



ADAMS COUNTY

COLORADO
BOARD OF COUNTY COMMISSIONERS

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**STUDY SESSION AGENDA
TUESDAY
August 21, 2018**

ALL TIMES LISTED ON THIS AGENDA ARE SUBJECT TO CHANGE

- 10:30 A.M.** **ATTENDEE(S):** **Kristin Sullivan / Jeffery Maxwell / Brian Staley /
Doug Clark**
ITEM: **ADCOG Subregional Forum Update**
- 11:00 A.M.** **ATTENDEE(S):** **Raymond Gonzales**
ITEM: **Administrative Item Review / Commissioner
Communications**

(AND SUCH OTHER MATTERS OF PUBLIC BUSINESS WHICH MAY ARISE)

AGENDA IS SUBJECT TO CHANGE



STUDY SESSION AGENDA ITEM

DATE:	August 21, 2018
SUBJECT:	ADCOG Subregional Forum Update
FROM:	Kristin Sullivan, Director of Community and Economic Development
AGENCY/DEPARTMENT:	Community and Economic Development
ATTENDEES:	Kristin Sullivan, Jeff Maxwell, Brian Staley, Doug Clark
PURPOSE OF ITEM:	Provide update on Subregional Forum; obtain direction on subregional coordination requests for support
STAFF RECOMMENDATION:	Information update; requesting direction on support for inter-subregional coordination projects

BACKGROUND:

The current Transportation Improvement Program (TIP) cycle is following a new dual model, whereby funding will be allocated both at the regional level and at the subregional level. To administer this process at the subregional level, the ADCOG Subregional Forum was formed, consisting of representatives from each of the members of the collaborative transportation planning IGA – the City of Arvada, the City of Aurora, the Town of Bennett, the City of Brighton, the City of Commerce City, and the City of Federal Heights, the Town of Lochbuie, the City of Northglenn, the City of Thornton, the City of Westminster, and Adams County. The forum has met six times since its kick off meeting on May 3, 2018 and the next meeting is August 22, 2018. Staff will provide an update on the outcomes of the forum meetings, the status of the Denver Regional Council of Governments (DRCOG) Regional Call for Projects, and the upcoming schedule for regional project submittal and review.

In addition, staff would like to present the proposals that have been sent by other subregions requesting support from the ADCOG subregional forum for certain transportation projects. At the August 22nd meeting of the ADCOG subregional forum, representatives from these projects will attend and make presentations. It is anticipated that the ADCOG subregional forum will make decisions at their meeting about whether to offer funding support or letters of support for these projects. At the time of this writing, two such proposals have been received: 1) a request from the Jefferson County subregional forum for the Peaks to Plain trail projects; and 2) a request for support from Boulder and Broomfield for State Highway 7. Staff will provide an update at the study session if there are other projects where ADCOG's support is requested.

AGENCIES, DEPARTMENTS OR OTHER OFFICES INVOLVED:

Local Adams County cities and towns, adjacent subregions (counties) Colorado Department of Transportation, Regional Transportation District, Denver Regional Council of Governments, Public Works, Finance

ATTACHED DOCUMENTS:

DRCOG Final TIP Policy

Subregional Coordination Requests

- (1) Jefferson County – Peaks to Plain trail project
- (2) Boulder / Broomfield – SH 7

FISCAL IMPACT:

Please check if there is no fiscal impact . If there is fiscal impact, please fully complete the section below.

Fund:

Cost Center:

	Object Account	Subledger	Amount
Current Budgeted Revenue:			
Additional Revenue not included in Current Budget:			
Total Revenues:			<hr/> <hr/>

	Object Account	Subledger	Amount
Current Budgeted Operating Expenditure:			
Add'l Operating Expenditure not included in Current Budget:			
Current Budgeted Capital Expenditure:			
Add'l Capital Expenditure not included in Current Budget:			
Total Expenditures:			<hr/> <hr/>

New FTEs requested: YES NO

Future Amendment Needed: YES NO

Additional Note:

APPROVAL SIGNATURES:



Raymond H. Gonzales, County Manager

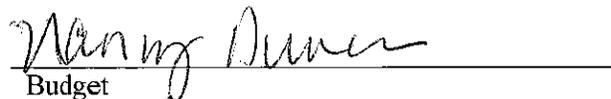
Alisha Reis, Deputy County Manager



Bryan Ostler, Deputy County Manager

Patti Duncan, Deputy County Manager

APPROVAL OF FISCAL IMPACT:



Budget



2018

Policy on Transportation Improvement Program (TIP) Preparation

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

Adopted July 18, 2018

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



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

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I. INTRODUCTION

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

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

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

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

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

A. AUTHORITY OF THE MPO

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

B. GEOGRAPHIC AREA OF THE TIP

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

C. TIME PERIOD OF THE TIP

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

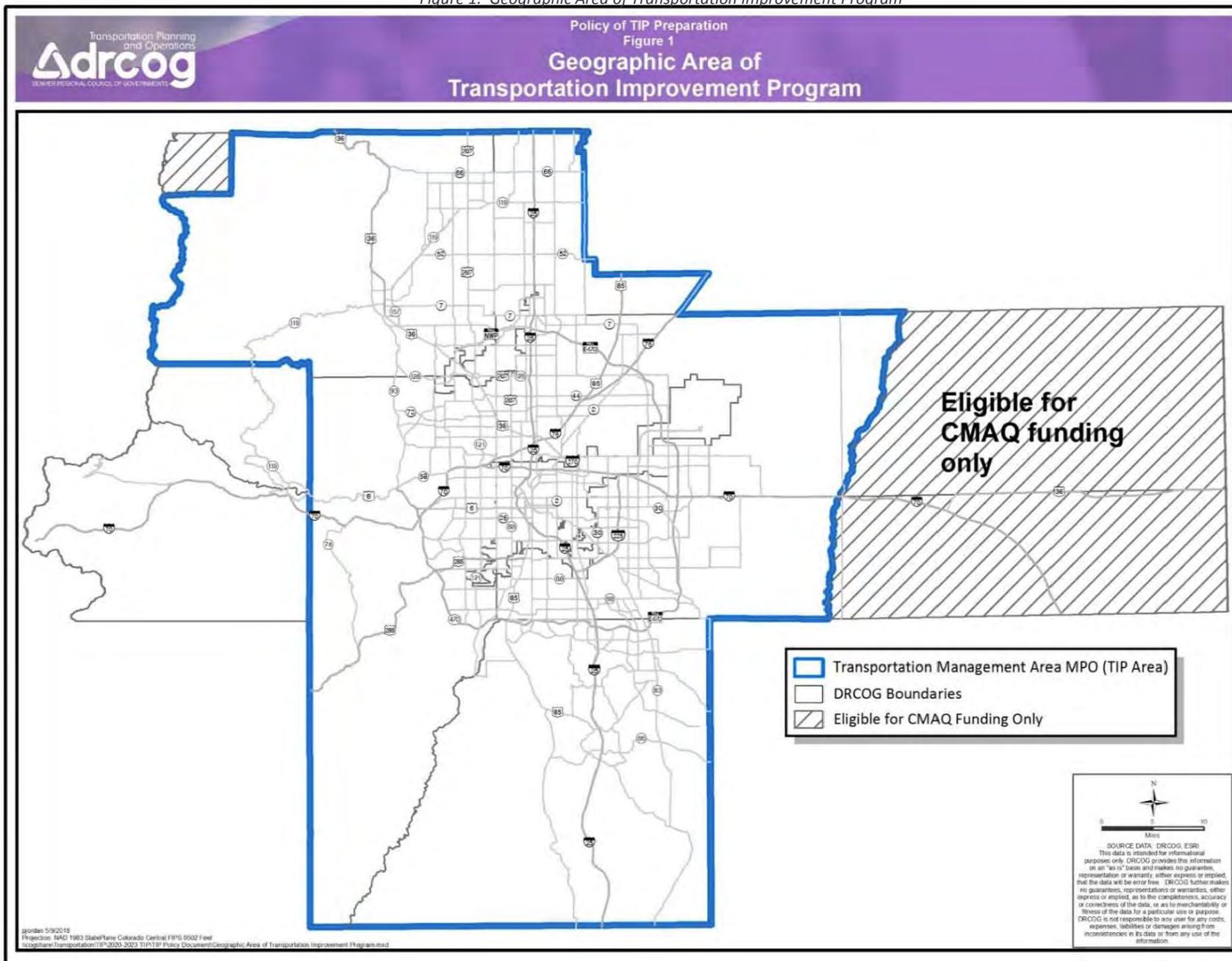
D. TIP DEVELOPMENT SCHEDULE

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

Table 1. Transportation Improvement Program Development Schedule

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

Figure 1. Geographic Area of Transportation Improvement Program



II. AGENCY ROLES AND REQUIREMENTS

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

A. AGENCY ROLES

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

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

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

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

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

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

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

B. REQUIREMENTS AND COMMITMENTS FOR ALL TIP PROJECTS

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

1. Eligible Applicants

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

2. Project Eligibility

All projects to be granted funds through the TIP must:

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

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

3. Air Quality Commitments

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

4. Capacity Project Eligibility

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

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

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

5. Eligibility Requirements of Transportation Technology Projects

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

6. Freight

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

7. Commitment to Implement Project

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

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

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

8. Public Involvement

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

9. Advance Construction

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

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

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

III. DRCOG INITIAL PROGRAMMING

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

A. OVERVIEW, FUNDING ASSESSMENT, AND INITIAL PROGRAMMING

1. Dual Model Overview

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

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

2. Funding Assessment

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

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

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

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

3. Carryover Projects

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

4. Set-Aside Programs

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

Table 2. 2020-2023 TIP Set-Aside Programs

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

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

5. Other Commitments

This TIP Policy intends to fund two previous commitments:

- Completion of the FasTracks “Second Commitment in Principle” allocation set by the DRCOG Board in 2008. The total to be allocated will be \$2,860,000 federal from a mixture of STBG and CMAQ funding. The funding for this commitment comes from the previous TIP, and will not use any new sources of funding.
- A remaining \$25,000,000 in federal funds towards the Central 70 project over fiscal years 2020-2023. For the 2016-2021 TIP, the DRCOG Board made a \$50,000,000 commitment in principle towards this project, split over two DRCOG TIP cycles. The \$25,000,000 will be funded from the Regional Share allocation, pending a reaffirmation by CDOT for the funds.

6. Dual Model Funding Allocation

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

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

IV. DRCOG CALLS FOR PROJECTS

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

A. REQUIREMENTS FOR ALL DRCOG-SELECTED TIP PROJECTS

1. Eligible Project Activities and Locations

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

2. Projects Requiring Concurrence by CDOT or RTD

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

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

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

4. Eligible Applicants

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

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

5. TIP Focus Areas

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

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

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

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

INCREASE RELIABILITY OF EXISTING MULTIMODAL TRANSPORTATION NETWORK

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

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

IMPROVE TRANSPORTATION SAFETY AND SECURITY

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

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

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

6. Financial Requirements

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

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

7. Commitment to Implement a Project

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

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

8. Next Meaningful Phase

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

9. Required Training

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

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

10. DRCOG-Selected Project Phase Initiation Delays

DRCOG has a project tracking program that tracks the initiation of a project phase. A delay occurs when a project phase, as identified during project submittal and contained within the TIP project description, has not been

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

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

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

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

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

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

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

Board action may include, but is not limited to:

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

B. REGIONAL SHARE CALL FOR PROJECTS

1. Regional Share Intent

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

2. Funding Availability

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

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

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

3. Eligibility Requirements

Programs funded through DRCOG’s Regional Share shall address mobility issues to a level that can definitively illustrate a “magnitude of benefits” fitting of a regional program. Participation within the proposed program, along with the anticipated services and benefits, must be available within the entire DRCOG TIP planning area (the MPO area). Proposed studies, initiatives, and other efforts which cover the entire region will also be eligible. Regional programs will focus on optimizing the multimodal transportation system by increasing mobility and access, and/or programmatic efforts to ensure that people of all ages, incomes, and abilities are connected to their communities and the larger region.

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

Table 3. Project Categories Eligible for Regional Share Funding

Eligible Networks 2040 MVRTP <i>Specific project attributes such as start and end points, alignment, service levels, and number of lanes are subject to revision through future environmental studies.</i>	Eligible Projects Reference Maps/Table <i>As adopted in RTP at time of TIP Call for Projects in 2018</i>
Regional Rapid Transit <i>(rail and BRT/busway guideway corridors)</i>	Figure 2
Bicycle and Pedestrian Projects	Projects 1) from an adopted local plan or, 2) on or in proximity of a regional corridor or key multi-use trail identified on Figure 3
Freeways and Major Regional Arterials (MRAs) on the Regional Roadway System <i>(NOT ELIGIBLE: stand-alone roadway reconstruction and any projects on tollways (E-470, NW Parkway, Jefferson Parkway))</i>	Figure 4 : Eligible Roadway Capacity projects identified in blue. Figure 5 : Eligible Roadway Operational project locations identified in red (freeways) and gold major regional arterials).
Regional Managed Lanes System	Figure 6
Rail Freight System <i>(new railroad grade separations at existing grade crossings that improve operations on the designated Regional Roadway System)</i>	Figure 7
Studies	Any study for a project that is DRCOG eligible <i>(including multimodal studies per MMOF)</i>
Multimodal Projects <i>(includes projects as defined in SB18-001 Multimodal Transportation Options Fund)</i>	Fixed route or on-demand transit <i>(capital and operating costs eligible)</i> TDM programs Multimodal mobility projects enabled by new technology
For fiscally constrained roadway and rapid transit capacity project details, see Appendix 4 of the 2040 MVRTP.	

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

4. [Regional Share Criteria](#)

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

5. [Application Form](#)

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

6. Required Training

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

7. Call for Projects and Application Submittals

The Regional Share Call for Projects will be announced by DRCOG and will be open for 8 weeks. Regional Share project applications from individual sponsors must be submitted on behalf of and in concurrence of the subregional forums, and CDOT and RTD, as warranted. Each subregion will be permitted a maximum of three submittals. Two submittals will be allowed from RTD, and two from CDOT (reaffirmation of Central 70 counts as one of CDOT's project submittals).

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

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

8. DRCOG Review/Scoring of Applications

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

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

9. Project Review Panel Consideration and Recommendation

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

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

10. DRCOG Board Draft Project Considerations

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

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

C. SUBREGIONAL SHARE CALL FOR PROJECTS

1. Subregional Share Purpose

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

2. Funding Availability

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

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

Table 4. Funding Target Percentage

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

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

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

3. County Forums

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

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

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

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

4. Eligibility Requirements

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

Notable federal or DRCOG requirements include:

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

5. Subregional Share Criteria

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

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

OR

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

6. Application Form

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

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

7. Required Training

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

8. Call for Projects and Application Submittals

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

Table 5. Maximum Applications DRCOG will Assist in Scoring

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

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

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

9. Application Review

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

10. Application Evaluations and Project Selection

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

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

11. DRCOG Board Draft Project Considerations

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

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

V. TIP DEVELOPMENT, ADOPTION, AND REVISIONS

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

A. TIP DEVELOPMENT

1. Peer and Interagency Discussion

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

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

2. Waiting List

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

3. Draft TIP Preparation

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

The draft TIP will include:

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

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

The draft TIP will demonstrate adequate resources are available for program implementation. It will indicate public and private resources that are reasonably expected to be available to carry out the program. The plan may also recommend innovative financing techniques to fund needed projects and programs including value capture, tolls, and congestion pricing.

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

B. ADOPTION

1. Public Involvement and Hearings

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

2. Appeals

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

3. TIP Adoption

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

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

C. TIP REVISIONS

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

DRCOG staff will process any TIP revision by:

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

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

1. TIP Amendments

TIP amendments are required for the following actions:

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

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

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

2. Administrative Modifications

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

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

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

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

3. Project Cancellations

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

D. CHANGES IN FUNDING ALLOCATIONS

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

1. Funding Increase

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

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

2. Funding Decrease

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

Step 1 - Voluntary Deferrals

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

Step 2 - Involuntary Deferrals

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

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

APPENDIX A

RTD and CDOT Selection Processes

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

A. RTD PROCESS

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

1. RTD Solicits SBP Projects

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

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

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

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

2. Regionally Significant Projects are Identified

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

- Does the project enhance or advance the goals of FasTracks?
- Is the project required to be put into the TIP? (This would include projects that rely on grant funding.)
- Does the project serve more than one facility or corridor?
- Does the project serve several jurisdictions or a large geographic area?
- Will the project have a positive impact on regional travel patterns?

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

3. Projects Subjected to Screening Criteria

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

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

4. Subject Projects to Fiscal Constraints/Develop Cash Flow

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

5. Title VI Review

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

6. Board Review and Adoption

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

B. CDOT PROCESS

1. Basic Underlying Premises

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

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

2. Detail by Funding Program

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

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

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

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

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

FASTER BRIDGE PROJECTS—This program is comprised of bridge replacement projects for bridges statewide that are considered to be structurally deficient and have a sufficiency rating below 50. Factors that affect bridge project selection include public safety, engineering judgment, project readiness, and funding limits. The funding for this program comes from the fees generated through the FASTER legislation and is directed by the Bridge Enterprise.

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

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

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

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

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

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

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

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

TRANSPORTATION ALTERNATIVES (TA)—The TA program was established under Section 1122 of MAP-21 and continued as a set-aside under Section 1109 of the FAST Act. The TA program provides funding for bicycle, pedestrian, historic, scenic, and environmental mitigation transportation projects. The program replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Scenic Byways, Safe Routes to

School, and Recreational Trails by wrapping some elements of those programs into a single funding source. CDOT receive 50% of the funding allocated to the state, with the remaining split among the MPO's.

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

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

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

APPENDIX B

Eligible Projects by Funding Source

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

1. Congestion Mitigation/Air Quality (CMAQ)

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

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

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

2. Surface Transportation Block Grant (STBG) Program

The following types of projects are eligible:

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

- Transportation system management actions
- Studies as necessary to plan and implement the above

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

3. Transportation Alternatives (TA)

The following types of projects are eligible:

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

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

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

The following types of projects are eligible:

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

APPENDIX C

Eligible Roadway and Transit Capacity Projects

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

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

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

APPENDIX D

Regional Share Criteria

Project/Program/Study Application and Evaluation Criteria Instructions

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

PART 1: BASE INFORMATION

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

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

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

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

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

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

PART 2: EVALUATION CRITERIA, QUESTIONS, AND SCORING

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

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

Provide responses to the following questions:

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

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

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

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

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

Low: The project will address a minor regional problem.

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

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

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

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

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

2. Describe how the project will **increase reliability of existing multimodal transportation network**. Provide quantitative evidence of benefits.
 - a. Description:

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

3. Describe how the project will **improve transportation safety and security**. Provide quantitative evidence of benefits.
 - a. Description:

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

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

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

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

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

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

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

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

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

1. Describe how the project will help **contain urban development in locations designated for urban growth and services**. (see [MV objective 2](#))
 - a. Will it help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? Y/N
 - b. Describe, including supporting quantitative analysis: _____

2. Describe how the project will help **increase housing and employment in urban centers**. (see [MV objective 3](#))
 - a. Will it help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? Y/N
 - b. Describe, including supporting quantitative analysis: _____

3. Describe how the project will help **improve or expand the region’s multimodal transportation system, services, and connections**. (see [MV objective 4](#))
 - a. Will it help increase mobility choices within and beyond the region for people, goods, or services? Y/N
 - b. Describe, including supporting quantitative analysis: _____

4. Describe how the project **may help improve air quality and reduce greenhouse gas emissions**. (see [MV objective 6a](#))
 - a. Will it help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? Y/N
 - b. Describe, including supporting quantitative analysis: _____

5. Describe how the project will help **connect people to natural resource or recreational areas**. (see [MV objective 7b](#))
 - a. Will it help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region’s open space assets? Y/N
 - b. Describe, including supporting quantitative analysis: _____

6. Describe how the project will help **increase access to amenities that support healthy, active choices.** (see [MV objective 10](#))
 - a. Will it expand opportunities for residents to lead healthy and active lifestyles? Y/N
 - b. Describe, including supporting quantitative analysis: _____

7. Describe how the project may help **improve access to opportunity.** (see [MV objective 13](#))
 - a. Will it help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? Y/N
 - b. Describe, including supporting quantitative analysis: _____

8. Describe how the project may help **improve the region’s competitive position.** (see [MV objective 14](#))
 - a. Will it help support and contribute to the growth of the region’s economic health and vitality? Y/N
 - b. Describe, including supporting quantitative analysis: _____

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

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

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

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

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

80%+ outside funding: **High**

60-79%: **Medium**

59% and below: **Low**

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

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

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

The sections below relate to either:

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

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

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

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

- a) Current weekday bicyclists: _____
 - b) 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
 - c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- =====
- d) Estimated additional weekday one-way bicycle trips (when completed): _____ ;
 - e) number diverting from a different bicycling route: __ (e.g., 50% or other value if justified)
 - f) d – e = ____ Initial trips reduced;

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

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

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

4. Vulnerable Populations (use current Census data):

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

5. Travel Delay (Operational and Congestion Reduction):

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

- a) Current ADT (average daily traffic volume) on applicable segments: ____
- b) 2040 ADT estimate: ____
- =====
- c) Current weekday vehicle hours of delay (VHD): ____
- d) Calculated future (after project) weekday vehicle hours of delay: ____
- e) c - d = Reduced VHD: ____
- f) e x 1.4 = **Reduced person hours of delay:** ____ (Value higher than 1.4 due to high transit ridership must be justified by sponsor)

- g) After project **peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles): ____ If applicable, denote unique travel time reduction for certain types of vehicles: _____
- h) If values would be distinctly different for weekend days or special events, describe the magnitude of difference

6. Traffic Crash Reduction:

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

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

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

=====

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

7. Facility Condition:

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

Roadway Pavement:

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

Bicycle/Pedestrian/Other Facility:

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

8. Bridge Improvements:

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

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

- a) _____

b) _____

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

a) Increase in VMT? Y/N? If yes, describe scale of expected increase: _____

b) Negative impact on vulnerable populations: _____

c) _____

ADCOG Forum Request for Potential Intersubregional Coordinated Projects

The ADCOG Subregional Forum is requesting your subregion's consideration on any projects you would like us to consider supporting.

Please fill out this form for each project you would like ADCOG to consider, whether it be political support, financial, or both.

Subregion(s) requesting ADCOG support:

Jefferson County Subregional Forum

Brief project description for the phase of project/service (location, limits, scope of work, problem statement, etc.)

Project Title: Peaks to Plain Trail: East Clear Creek Canyon 3-mile segment

The scope of this \$29.5 million project (see map below) includes a 3-mile segment of trail, three pedestrian bridges, one improved underpass beneath U.S. Highway 6, multiple creek access points and two parking lots totaling approximately 100 spaces. It is a critical piece of closing the gap in the Peaks to Plains (P2P) Trail, a legacy project of statewide significance, having been chosen one of Colorado's 16 highest priority trail projects through Governor Hickenlooper's Colorado the Beautiful Initiative.

The P2P Trail through Clear Creek Canyon in Jefferson County (see map below) is part of a greater 65-mile trail corridor of that will serve the 3+ million Front Range residents of the largest urban population center in the State. It will connect four counties (Clear Creek, Jefferson, Denver and Adams) and seven cities, with an elevation drop of one mile from the Continental Divide at Loveland Pass to the South Platte Greenway in Adams County. The P2P is a critical part of a larger trail system to connect Denver International Airport to Glenwood Springs.

Bicycle and pedestrian activity is prohibited on Highway 6 through Clear Creek Canyon due to narrow, dimly lit tunnels, blind curves, and the lack of road shoulder. By creating an alternative for pedestrians and cyclists, separated from vehicles, this project will enhance safety for both recreationalists and motorists. This 3-mile trail segment is a feat of engineering requiring highly technical trail construction work due to the narrow, steep canyon shared by Clear Creek and Highway 6.

Who is the submitting jurisdiction? Jefferson County Open Space

ADCOG Forum

Request for Potential Intersubregional Coordinated Projects

Total Project Cost & Year(s) requesting funding?

Proposed funding includes contributions from the Jefferson County Open Space fund, local government partners, DRCOG Regional TIP funding, and, ideally, contributions of TIP funding from the Denver and Adams County subregions. Requested funding from these sources is outlined below.

	FY 2020	FY 2021	FY 2022	FY 2023	Total
DRCOG Regional Request	\$0	\$0.5 M	\$1.75 M	\$1.75 M	\$4M (12.3% of \$32.5 M available)
Match - Adams County Subregion	\$0	\$0.25 M	\$0.125 M	\$0.125 M	\$0.5 M (1.4% of \$34.9 M available)
Match - Denver Subregion	\$0	\$0.25 M	\$0.25 M	\$0.25 M	\$0.75 M (1.3% of \$55.9 M available)
Match – Jefferson County Subregion	\$0	\$1 M	\$1.75 M	\$1.75 M	\$4.5 M (11.9% of \$378 M available)
Total DRCOG TIP Request	\$0	\$2 M	\$3.875	\$3.875	\$9.75 M
Match – JCOS/Partners	\$0	\$2.5 M	\$8.625 M	\$8.625 M	\$19.75 M
Total Funding	\$0	\$4.5 M	\$12.5M	\$12.5 M	\$29.5 M
Phase to be Initiated		Design/ Permitting	Permitting/ Construction	Construction	

Please attach breakdown of full funding identified to date, including regional and/or subregional requests, and any amount you are requesting from ADCOG. See table above.

ADCOG Forum

Request for Potential Intersubregional Coordinated Projects

If you are applying for regional funding, but do not receive any, are you looking for any increase in the ADCOG funding request?

If yes, please attach an additional funding breakdown showing the increased amounts.

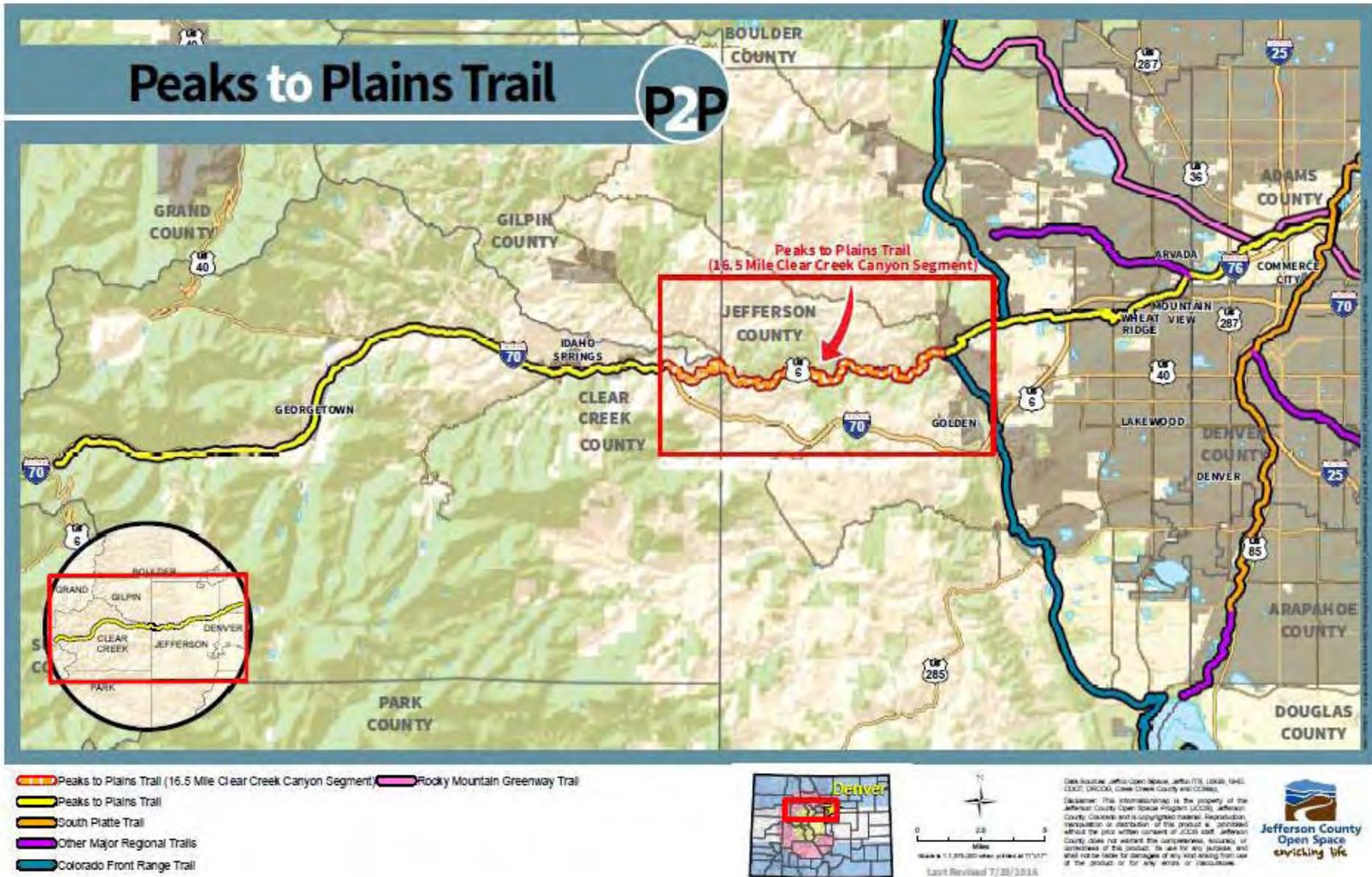
If a regional grant is not awarded to this project, the Jefferson County Subregional Forum and Jefferson County Open Space do not foresee requesting increased funding beyond this request from ADCOG as part of a subsequent subregional application.

Please briefly describe how this project benefits ADCOG?

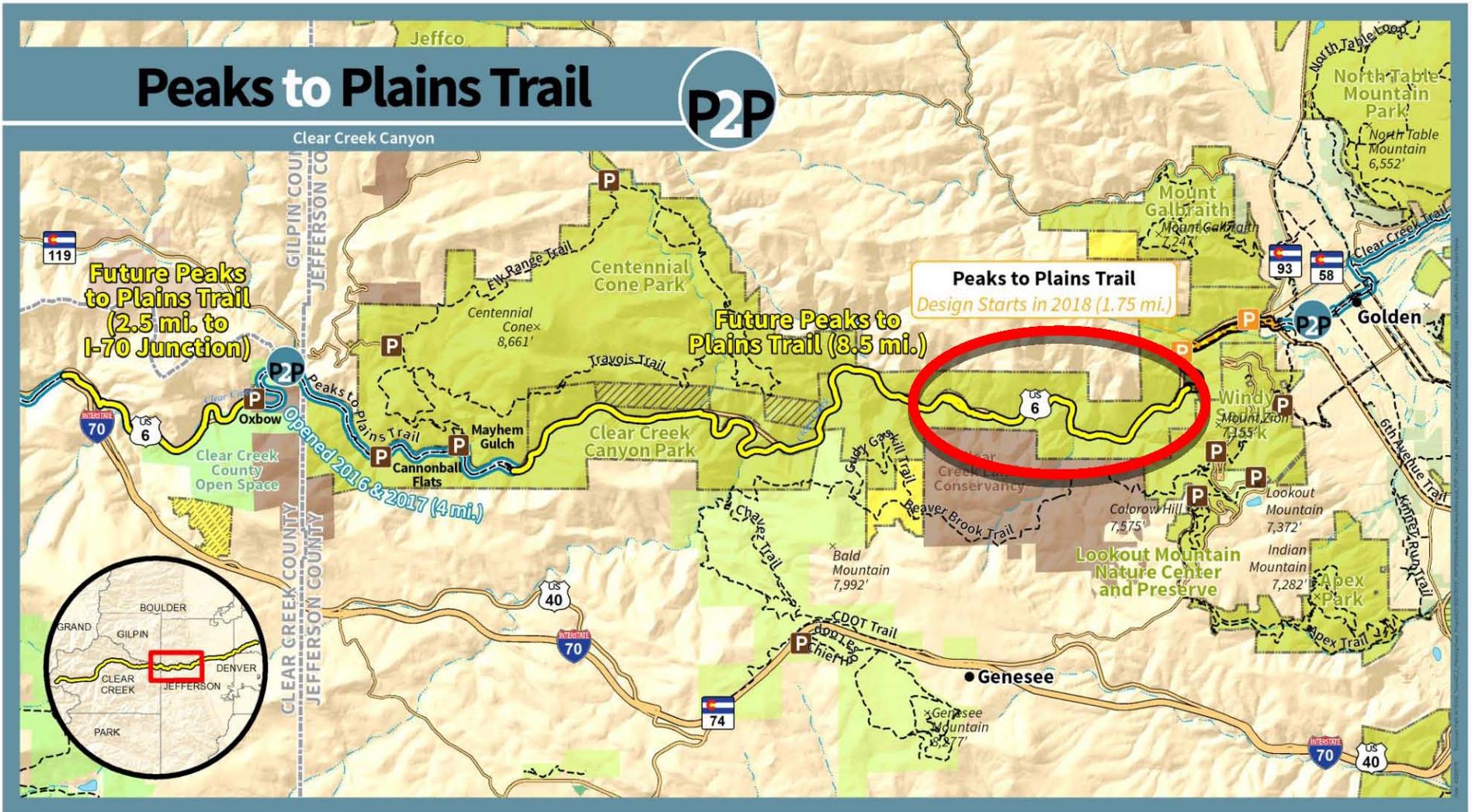
The Peaks to Plains Trail is a legacy bike and pedestrian project of statewide significance that will continue to bring transportation and economic benefits to Adams County. The trail will bring additional tourist revenues to the communities along its alignment and contribute to a reduction in traffic congestion and improve air quality by shifting travel mode share to cycling and pedestrian trips. Although the proposed design/construction project of a 3-mile trail segment is west of Adams County, the prominence of this legacy trail across the choicest landscapes Colorado has to offer will increase the viability of future multi-modal grant opportunities to Adams County either directly to the corridor or to multi-modal travel options affected by access to the corridor.

The Outdoor Industry Foundation has estimated active outdoor recreation contributes over \$10 billion to Colorado's economy and nearly \$500 million in annual state tax revenue. The P2P Trail, in many segments, currently offers world class recreational opportunities in a quintessential Colorado setting with its breathtaking landscape. This project will further expand that experience.

ADCOG Forum Request for Potential Intersubregional Coordinated Projects



ADCOG Forum Request for Potential Intersubregional Coordinated Projects



- P Existing Parking
- P Proposed Parking
- Existing Shared Use Trail
- Jeffco Open Space
- Trail Under Construction/Repairs
- Design Starts in 2017
- Future Peaks to Plains Trail
- P Completed Peaks to Plains Trail

Scale is 1:15,000 when printed at 11"x17"
 Last Revised 4/26/2018

Data Sources: Jeffco OpenSpace, Jeffco ITS, USGS, NHD, CBOT
 Disclaimer: This information/map is the property of the Jefferson County Open Space Program (JCOS), Jefferson County, Colorado and is copyrighted material. Reproduction, manipulation or distribution of this product is prohibited without the prior written consent of JCOS staff. Jefferson County does not warrant the completeness, accuracy, or correctness of this product, its use for any purpose, and shall not be liable for damages of any kind arising from use of the product or for any errors or inaccuracies.



ADCOG Forum

Request for Potential Intersubregional Coordinated Projects

The ADCOG Subregional Forum is requesting your subregion's consideration on any projects you would like us to consider supporting.

Please fill out this form for each project you would like ADCOG to consider, whether it be political support, financial, or both.

Subregion(s) requesting ADCOG support: Boulder County, Broomfield City and County

Brief project description for the phase of project/service (location, limits, scope of work, problem statement, etc.)

The SH 7 Preliminary and Environmental Engineering project will accomplish a number of goals that will help the SH 7 corridor address the problems identified in the previous section. The PELs and the EATP provide multimodal design recommendations for the extent of the corridor to meet the mobility needs for 2040 and beyond. These plans strive to make efficient use of scarce transportation funding by recommending highway capacity expansion only in areas that are absolutely critical, while seeking to provide additional safe and efficient transportation options for the corridor to meet the mobility demand that exists today and into the future while facilitating the efficient movement of goods. This study will take these recommendations and develop plans that will allow municipalities, counties, agencies, and developers to rapidly invest into the corridor to realize the transportation recommendations. It will also provide confidence in negotiations between government entities and developers which will facilitate development outcomes consistent with local and regional goals.

- Develop preliminary engineering for the corridor based on recommendations from the PELs and EATP. The plan will seek to achieve a sufficient level of design for projects on the corridor to allow for efficient project implementation and will identify priority projects from the plans to take to a higher level of design for accelerated investment.
- ROW needs will be identified for the extent of the corridor allowing the responsible municipalities, counties, developers, and agencies to acquire and preserve the land necessary to build out the corridor to the specifications identified in the PELs and EATP.
- Utilities identification will be completed for the extent of the corridor.
- Environmental engineering will be initiated and necessary environmental clearances will be identified.

Who is the submitting jurisdiction? City and County of Broomfield

Total Project Cost? \$10,000,000

ADCOG Forum Request for Potential Intersubregional Coordinated Projects

Please attach breakdown of full funding identified to date, including regional and/or subregional requests, and any amount you are requesting from ADCOG.

Agency	Federal	Non-Federal
DRCOG	\$5,000,000	\$0
Broomfield	\$457,143	\$152,381
Boulder County	\$1,342,857	\$447,619
Adams County	\$1,200,000	\$400,000
CDOT	\$0	\$1,000,000
Total	\$8,000,000	\$2,000,000

Proposed funding splits based on the miles of corridor within each Subregion. (Boulder County Subregion – 11.75 miles; Broomfield Subregion – 4 miles; Adams County Subregion – 10.5 miles)

If you are applying for regional funding, but do not receive any, are you looking for any increase in the ADCOG funding request?

Due to the timing of DRCOG funding rounds, it remains unclear if this project will be pursued in the subregional call for projects if it is not successful in the Regional Call for projects.

If yes, please attached an additional funding breakdown showing the increased amounts.

Please briefly describe how this project benefits ADCOG?

SH 7 is a rapidly emerging corridor that is expected to grow significantly in the coming years. Much of the growth is planned for areas in Adams County and investing in the corridor now is critically important. CDOT has also identified SH 7 in their planning documents as a priority corridor and if new state funding becomes available, the corridor is slated to receive a significant share for improvements. This study will prepare the corridor for new investments, should funding become available, and would help support the argument to include the SH 7 corridor on the DRCOG FC-RTP during the next call for projects.