

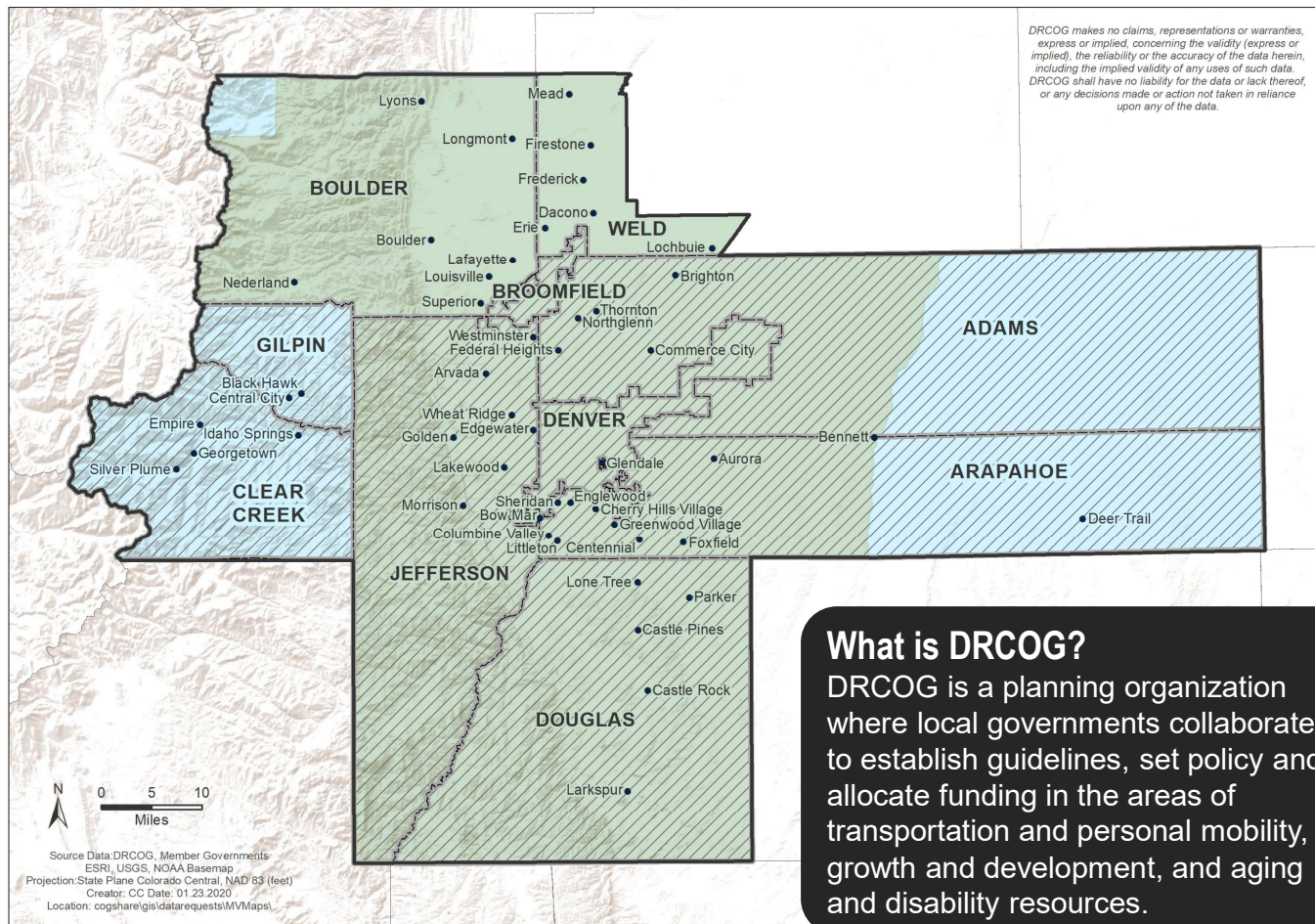


# Transportation Improvement Program Project Prioritization & Selection

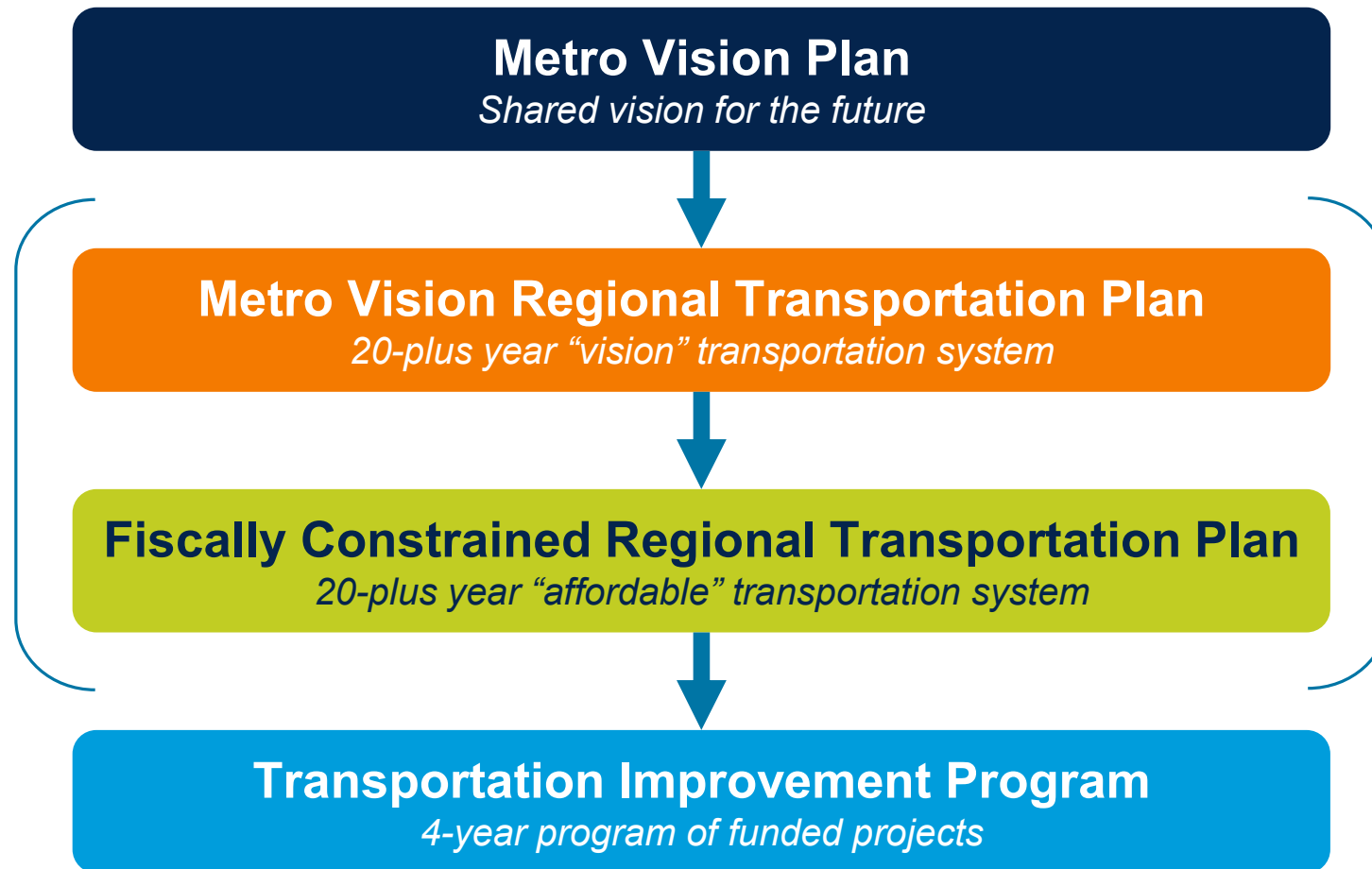
Transportation Legislation Review Committee  
August 21, 2023

Ron Papsdorf  
Division Director, Transportation Planning & Operations

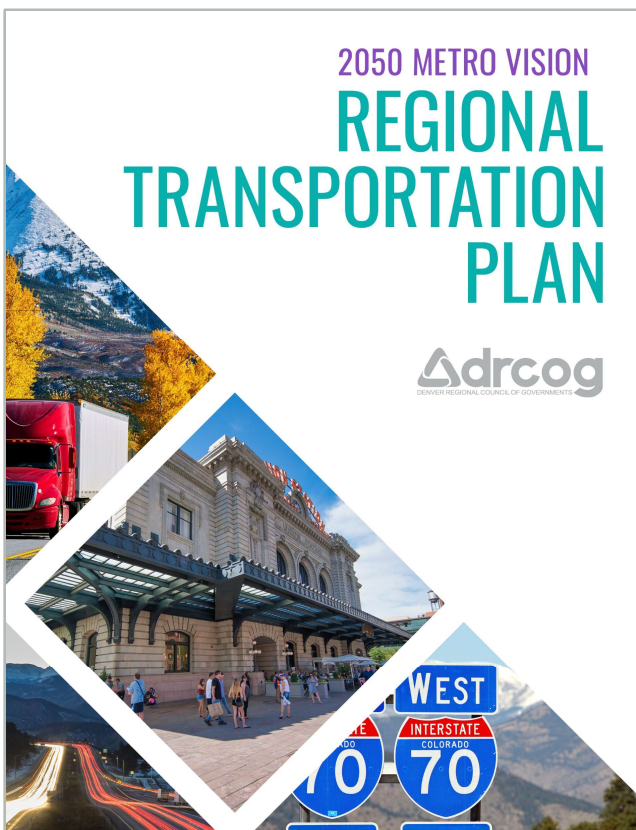
<b>Area</b>	<b>~10 counties</b> (58 member governments)
	<b>5,288 square miles</b> (comparable to Connecticut)
	<b>3.4 million people</b> (comparable to Utah)
	<b>Ute, Cheyenne, and Arapaho peoples</b> (traditional territory)
<b>Elevation</b>	<b>From Grays Peak</b> (14,278 feet)
	<b>To South Platte River</b> (4,432 feet)
<b>Roles</b>	<b>Regional planning commission</b> (state statute)
	<b>Area Agency on Aging</b> (federal)
	<b>Metropolitan planning organization</b> (federal)



**What is DRCOG?**  
DRCOG is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of transportation and personal mobility, growth and development, and aging and disability resources.



# What is the 2050 Regional Transportation Plan?



**Implements  
Metro Vision**



**Region's  
multimodal vision**



**Fiscally constrained  
(what's feasible)**



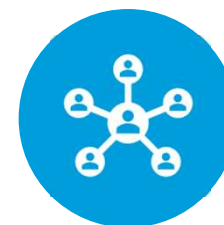
**TIP funding for road  
& transit projects**



**Updated frequently  
(every 4 years)**



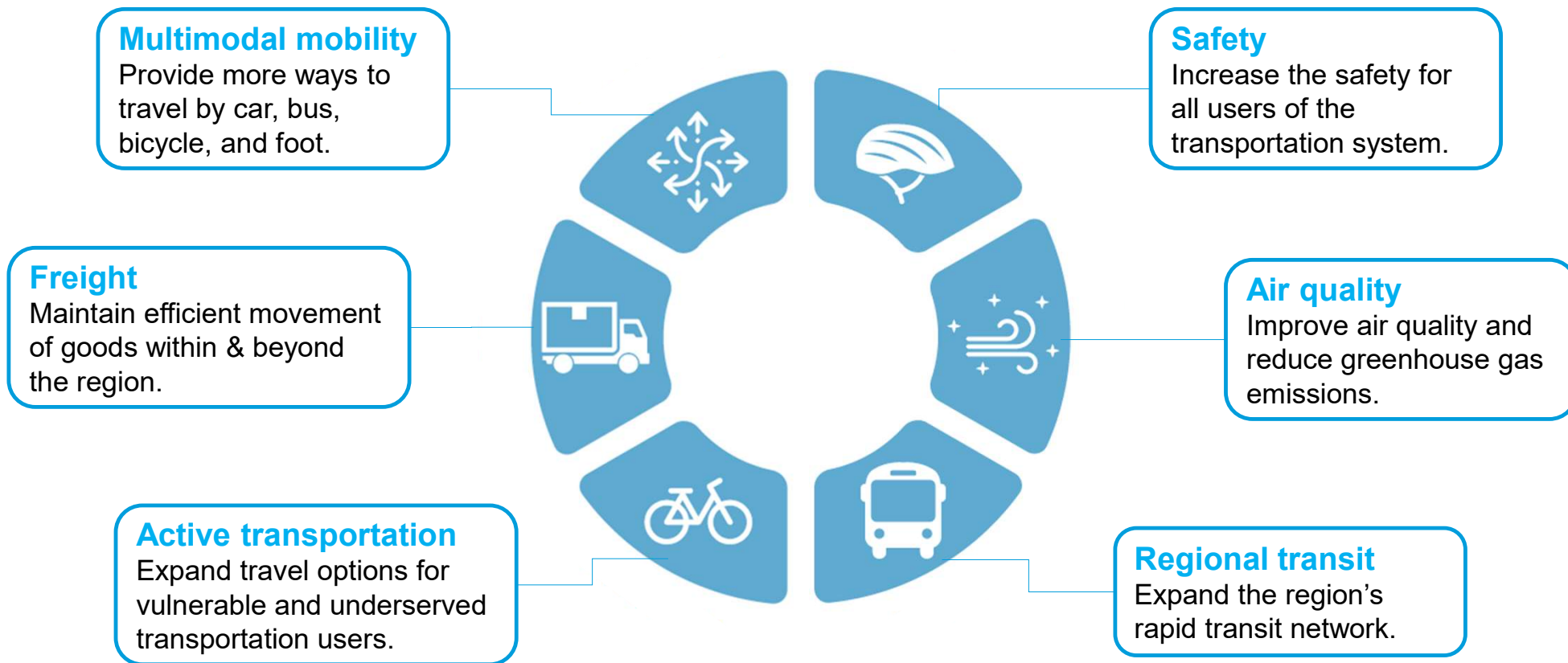
**Developed with  
partners**



**Federally required  
(MPO function)**



# Project and program investment priorities



# RTP programmatic investment categories



## **Operational and safety capacity improvements**

Retiming signals and enhancing equipment to optimize the system



## **Transportation demand management**

Supporting non-single occupancy vehicle options and work from home options



## **Transit enhancements**

Improving transit access and operations



## **Bicycle and pedestrian infrastructure**

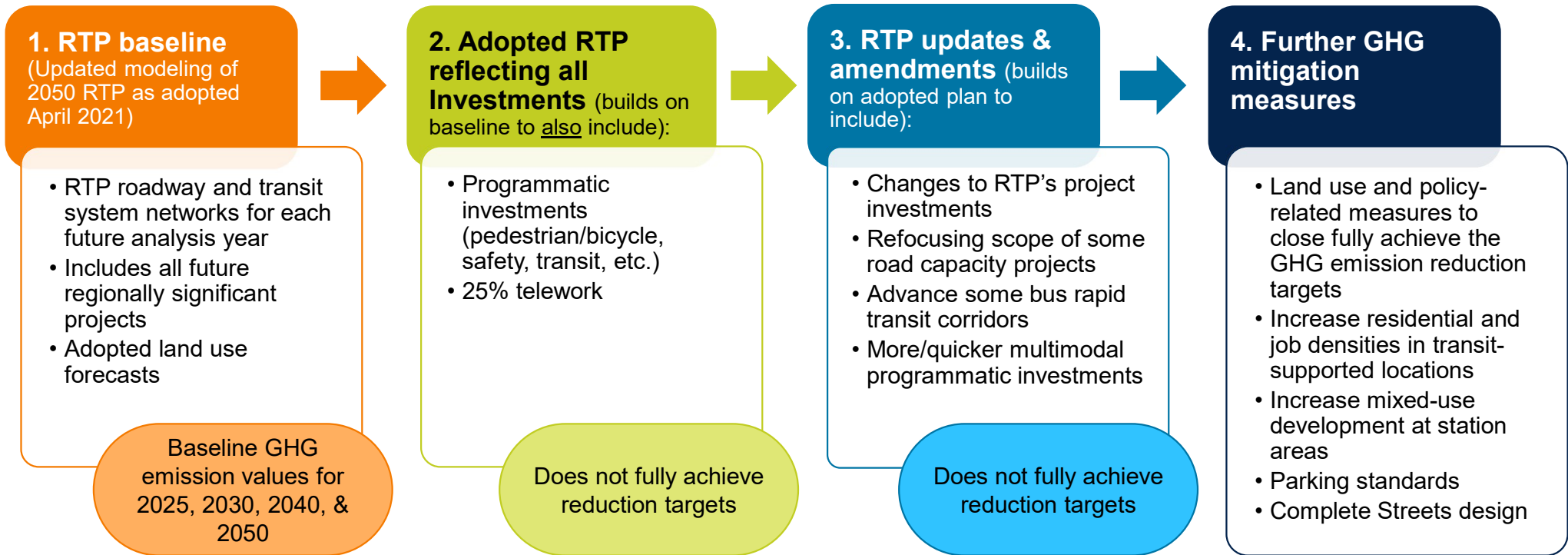
Building out a network of facilities for bicyclists and pedestrians



## **Complete streets corridor projects**

Reconstructing and customizing key corridors where streets are balanced for all options

# Process to meet GHG reduction levels



**Short-term planning program** with specific and dedicated funding

Helps **Implement** Regional Transportation Plan

Contains **all projects with federal and state transportation funding**-not just those awarded by DRCOG

DRCOG-directed funding (competitive grants) – every 4 years

- Surface Transportation Block Grant (STBG)
- Congestion Mitigation Air Quality (CMAQ)
- Multimodal & Mitigation Options Fund (MMOF)
- Carbon Reduction Program (CRP)
- Transportation Alternatives (TA)

Handful of **“set-aside” programs** with more frequent calls for projects



# TIP Set Aside Programs ~ \$63m (4 years)

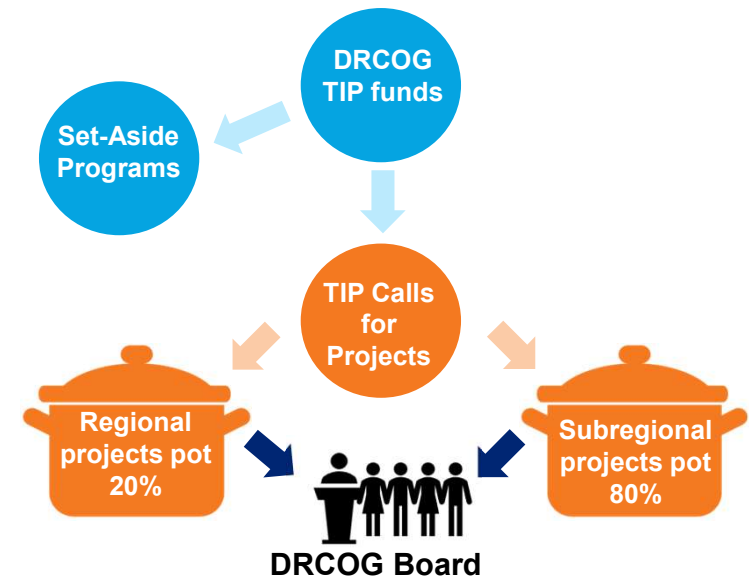
<b>TDM Services (TDM)</b>	\$15.4m	Marketing, outreach and research projects that reduce single-occupant vehicle (SOV) travel and and improve regional air quality. Funds Way to Go.
<b>Regional Transportation Operations &amp; Technology (RTO&amp;T)</b>	\$20m	20% to DRCOG Traffic Signal Program Remaining for project solicitation-signal operations and technology projects
<b>Air Quality Improvements (to RAQC)</b>	\$7.9m	Direct allocation to Regional Air Quality Council for outreach, education, marketing, modeling, and AQ improvement programs.
<b>Human Service Transportation (HST)</b>	\$8m	Projects and programs to improve service and mobility options for vulnerable populations.
<b>Community Mobility Planning &amp; Innovation (CMPI)</b>	\$12m	Corridor planning, community mobility planning, innovative mobility.

## Regional Share – up to three applications from each subregion

- Compete regionally
- Applications reviewed by DRCOG and a Review Panel to develop recommendation to the DRCOG Board

## Subregional Share – local applications within each subregion

- Compete at the subregion level
- Subregions review, discuss, prioritize, and recommend projects to the DRCOG Board



### **Multimodal Transportation and Mitigation Options Fund Program** renewed as part of SB21-260

- 50% match retained
- Heavily front-loaded in FY 2022 with federal American Rescue Plan Act (ARPA) funds; funding obligation deadline of 12/31/24 and 100% expended/all billings completed deadline of 12/31/26

### **Infrastructure Investment and Jobs Act (IIJA) - FY2022-2026**

- Congestion Mitigation Air Quality, Transportation Alternatives, Surface Transportation Block Grant, Carbon Reduction Program (new)
- 25-30% increase over FAST Act funding levels

- Maximize opportunity to meet **ARPA timeframes**
- Maximize potential **leverage** with similar project types
- Integrate **GHG Rule** provisions
- Integrate outcomes of **2050 RTP review**
- Conduct future calls using **two tracks**
  - Air Quality and Multimodal: MMOF, CMAQ, TA, CRP for eligible projects. 20% local match for federal funds
    - Example: 50% MMOF, 40% CMAQ/TA/CRP, 10% match (CMAQ/TA/CRP/local match is used to match MMOF and local funds used to match the CMAQ/TA/CRP)
  - STBG: STBG funds for eligible projects. 20% match requirement

## TIP Process – 2022 through 2027 allocations

1. **FY 2022-2025 Regional Call (~ \$44m)**
  2. **FY 2022-2025 Subregional Call (~ \$174m)**
- 
3. **FY 2024-2027 Regional Call (~ \$54m)**
  4. **FY 2024-2027 Subregional Call (~ \$215m)**
- **Air Quality/Multimodal Track only**
  - **All unprogrammed FY22-25 funding, except STBG**
  - **January to September 2022, amend FY 2022-2025 TIP**
- 
- **AQ/MM and STBG Tracks**
  - **All unprogrammed FY 2026-2027 funding, plus FY 2022-2025 STBG**
  - **September 2022 to April 2023, adopt FY 2024-2027 TIP in August 2023**

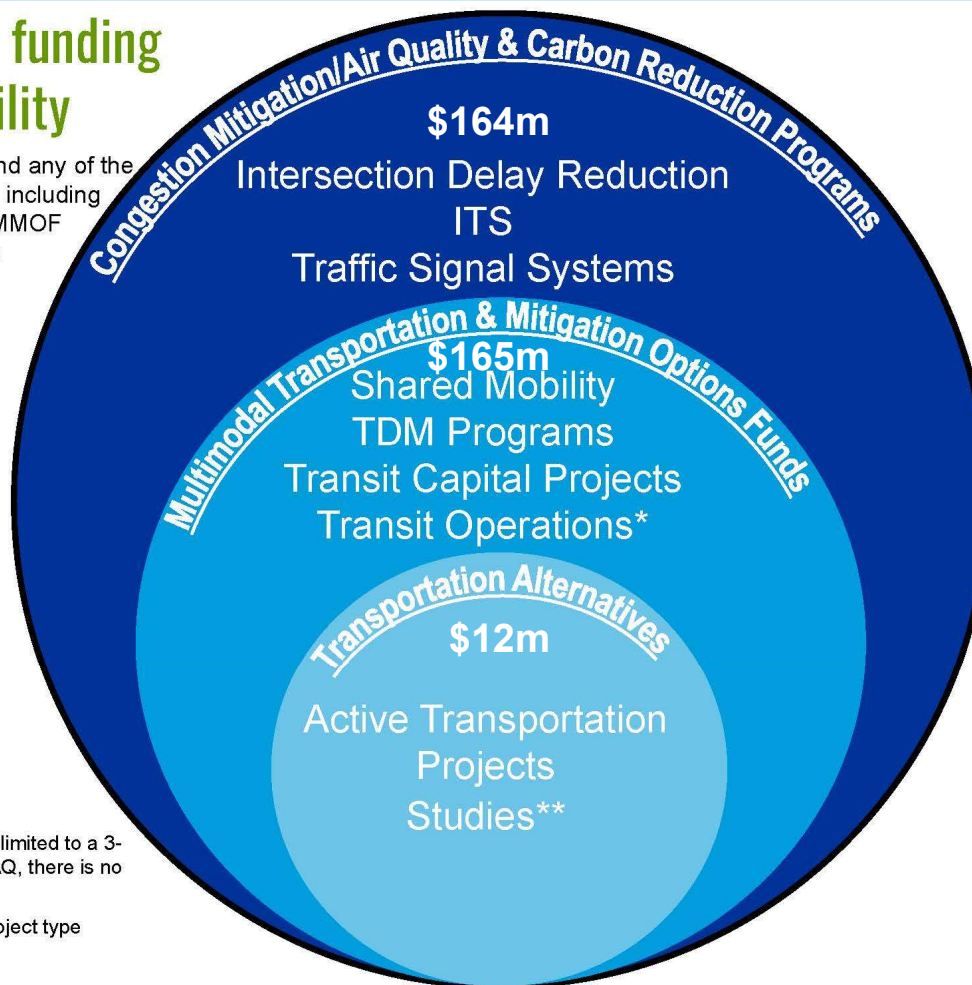
# Air Quality/Multimodal tracks - \$341 million

## AQ/MM TIP Call funding programs eligibility

Each funding program can fund any of the project types within the circle, including those in smaller circles (i.e., MMOF can fund active transportation projects in addition to shared mobility, etc.). These are only common project types, for full eligibility guidelines, see the [TIP Policy](#) or contact [tipapplications@drcog.org](mailto:tipapplications@drcog.org).

### Ineligible for AQ/MM Call (STBG only)

- Bridge Rehab/Replace
- Interchanges
- Roadway Capacity
- Roadway Reconstruction



\*Funding for transit operations is limited to a 3-year start-up period only for CMAQ, there is no limitation for MMOF

\*\*Studies must be related to a project type eligible for that funding source

## **Section A: Regional Impact of Project (30%)**

- Project importance, solving a regional/subregional problems, progress toward Metro Vision outcomes

## **Section B: MVRTP Priorities (50%)**

- Safety, Active Transportation, Air Quality, Multimodal Mobility, Freight, Transit

## **Section C: Project Leveraging (10%)**

- Level of match beyond the required minimum

## **Section D: Project Readiness (10%)**

- Prioritizes applications with higher likelihood in avoiding delays/cost overruns/pitfalls

## **Scoring:**

- 0 to 5; Sections A&B narrative response, with required data backup

## What will this TIP accomplish?

**\$495 Million** in transportation investments (DRCOG-directed)

**\$2.2 Billion** in transportation investments (all sources)

64% of projects are in or near an **urban center**

73% of projects are on the DRCOG **High-Injury Network**, projected to result in:

- 51 fewer **fatal** crashes
- 302 fewer **serious injury** crashes

Over 70% of projects will implement **Complete Streets** elements



## What will this TIP accomplish?

Over 190 **intersections** will be improved for better operations for all modes

~ 25% of projects – **roadway improvements** (all include bike/ped)

~ 45% of projects – **active transportation** is the main component

~ 95 miles of **bike/ped** facilities will be built

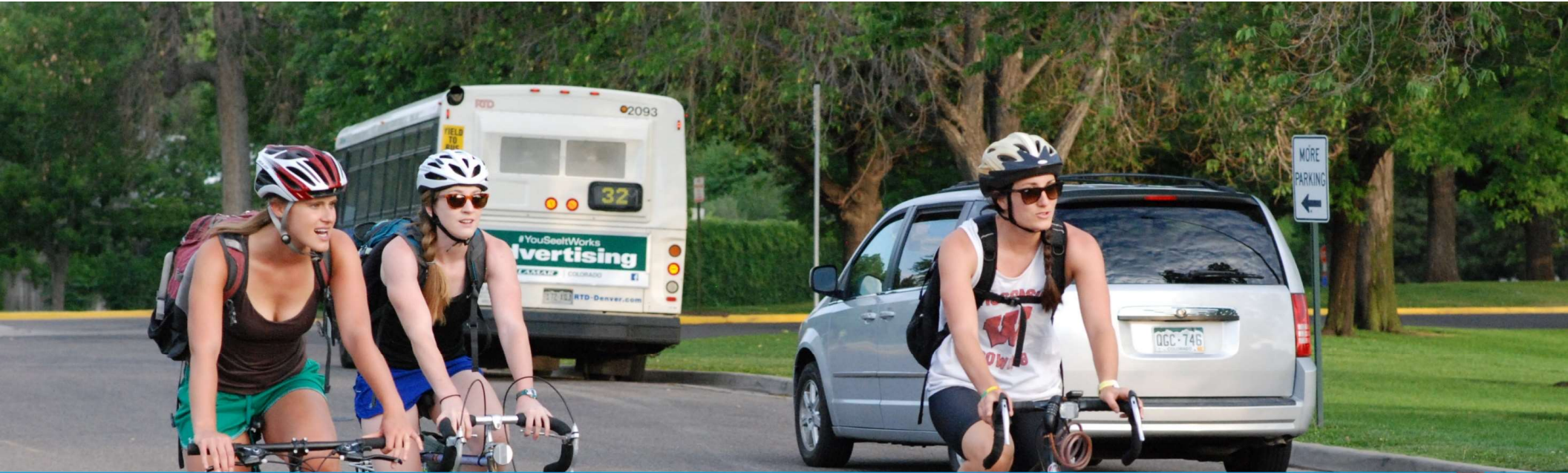
~ 97 miles of transit improvements

34 **studies** will prepare for future improvements

Over 80% of projects will improve **connections to transit**

<b>GHG emission reduction results</b> (million metric tons per year)	<b>2025</b>	<b>2027*</b>	<b>2030</b>	<b>2040</b>	<b>2050</b>
<b>2050 RTP update modeling</b> (network updates, programmatic funding, and observed data)	0.68	0.68	0.68	0.57	0.35
<b>Additional programmatic transportation investments</b> (active transportation, complete street retrofits, signal timing, and CDOT Bustang)	N/A	0.03	0.07	0.05	0.03
<b>Mitigation action plan</b> (commitment to further action in Appendix A)	N/A	0.04	0.10	0.12	0.08
<b>Total GHG reductions:</b>	<b>0.68</b>	<b>0.75</b>	<b>0.85</b>	<b>0.74</b>	<b>0.46</b>
<b>Reduction level requirement from GHG rule Table 1</b> <b>(2 CCR 601-22, Section 8.02.6)</b>	<b>0.27</b>	<b>0.49</b>	<b>0.82</b>	<b>0.63</b>	<b>0.37</b>
<b>Reduction level achieved:</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>

\*interpolated per GHG Rule



THANK YOU  
QUESTIONS?

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