coordination between CDOT and DRCOG regarding the Transportation Alternatives Program (TAP). The result was two separate calls for projects, which was confusing.
- Came too late in the process.
- In the future, offer the training as a webinar or as a recording on the DRCOG website.

Website Application Entry

- Overall website worked really well. Issues with the mapping function were noticed (i.e. not robust enough, trouble integrating with shapefiles, scale seemed to change from page to page).

DRCOG Review/Rescoring

- Clearer communication on the definition of criteria so that there are no misinterpretations from applicants (e.g., gap and barrier criteria).

First and Second Phase Selection

- Funding targets for First Phase selection by project type:
 - More funds should be allocated in the next TIP for transit.
 - Consider off the top funding for "beyond" FasTracks service projects (similar to the off the top funding set aside for 1st and 2nd commitments for FasTracks in previous TIPs).

APPENDIX 1a

Summary of June 17, 2015 TIP Open Forum Comments

- Off the top funding (e.g., FasTracks and I-70 E) should be factored/considered when establishing the project type funding allocation targets.
- More technical evaluation of funding allocation targets for next TIP.
- Consider using the First Phase funding targets for Second Phase selection to simplify process.
- Revisit the need for a target and specific criteria for Studies. (*Note: Studies were not scored and therefore were not eligible for First Phase in the 2016-2021 TIP*)
- More focus in Second Phase on synergies of a *regional* system. Use regional travel demand forecasting model (FOCUS) to determine if there is benefit to the region if communities work together on specific projects.
- While equity is useful and should be a focus in Second Phase, we have to be sure that the formula does not only look at where funds are invested, but who is using the facility.

General Comments

- Look to other regions for best practices or other models for TIP funding allocation.
- Is a two year call for projects possible? While it is possible, it may be difficult since the ROW and environmental costs would have to be provided by the local communities since CDOT will not begin work on a project until it is in the TIP.

APPENDIX 1b

Board of Directors 2016-2021 TIP Comments

August 19, 2015

- Work to address urban vs. suburban concerns. Not all voices being heard; needs a more meaningful evaluative process (to be developed through an ad hoc committee) to address disparities, be more equitable.

- TIP process is complex and small communities don't have staffing with expertise. A request that DRCOG staff give more educational trainings, seminars, visits to (small) jurisdictions.

- Factor in growth of communities; some growing at different speeds and have different needs; communities want regional help through the TIP for major infrastructure.

- Take a higher, strategic look at the TIP. Base evaluation on need, not project category type.

- TIP is complex; need ad hoc committee; investigate best practices from other MPOs.

- In order for TIP to be perceived by all as "fair", needs to be explainable and understandable. Consider investigating the following:
 - the benefit of swapping with CDOT federal dollars for state dollars;
 - understanding the difference between local responsibility and regional responsibility;
 - make sure the TIP process doesn't get "gamed"; and
 - ensure best practices are considered.

- It's time to reconsider how this TIP process is done. Look at other best practices- other concepts that may be a better fit. Look outside the box.

- Why is there not a first/last mile connections category prioritized in Phase 1? Why allow sponsors to submit multiple applications for the same project with different funding scenarios?

- TIP process brings out parochial thinking; need to elicit more thinking and collaborating regionally.

- Establish the flow from RTP to TIP.
 - Timing was wrong, need to get the timing right - develop big picture first (i.e., Metro Vision, then RTP, then TIP); can't develop criteria without knowing big picture.

- Fund a higher percentage of regionally significant projects.
 - Need to be more regionally strategic; majority of projects funded should be regionally strategic.

APPENDIX 1b

Board of Directors 2016-2021 TIP Comments

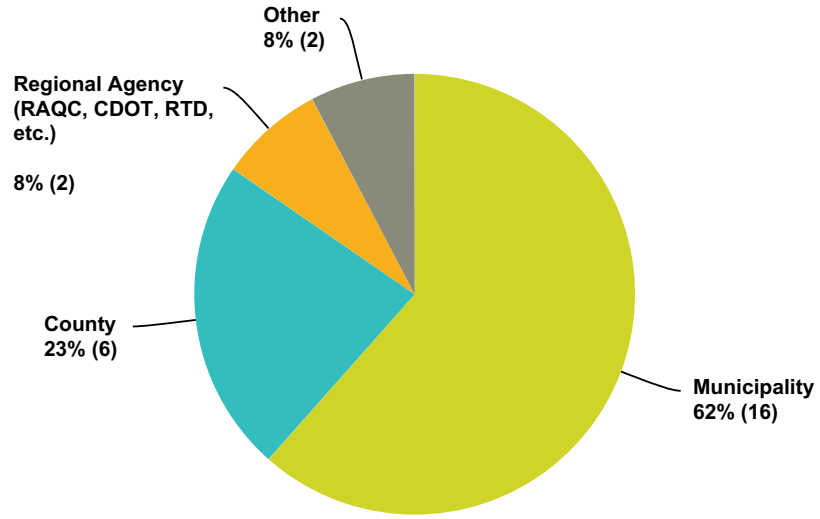
August 19, 2015

-
- Determine criteria earlier.
 - Determine criteria way ahead of time, so jurisdictions can strategize.
-
- Have ad hoc committee write white paper.
 - Formulation of an Ad Hoc committee is not to develop a new TIP at this time, but to work towards development of a White Paper; look at best practices.
-
- TIP project selection should take into account for local sponsors' priority of projects.
-
- Start this process by doing a brainstorming session to determine what the biggest regional transportation projects/focus are. What would have the biggest effect on the region?
-
- If we stay with current system, is first and second phase breakdown appropriate?
-
- Consider road maintenance as a project type.
-
- Revisit project types that had a low number of projects submitted.
-
- Focus on strategic level, get best practices, define criteria more clearly, TAC should be more involved.
-
- Consider Metro Vision objectives.
-
- Make process more transparent.
-
- Should there be a minimum requested funding amount?
-
- Review the number of project applications a community can submit; does the current number still make sense?
-
- Review equity criteria.

APPENDIX 1c
2016-2021 TIP Survey

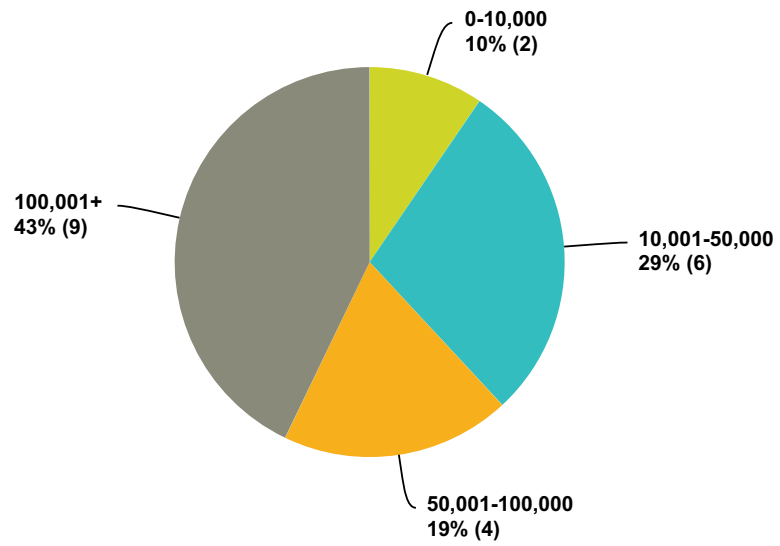
Q1 Do you represent a:

Answered: 26 Skipped: 0



Q2 If you represent a municipality, what is your community's size?

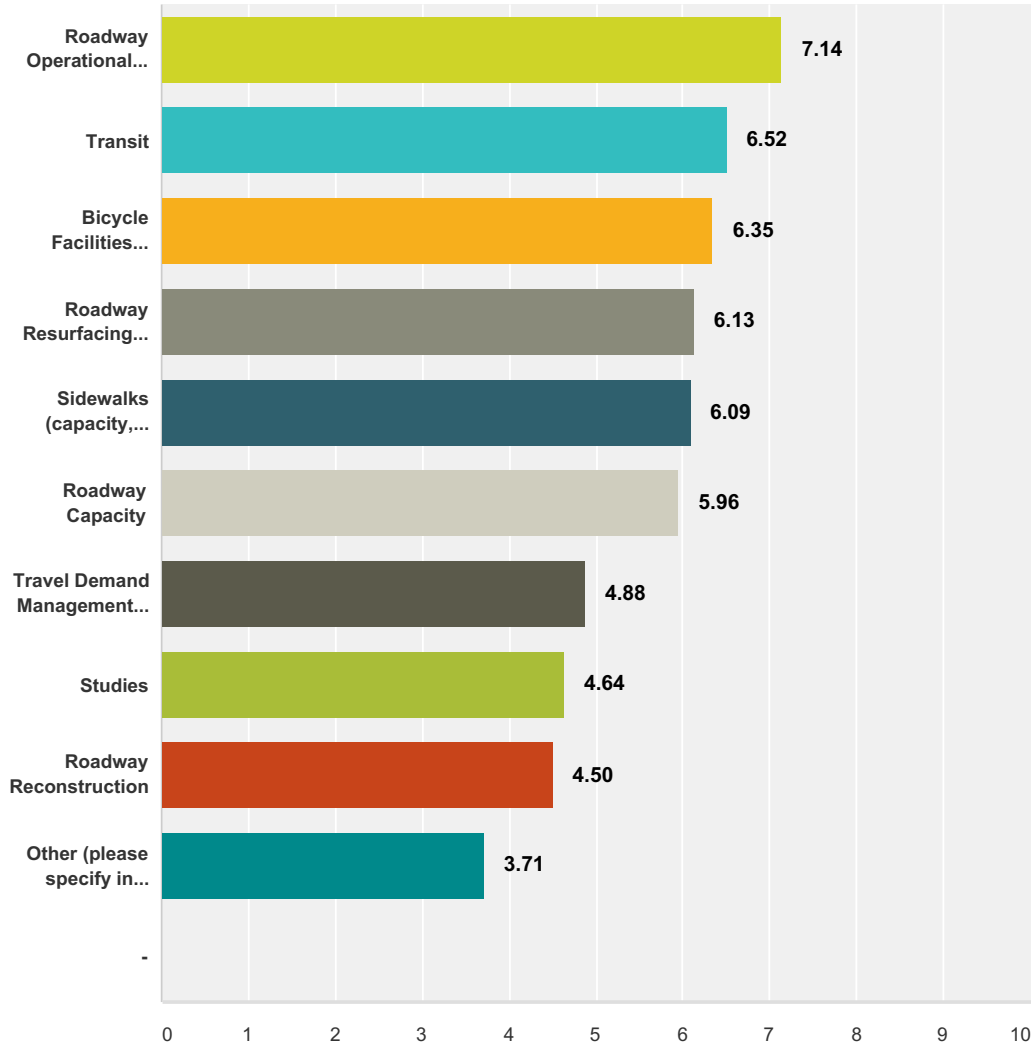
Answered: 21 Skipped: 5



APPENDIX 1c
2016-2021 TIP Survey

Q3 What are the current transportation needs within your community? Rank order from 1 to 10, with 1 being the highest rank and 10 the lowest rank.

Answered: 25 Skipped: 1



	1	2	3	4	5	6	7	8	9	10	Total	Score
Roadway Operational Improvements (e.g., intersection modifications)	23% 5	27% 6	0% 0	14% 3	0% 0	18% 4	9% 2	5% 1	0% 0	5% 1	22	7.14
Transit	13% 3	13% 3	13% 3	17% 4	9% 2	13% 3	9% 2	4% 1	4% 1	4% 1	23	6.52
Bicycle Facilities (capacity, reconstruction)	4% 1	17% 4	13% 3	17% 4	13% 3	13% 3	4% 1	13% 3	4% 1	0% 0	23	6.35
Roadway Resurfacing (mill and fill, overlay)	4% 1	8% 2	25% 6	13% 3	13% 3	8% 2	17% 4	4% 1	4% 1	4% 1	24	6.13
Sidewalks (capacity, reconstruction)	13% 3	4% 1	4% 1	13% 3	22% 5	17% 4	22% 5	0% 0	4% 1	0% 0	23	6.09

APPENDIX 1c
2016-2021 TIP Survey

Roadway Capacity	17% 4	22% 5	4% 1	9% 2	9% 2	0% 0	4% 1	9% 2	9% 2	17% 4	23	5.96
Travel Demand Management (TDM)	0% 0	4% 1	8% 2	8% 2	25% 6	13% 3	4% 1	21% 5	17% 4	0% 0	24	4.88
Studies	5% 1	0% 0	9% 2	5% 1	9% 2	18% 4	18% 4	23% 5	14% 3	0% 0	22	4.64
Roadway Reconstruction	5% 1	0% 0	14% 3	9% 2	9% 2	9% 2	9% 2	9% 2	32% 7	5% 1	22	4.50
Other (please specify in comment box below)	14% 2	7% 1	7% 1	0% 0	0% 0	0% 0	7% 1	7% 1	0% 0	57% 8	14	3.71
-	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0% 0	0	0.00

APPENDIX 1c
2016-2021 TIP Survey

**Q4 List any "Other" transportation needs
from Question 4 above (if applicable).**

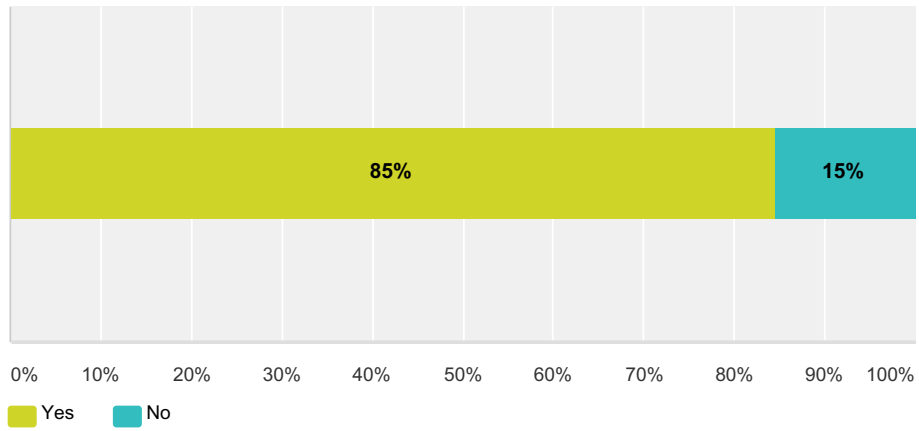
Answered: 7 Skipped: 19

#	Responses	Date
1	We feel that limiting projects to these categories/definitions doesn't fully reflect comprehensive project planning/ implementation. The elements noted above are not separate unto one another and creating successful multimodal projects successfully incorporate most, if not all of these issues. Projects should be considered/ scored for their overall impact on regional transportation issues, not one static mode of travel. For example, a road repaving project should also take the opportunity to improve access for bikes at transit at the same time (adding bikeable shoulders and improved bus stops along the corridor).	11/30/2015 5:55 PM
2	Pedestrian crossings (bridge/underpass)	11/30/2015 2:51 PM
3	Focus on infrastructure improvements and transit equity	11/24/2015 11:24 AM
4	Park-n-Ride facilities	11/24/2015 8:50 AM
5	All within the context of very finite financial resources	11/20/2015 2:54 PM
6	Parking district formation	11/20/2015 8:05 AM
7	Complete Streets	11/19/2015 5:25 PM

APPENDIX 1c
2016-2021 TIP Survey

Q5 Did you apply for funding in the 2016-2021 TIP?

Answered: 26 Skipped: 0



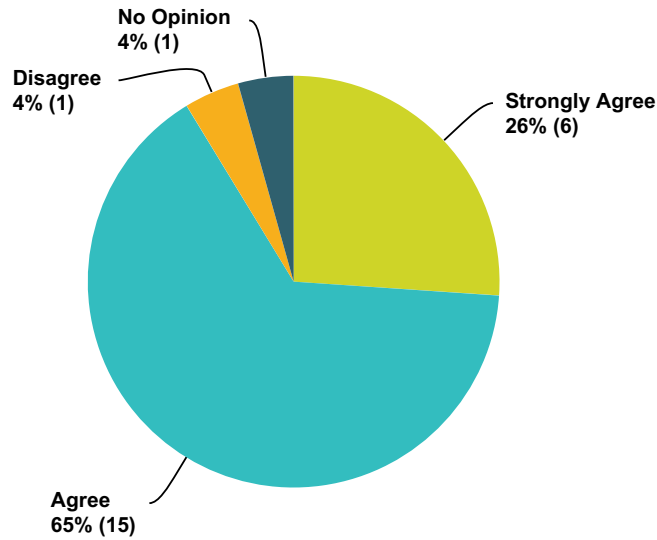
Answer Choices	Responses
Yes	85% 22
No	15% 4
Total	26

#	If No, why not?	Date
1	no staff to participate in the process. This should change beginning in 2016.	11/24/2015 1:33 PM
2	Unknown	11/24/2015 10:07 AM
3	Federalizing project wasn't worth the effort.	11/23/2015 9:59 AM

APPENDIX 1c
2016-2021 TIP Survey

Q6 My organization benefited from mandatory TIP training.

Answered: 23 Skipped: 3

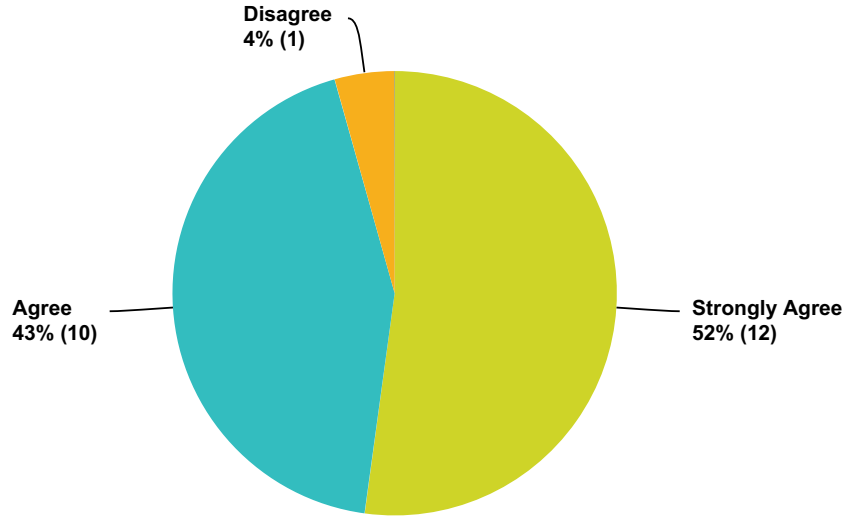


#	Comments	Date
1	We have participated in multiple TIP grant funding rounds and projects in multiple categories in the past, and have experience overall with the elements of TIP grants (applications, implementation, invoicing, etc). It is helpful, however, to hear updates for the most recent grant cycle and things that have changed from prior cycles. We realize that these trainings are especially helpful for sponsors who have rarely/ never applied for prior TIP cycles and help to promote regional inclusiveness.	11/30/2015 6:11 PM
2		11/24/2015 11:30 AM
3	Very well presented and clear. It would be nice to have a webcast option available.	11/24/2015 9:46 AM
4	If you are new to the process it should be mandatory.	11/23/2015 10:02 AM
5	We have been doing this for years and are well versed in how it all works. A refresher never hurts. This is really to make it easier for DRCOG staff and to provide a "scary warning" to novices about what they are getting into.	11/20/2015 8:19 AM

APPENDIX 1c
2016-2021 TIP Survey

Q7 The web-based Call for Projects was an effective way for my organization to submit project applications.

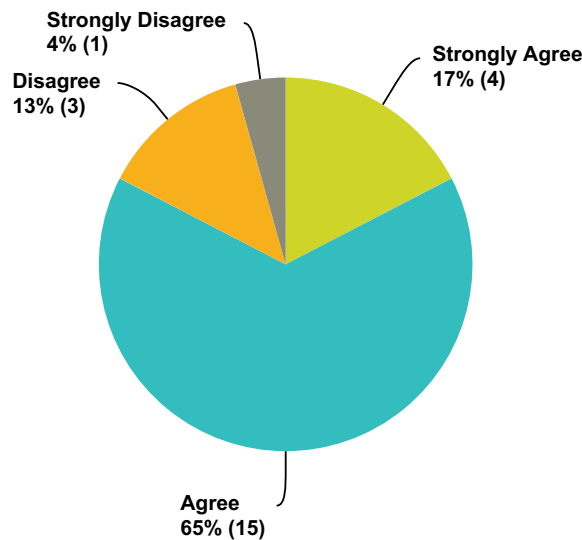
Answered: 23 Skipped: 3



#	Comments	Date
1	The online piece worked ok, and the general concept is sound. However, there are often bugs in the applications that are not fully resolved before the project application period goes live. If such an application method is utilized, it would be helpful to have the opportunity to test it in advance, or for DRCOG to make sure that it doesn't have any bugs/issues.	11/30/2015 6:11 PM
2	Easy approach and nice to see how project scored prior to submitting.	11/24/2015 9:46 AM
3	Can always be improved. Just like we have a committee to look at criteria you should get together a group to just discuss what improvements could be made to this online application process.	11/20/2015 8:19 AM

**Q8 Submitting projects by Project Type
(Roadway Capacity, Roadway Operations,
Roadway Reconstruction,
Bicycle/Pedestrian, Transit Services,
Transit Passenger Facilities, Other
Enhancements, Studies) worked well.**

Answered: 23 Skipped: 3

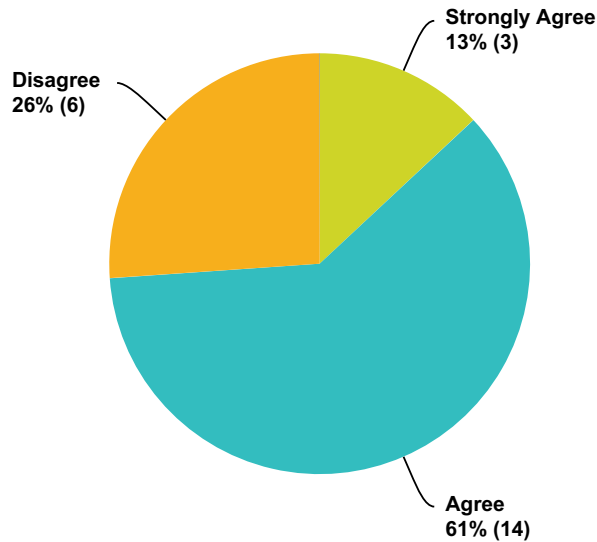


#	Comments	Date
1	This system is not the most effective. As previously discussed, projects often have more than one of the elements from these categories included in them and are hard to lump into one of these categories. A more effective scoring system would incentive projects more heavily for incorporating multi-modal elements instead of just one mode of travel. Also, some of the categories (i.e. bike/ped) consistently have a higher number of submitted projects than the available pool can fund. It would be helpful if these over-prescribed categories (in terms of numbers of projects submitted not number of dollars requested) could be recipients of higher funding levels to help account for this.	11/30/2015 6:11 PM
2	I suggest that the allocation of dollars be considered as with limited funds are we truly addressing the needs prescribed in the federal legislations rather than trying to spread funding around to all groups. I think that the Bike/Ped allocation amount of 16% of the amount available should be re-evaluated. The amount allocated is even more as other type of projects (operational, capacity, etc.) have Bike/Ped components within them. We should look at other federal programs (ex. TIGER, etc.) and other areas around the country to benchmark what they are doing vs DRCOG.	11/30/2015 4:05 PM
3	It worked well in terms of having different criteria for different types, It did not work well in terms of evaluating worthiness between types.	11/30/2015 3:05 PM
4	There's a lot of overlap where projects meet multiple categories. What is the funding strategy/advantage to categories from DRCOG's perspective?	11/23/2015 10:02 AM
5	However, the requirements were confusing, even with training.	11/20/2015 2:59 PM
6	While the system works the project types need to be modified, for example a multimodal project does not fit in any of the above types.	11/20/2015 11:16 AM
7	Multifaceted projects do not fit in neat little boxes.	11/20/2015 8:19 AM

APPENDIX 1c
2016-2021 TIP Survey

Q9 The Project Types (as listed in Question 8) were adequate.

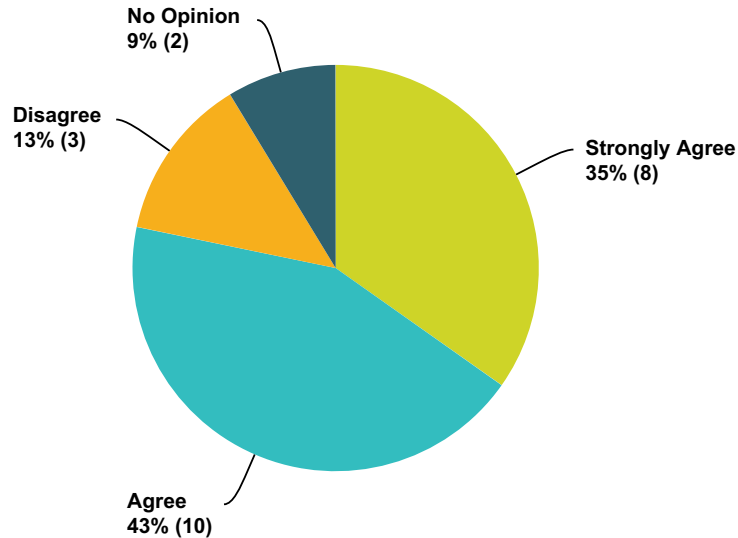
Answered: 23 Skipped: 3



#	Comments	Date
1	The topics generally cover the relevant topics of a potential multimodal project, but should be inclusive of multiple project elements (general purpose lanes, bike facilities, transit service/ stops) and cannot be easily segmented into these categories.	11/30/2015 6:11 PM
2	I think we need to ask the question – With limited federal dollars available are we truly allocating them where the Public perceives the need for transportation projects? Also, not all community values and needs are the same although the DRCOG process is assuming all communities have the same needs and values. One can argue that City and County needs could be different, as well as inner city versus suburban communities, or even large and small.	11/30/2015 4:05 PM
3	We would like to see multimodal projects as a category and able to be scored and evaluated as multimodal projects.	11/30/2015 2:32 PM
4	There is an increased need for transit (non RTD) for disadvantaged and at risk populations. Unless RTD begins to use their revenues to help offset rising needs of persons who cannot or do not wish to use RTD, more funding will be required for these populations. They pay taxes; they are entitled to transit equity based on FTA standards.	11/24/2015 11:30 AM
5	Generally agree -- though I think a multimodal category (categories) would be useful.	11/24/2015 10:11 AM
6	Something needs to be done about scoring and funding studies. These are important steps that need to be completed before many projects can move forward.	11/24/2015 9:46 AM
7	Would recommend a method of small towns competing outside consideration for large, regional projects, which have the capacity to score better. Small communities make big impacts in rural areas but will never compete with large, urban communities.	11/20/2015 2:59 PM
8	See comment on Number 8 above.	11/20/2015 11:16 AM

Q10 Pre-construction activities such as NEPA, design, ROW, etc. should remain eligible for funding.

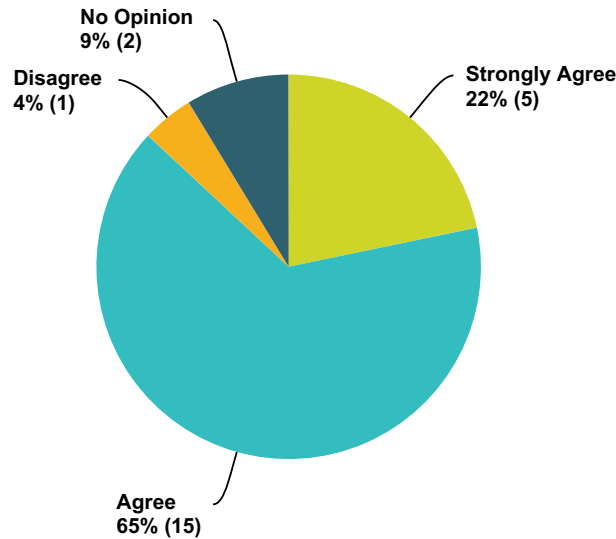
Answered: 23 Skipped: 3



#	Comments	Date
1	Some of these project elements should be eligible and some should not be. Funding for local agency projects should be limited to final design and construction. The use of federal funds for ROW acquisition is not cost effective for the region as a whole. Likewise, studies, plans and preliminary engineering are a poor use of regional funds and should be funded by the benefiting agencies, preferably before the TIP application process begins. One exception should be funding for CDOT long-range corridor plans or PELs which should only be funded if all the surrounding jurisdictions are included and the study is shown to benefit multiple modes of travel as per the criteria above. Is it possible to instead provide points and incentives for a community to have these issues addressed and resolved in advance of project submittal (i.e. already completing a NEPA analysis) rather than saying that these elements noted above are not eligible.	11/30/2015 6:11 PM
2	Once again, a discussion is needed with limited funding and the question. Should funding go towards bricks/mortar or prep. Possibly Study, NEPA, Design should not be funded , but ROW and beyond should. This could be bring other challenges into the mix related to 'federalizing the project and when.	11/30/2015 4:05 PM
3	For large scale projects the pre-construction activities such as NEPA, design, ROW should remain eligible for funding but maybe could require a larger minimum local match.	11/30/2015 2:32 PM
4	Agreed, but it should be easier for project managers to initiate these steps earlier in the project that can still be reimbursable. ROW is a trickier topic and many times seems to be the one item that continues to delay projects. If there is a way to keep design and the NEPA process eligible and take out the ROW element I would be on board.	11/24/2015 9:46 AM
5	Some projects would never get started without the ability to fund pre-construction activities, especially for smaller cities. Wheat Ridge's Wadsworth PEL is a good example.	11/19/2015 5:49 PM

Q11 A two-phase selection process utilizing additional factors determined by the DRCOG Board (i.e., equity, very small communities, etc.) in Second Phase is preferable to a 100% score-based single-phase process.

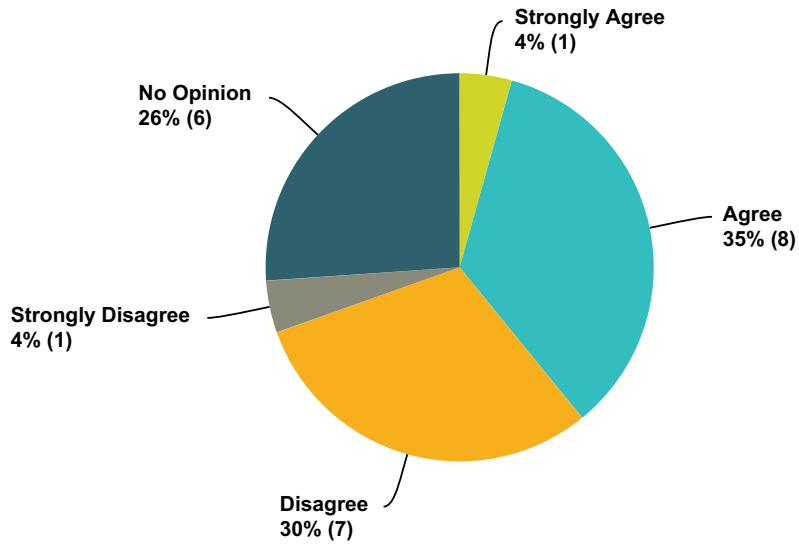
Answered: 23 Skipped: 3



#	Comments	Date
1	The second phase of the project is effective, as it helps to provide funding to communities and projects that are difficult to score or representing smaller regional communities that otherwise would not likely receive any project funding. However, this is reliant upon the first stage scoring process being well-defined, and transparent to help ensure that project are scored against the pre-approved criteria and not being scored subjectively by a scoring panel. The first phase should be quantitative (point based) with the second phase being more qualitative (regional equity, under-equitized and small communities, etc.)	11/30/2015 6:11 PM
2	Phase II was always established for equity, but now has slide down the path of other interests irrespective of benefit and strength of project. Small communities fall into this category to a certain extent, by giving money to a small community because of their size and not necessarily because of the strength of project overall or compared to others	11/30/2015 4:05 PM
3	Agree, but possibly not the best method. I think that a regional distribution of funding would be far more equitable.	11/30/2015 3:05 PM
4	We would like factors such as regional benefits and integration of multiple objectives to be considered during the second phase.	11/30/2015 2:32 PM
5	not enough information in the question to agree or disagree	11/24/2015 4:08 PM
6	use the Seattle PSRC approach.	11/24/2015 1:36 PM
7	A score-based process can never completely account for all factors.	11/24/2015 10:11 AM
8	Until the scoring process can rate projects that takes into account the equity and small communities better the two phase process has to remain.	11/24/2015 9:46 AM
9	The second phase was too political and not based on need. There needs to be a different approach to provide the ideals of the second phase.	11/20/2015 11:16 AM
10	With the TIP scoring model used now I agree. If the model took into account equity and small communities in another way, it might be better. Subregional allocations could achieve some of these goals.	11/19/2015 5:49 PM

Q12 Studies should be scored in First Phase.

Answered: 23 Skipped: 3

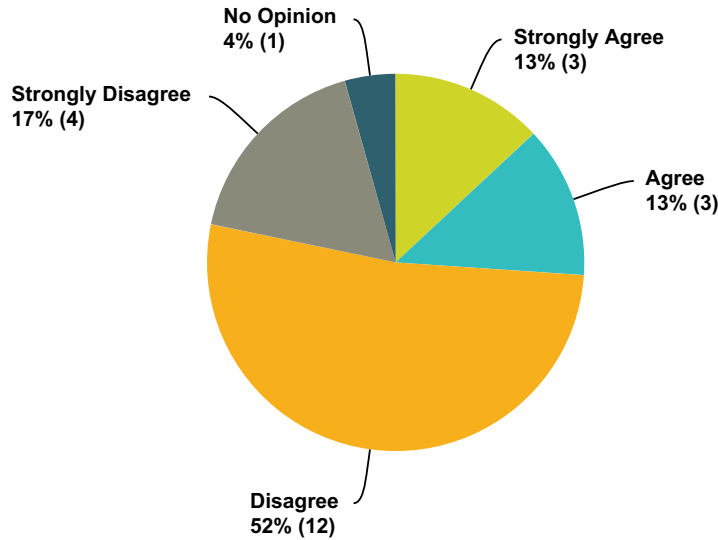


#	Comments	Date
1	A pool of planning should be considered as a set aside in the first phase (a percentage of the total pool. Studies would still be eligible in phase two along with all other project categories on factors such as regional equity, etc.	11/30/2015 6:11 PM
2	Again, with limited funding we are just dipping into a limited pot. Some of the funding challenges are driven with this philosophy (ie adding more to take from a limited pout without adding to that pot).	11/30/2015 4:05 PM
3	I do not think that studies should generally be funded. I believe they are a local responsibility, with the exception of regional highways that are CDOT partnering opportunities.	11/30/2015 3:05 PM
4	They need their own set of criteria.	11/24/2015 9:46 AM
5	May need a separate type called out. Also minimum federal dollars might be less for a study than for a capital project.	11/20/2015 11:16 AM

APPENDIX 1c
2016-2021 TIP Survey

Q13 The amount of match required for projects should be greater than the current 20% minimum.

Answered: 23 Skipped: 3

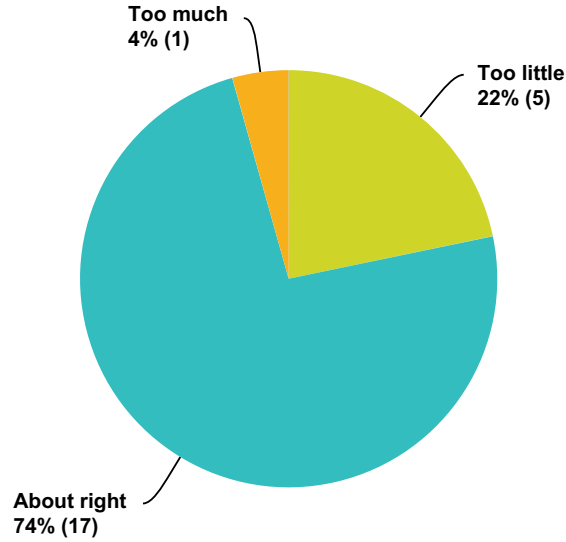


#	Comments	Date
1	We feel that over-match funds for a project should be rewarded with extra project points for the following reasons: - Demonstration of communities commitment to implementing a project. -Helps to make communities prioritize their project submissions to make sure that they will have enough funding to implement the projects that they apply for. Project ranking criteria should include a bang-for-the-buck measurement which would naturally include what percent of the total project cost is covered by non-federal sources.	11/30/2015 6:11 PM
2	Most communities are over match already and besides it is making the federal dollars go further.	11/30/2015 4:05 PM
3	This is not, in my opinion, a giveaway program. It is, again in my opinion, a means to allow worthwhile regional and sub-regional projects to close funding gaps. I would suggest that a minimum local funding be in the 50-60% range.	11/30/2015 3:05 PM
4	More match, the more they score higher.	11/24/2015 1:36 PM
5	Might allow for more dollars to be available, but (obviously) more difficult to find the local match.	11/24/2015 10:11 AM
6	Funding is becoming scares and more local match would stretch funding further, however, smaller communities that have a limited budget should only be required to provide the 20% min. match.	11/24/2015 9:46 AM
7	Small communities may not be able to raise more than 20%. Perhaps, a two-tier match could be considered, divided by small and large communities.	11/20/2015 2:59 PM
8	I think 20% is enough do put "skin in the game" for locals without disqualifying smaller or less wealthy communities.	11/19/2015 5:49 PM

APPENDIX 1c
2016-2021 TIP Survey

Q14 The last Call for Projects was open for 7 1/2 weeks to complete applications. The amount of time was...

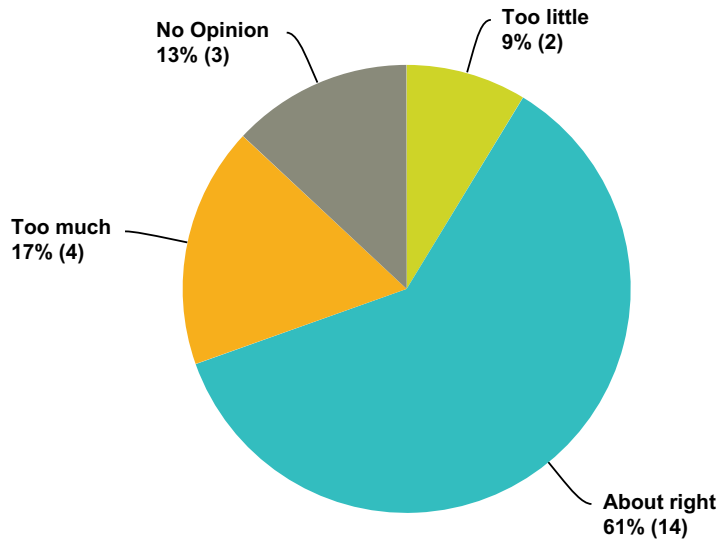
Answered: 23 Skipped: 3



#	Comments	Date
1	Lengthening the process won't help the projects and just squeezes everyone on the back end. Work that should be done in advance of the project application (FIR conceptual designs) take advance planning and design work that should be done in advance of submitting a project and will not be aided much by an additional week or two of application time.	11/30/2015 6:11 PM
2	9 weeks would work better for agencies with limited staff capable of submitting applications - plus a bit more time would allow more access to ask DRCOG important application related questions	11/24/2015 4:08 PM
3	Since many municipalities need to get Council approval before submitting additional time would be helpful. Keep in mind that many cities require Council authorization to have the Mayor or City Manager sign the application.	11/24/2015 9:46 AM
4	Not enough time to develop partnerships, get elected board approvals for the partnerships.	11/20/2015 11:16 AM

Q15 The maximum number of TIP submittals for your agency was ...

Answered: 23 Skipped: 3

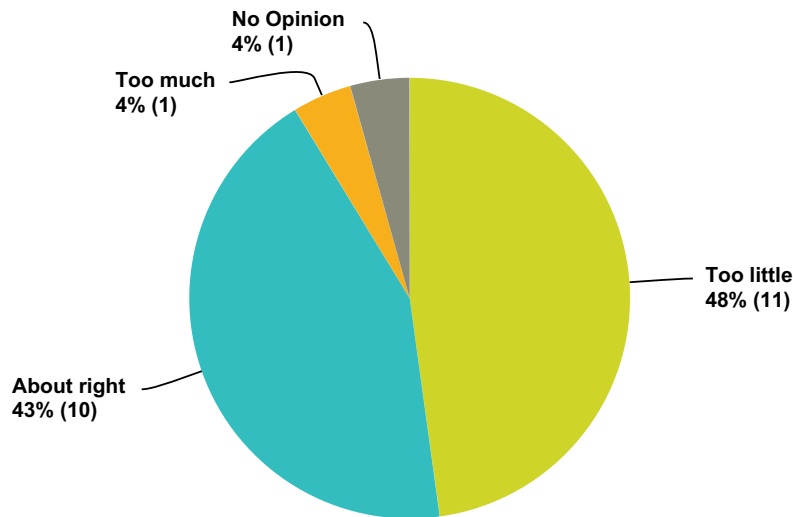


#	Comments	Date
1	One could argue it is too many as most communities do not reach their limit of truly viable projects based on current scoring and process.	11/30/2015 4:05 PM
2	with limited funding available through the TIP process and a desire to provide for regionally equity, there would appear to be many applications allowed to be submitted by most of the middle to large size agencies	11/24/2015 4:08 PM
3	Many communities are growing much faster than others and this aspect should be taken into account.	11/24/2015 9:46 AM
4	In general there are too many for everyone. Denver can submit 12 I think and other big cities 8. When has a city or county ever gotten more than 5 funded.	11/20/2015 8:19 AM

APPENDIX 1c
2016-2021 TIP Survey

**Q16 The minimum federal funding request
of \$100,000 was ...**

Answered: 23 Skipped: 3

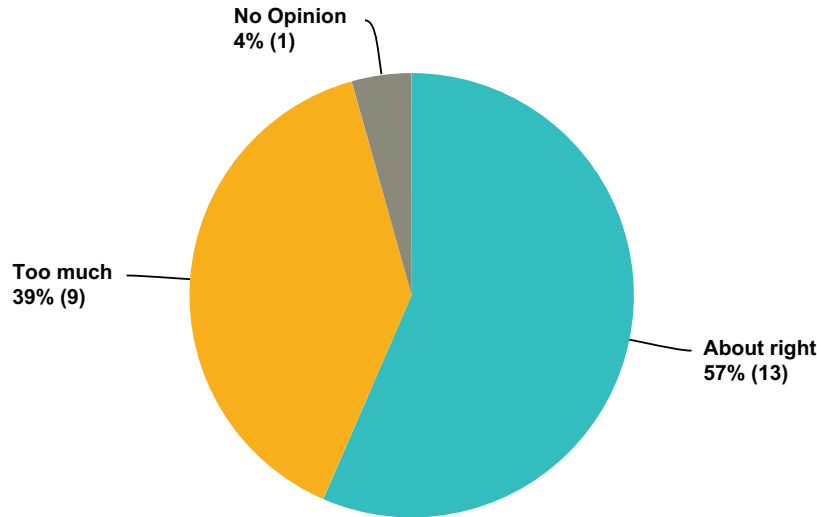


#	Comments	Date
1	The funding minimum isn't much of a concern. Although having a lower minimum project fund does likely encourage a higher number of grant applications than would be ordinarily submitted, smaller communities wouldn't likely be able to submit for projects if the project minimum was raised. This level should best be left at this level and to let communities determine whether it is worthwhile for them to apply for a project given the admin requirements that go along with procuring and implementing a TIP grant. A bigger concern is the lack of having a maximum project funding request. This is a more serious concern, as one or two large project can often consume an entire pot of funding for one project (meaning that a large number of projects go unfunded). We propose including a project maximum funding cap.	11/30/2015 6:11 PM
2	One should truly look at the federal requirements for federal dollars. This certainly would depend on the project and type, but seems to low to me for requirements vs money received.	11/30/2015 4:05 PM
3	With the possible exception of very small communities.	11/30/2015 3:05 PM
4	I think the minimum federal amount of \$100,000 for any single project is okay for small communities but the minimum for larger communities should be set higher - say around \$250,000 minimum federal request for mid size and larger communities.	11/24/2015 4:08 PM
5	I think this depends on the project type - for studies its about right, but for other project types its too small. Also to reference an earlier question the match portion should be raised from 20% which could also impact the minimum federal funding request. Federalizing a project for anything less does not make much sense.	11/24/2015 9:46 AM
6	It's not worth it to federalize a project for less.	11/23/2015 11:44 AM
7	Smaller requests could go a long way to help small communities complete studies and engineering easier.	11/20/2015 2:59 PM
8	It was ok for studies and some bike projects but should be more for other capital projects.	11/20/2015 11:16 AM

APPENDIX 1c
2016-2021 TIP Survey

Q17 Metro Vision criteria accounted for 25 points (of a possible 100 points). This amount was...

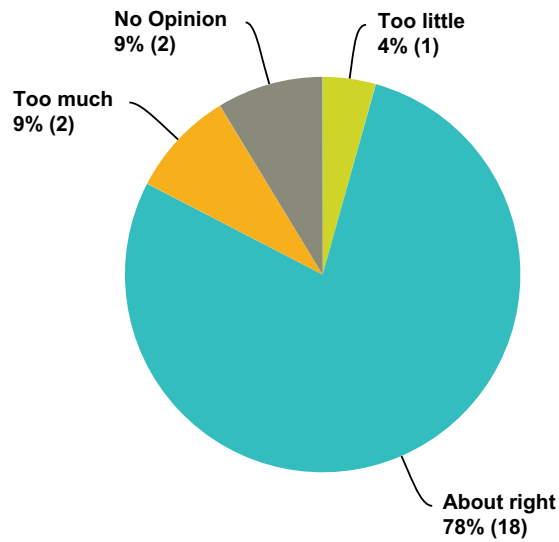
Answered: 23 Skipped: 3



#	Comments	Date
1	This scoring provides a nice blend of points included to reflect regional impact of projects on likely project mitigation impacts and allowing all communities to be able to apply for projects and have a reasonable chance at being awarded funds. This type of point allocation seems effective in addressing regional congestion and transportation issues, has worked well in the past, and shouldn't be changed.	11/30/2015 6:11 PM
2	The Criteria used in selecting the best project is being diluted with the introduction of Multi-modal, Metro Vision, environmental justice points. As an example, the primary purpose of an Operational Project is by definition to improve operations, reduce congestion and delay, and improve safety then the overall criteria should be weighted heavier on those criteria. The 46 points for the "other" criteria is disproportional to what the project is trying to solve and can lead to selection of projects that may have lower main criteria scores but high "other" points. Another point regarding the 18 point Multi-modal Connective criteria is that there are an available 45 points that the max 18 points can be achieved which tends to have projects receiving the maximum amount of points for the category because of the multitude of options to achieve such.	11/30/2015 4:05 PM
3	About right so long as only transportation related MV issues are scored.	11/30/2015 3:05 PM
4	Project scores should be based more on the merit of the project. How does it improve connectivity, safety, lessens congestion, improves air quality, etc... all of which are goals in Metro Vision. I suggest Metro Vision criteria be used as a screening process. If a project does not try to meet any goal of Metro Vision than it shouldn't be allowed to be submitted. Criteria has to help distinguish projects and not be a qualifier.	11/24/2015 9:46 AM
5	Should projects even be considered if it is not part of the Metro Vision.	11/20/2015 11:16 AM
6	Metro vision criteria are often favorable to denser municipal areas. Regional valuable projects that don't meet Metro Vision goals as well can't score as well.	11/19/2015 5:49 PM

Q18 The level of engineering or technical effort required in project applications was ...

Answered: 23 Skipped: 3

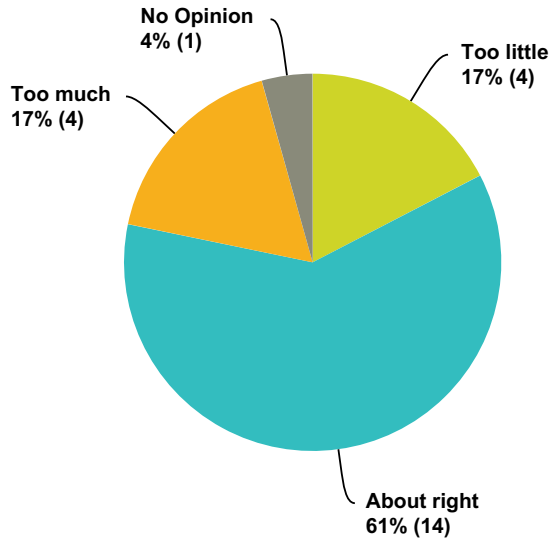


#	Comments	Date
1	Project sponsors should be required to put more work and design into their projects in advance of submitting a project application.	11/30/2015 6:11 PM
2	This is dependent on the criteria used in the TIP and again what is eligible. If you require a more refined project for submittal, then it forces the need to do pre-work with out federal funds.	11/30/2015 4:05 PM
3	No comments	11/24/2015 9:46 AM
4	In my past experience at a very small community, this can be a real challenge. But those communities may not have as many technically challenging projects. Subregional allotments may encourage partnerships to help small communities with this issue.	11/19/2015 5:49 PM

Q19 Multimodal Connectivity criterion for roadway projects accounted for 18 points (of a possible 100 points). The amount was

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Answered: 23 Skipped: 3

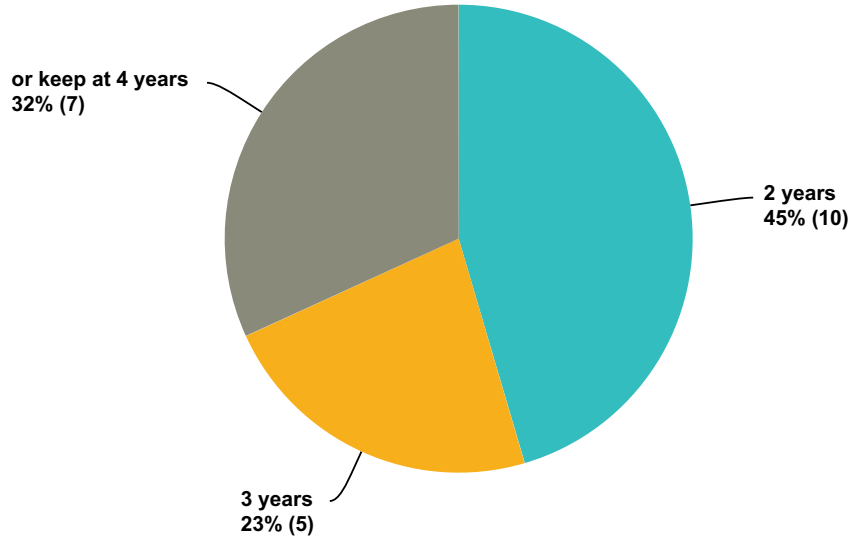


#	Comments	Date
1	This is too low. Any project receiving should not just be rewarded for including multimodal elements, but should be required to include them in order to eligible for funding. For a roadway expansion project for example, this could include requiring that roadway expansions would include bus or HOV lanes (as CDOT/ HPTE has indicated will be a necessary element of any future roadway expansions) or adding bike lanes.	11/30/2015 6:11 PM
2	See comment under #17 above.	11/30/2015 4:05 PM
3	A clearer picture of what multi-modal connectivity is must be provided. Everyone is so focused on LRT service but often forget bus service in the region and how it provides that multi-modal connectivity. And in most cases better than LRT because its not limited to just a few corridors. A good example of this is the recent regional bike map that is using a criteria of having to service a LRT station in order to be identified as a regional bike facility. That doesn't make much sense since bus service is much more regional than LRT. Many communities have also adopted a complete streets policy or standards in their street design manuals so they are required to include sidewalks and bike facilities in their projects. I'm not sure just adding a sidewalk to a road project should receive points for multi-modal connectivity, but if its providing a connection to a new/existing trail than it should.	11/24/2015 9:46 AM
4	This penalized the projects from rural and suburbs that do not have transit.	11/20/2015 11:16 AM
5	Multimodal connectivity points favors denser areas and affects equity, but there probably ought to be some accounting for this. 18% is probably appropriate.	11/19/2015 5:49 PM

APPENDIX 1c
2016-2021 TIP Survey

Q20 A Call for Projects is currently issued every 4 years. A more appropriate interval for selecting projects is every...

Answered: 22 Skipped: 4



#	Comments	Date
1	Two or three year grant cycles would be our preference. This is enough to get a project implemented/ built and in the case of a transit route to weigh its viability, build its ridership base, and decided whether the route should continue operations after the grant funding window (one year would not be long enough to do this). A construction project should be in a state of readiness that it can be build within 2-3 years of grant award, or shouldn't be considered for funding.	11/30/2015 6:11 PM
2	If the criteria and process is simplified, then every two years may work, but if we have to provide the level of detail as requested now, every 4 is better.	11/30/2015 4:05 PM
3	I could be convinced to go to 3 years, but prefer the 4 year window.	11/30/2015 3:05 PM
4	With the potential changes in Federal Transportation Legislation, there are no great indicator of appropriate intervals at this time.	11/30/2015 7:37 AM
5	I think a two or three-year call might be more efficient for planning purposes.	11/24/2015 10:11 AM
6	A more frequent call for projects might make the process less desperate because elections cycles are four years, so maybe 2 year cycles would take some pressure of elected officials. Two year cycles make keep staff people more in the loop and make the TIP process less of a specialized area of knowledge and organizations less vulnerable to staff turnover and loss of knowledge.	11/19/2015 5:49 PM

APPENDIX 1c
2016-2021 TIP Survey

Q21 List any challenges your agency has encountered in applying for or administering TIP-funded projects.

Answered: 11 Skipped: 15

#	Responses	Date
1	For recent grant cycles (TIP, FASTER, etc.) there has been a lack of direction on RTD involvement in the process and their involvement in the grant process. It would be helpful to have RTD involvement in grant cycles fully resolved in advance of the call for projects being issued. This includes the following areas of consideration: - RTD administration fees for grants (does their admin fee require additional local match, or get skimmed from the project award?). - What is RTD's process and methodology for reviewing projects impacting them (bus service), what are their criteria for deeming if a project should be included in funding, and deciding which projects to advance for funding in the TIP funding pool. - Inter-regional transit service should be eligible for funding for the entirety of the route if a majority of the route benefit and impact is serving the DRCOG region - addressing regional in-commute issue.	11/30/2015 6:11 PM
2	* CDOT IGA Process. * CDOT's project manager having capability to over-rule specialty groups when things don't make sense or they are late. * ROW and Utilities are always a challenge with federal and local funded projects. * Relative CDOT Experience with local projects and how they work - as there seems to be a lot of turnover, as well as conflicting direction.	11/30/2015 4:05 PM
3	I think the criteria needs to be better defined. Some of the scoring was revised due to the criteria not being well understood.	11/30/2015 3:05 PM
4	staff resources	11/24/2015 1:36 PM
5	Usually ROW acquisition and following the federal process has been difficult and time consuming. Not sure if anything can be done about this but like was stated earlier it would be nice to be able to start on these items earlier in the process and can still be reimbursable.	11/24/2015 9:46 AM
6	Just trying to balance the amount of money to request for a project vs. the administrative costs our agency will need to absorb to actually spend the funding. This is why \$100,000 is probably too low for a minimum as many agencies can't justify all the additional staff cost to administer a federalized project.	11/24/2015 9:06 AM
7	Ha! IGAs with CDOT.	11/23/2015 11:44 AM
8	We struggled to have the appropriate expertise on staff to apply. Either longer time frames or more technical assistance would be appreciated.	11/20/2015 2:59 PM
9	DRCOG staff provided assistance. The map function could work better.	11/20/2015 11:16 AM
10	Getting IGA's with CDOT. Changing federal regulations	11/20/2015 8:19 AM
11	My organization has had turnover and there is no one currently here that was involved in the last TIP process. This is such a specialized area that it is difficult to acquire the knowledge needed in a short TIP application window even with the training provided. This is even more of a challenge for smaller organizations.	11/19/2015 5:49 PM

APPENDIX 1c
2016-2021 TIP Survey

Q22 Please provide any additional comments.

Answered: 4 Skipped: 22

#	Responses	Date
1	It would be helpful to address the allocation of 5307 funding. All of this money currently goes directly to RTD without and say from DRCOG or local government staff input on how the funding is allocated. DRCOG staff should have a say in how this funding is allocated and where it gets spent.	11/30/2015 6:11 PM
2	Would like to see more First-and-Final-Mile type opportunities. Given the huge investment the region has made in the transit system via FasTracks, additional dollars should be programmed towards leveraging more from that investment.	11/24/2015 10:11 AM
3	I felt the training was very good and relevant to the process.	11/20/2015 3:56 PM
4	Virtually all projects these days are multi model or address many different aspects. A capacity project will have bus shelters, multiuse paths, signal operational improvements. An operational project will have HC ramps for ADA, transit improvements. Need to figure out better funding categories and ways to address and sort out projects better. Need to go to subarea allocations.	11/20/2015 8:19 AM

APPENDIX 2

**TIP Project Selection Procedures Matrix
MPO Comparison**

MPOs	Approximate Annual STP & CMAQ Funding	Subregional Selection Process?	Considers Geographic Equity?	Special Project Selection Committee?	Selection Based Purely on Points?	Engineering Rigor in Application?	Solicit by Project Type or Funding Type?	What Projects are in RTP before TIP? ^{vii}	Are PE/Design Phases Eligible?	Years Between Solicitation	Number of Entities in MPO Area	Total Expenditures (Over Four Year TIP)	Interstates Funded with MPO Allocations?	Funding Targets for Last TIP?	Minimum Project Size	Does the MPO Use Set Asides?
Denver Regional Council of Governments	\$65 m	No	Yes	No	No	Yes	Project	Regionally Significant	Yes	4	56 municipalities	\$3.7 b	Yes	Yes	\$100 k	Yes
Atlanta Regional Commission	\$99 m	No	No	No	No	No	Funding	All Projects	Yes	Varies	13 counties	\$3.2 b	Yes	No	\$1 m ^v	Yes
Capital Area MPO (Austin, TX)	\$23.5 m ^{vi}	No	No	Yes	No	No	Project	Capacity	Yes	Varies	44 entities	\$0.6 b	Yes	Yes	None	No
Chicago Metropolitan Agency for Planning	\$230 m	Yes	Yes	No	Yes ⁱ	Yes ⁱ	Funding	Major Capital Projects	No	Depends on selection	284 municipalities	\$9.1 b	Yes	Varies	None	Yes
Delaware Valley Regional Planning Commission (Philadelphia)	\$63 m ⁱⁱ	Yes	No	No	No	Yes	Funding	Regionally Significant	Yes	2	353 municipalities	\$5.0 b	Yes	No	\$250 k ^v	No
Metropolitan Council (Minneapolis/St. Paul)	\$75 m	No	Yes	Yes	Yes	Yes	Project	Regionally Significant	No	2	186 communities	\$3.2 b	No	Yes	\$75 k - \$1 m	Yes
Mid-America Regional Council (Kansas City)	\$35 m	Yes	No	Yes	No	No	Funding	Regionally Significant	No ⁱⁱⁱ	2	119 municipalities	\$2.8 b	Yes	Yes ⁱ	\$25 k ^{iv}	Yes
Mid-Ohio Regional Planning Commission (Columbus)	\$31 m	No	No	Yes	No	Yes	Project	All Projects	No	2	79 local entities	\$2.1 b	Yes	Yes	\$250 k	Yes
Mid-Region Metropolitan Planning Organization (Albuquerque)	\$23 m	No	No	No	No	Yes	Funding	Major Projects	Yes	2	30 entities	\$0.6 b	Yes	Yes	None	No
North Front Range MPO (Ft Collins)	\$7.5 m	No	Yes	Yes	No	No	Funding	Capacity	Yes	4	15 municipalities	\$0.1 b	Yes	No	\$100 k ^{vi}	Yes
Pikes' Peak Area Council of Governments (Colorado Springs)	\$7.5 m ^{vi}	No	No	No	No	Yes	Project	Capacity	Yes	4	9 municipalities	\$.03 b	Yes	Yes	\$25 k	Yes
Puget Sound Regional Council (Seattle)	\$80 m	Yes	Yes	Yes	No	No	Funding	Capacity	Yes	2	88 entities	\$5.6 b	Yes	Yes	None	Yes
Wasatch Front Range Council (Salt Lake City)	\$33 m	Yes	Yes	No	No	No	Funding	Capacity	No	1	53 entities	\$1.9 b	Yes	Yes	None	No

ⁱ for CMAQ selection process only

ⁱⁱ NJ STP figures include NJDOT funding swap

ⁱⁱⁱ Construction only for STP, all phases for CMAQ

^{iv} For programs and outreach, \$50 k for CMAQ capital. No minimum for STP

^v Recommended minimums

^{vi} STP-Metro Only

^{vii} Definitions per the MPO