**PLEASE MAKE A COPY BEFORE FILLING OUT**

**1601 Policy Directive Implementation:
 TDM Strategy Assessment/Waiver Form TEMPLATE**

**Updated: October 8, 2023**

1. **Summary and Overview**

This form provides 1601 applicants with instructions for assessing Transportation Demand Management (TDM) Strategies AND/OR requesting a Waiver from TDM Strategies in the 1601 Procedural Directive.

The 1601 Procedural Directive requires that applicants demonstrate a *good faith effort* to reach the necessary ADT reduction goal. The 1601 Procedural Directive states (pg 18):

*CDOT recognizes that local conditions combined with complex TDM strategies may make it difficult for a traffic model to accurately estimate trip reductions. The applicant is required to demonstrate how the proposed strategies will achieve the stated reduction goal. The selection of these strategies serves as* ***a*** *good faith effort**by the applicant to achieve the stated traffic reduction goal for the proposed interchange improvement.*

**Use of this Form**

This form is to be used when:

* the applicant's calculations of TDM strategies are below the 3% ADT reduction threshold, and the applicant wishes to request additional time to plan for, measure, and implement TDM strategies and a "good faith" effort for the interchange in question.
* the applicant is requesting a waiver from TDM requirements, and can demonstrate the need for a waiver per the criteria within the 1601 Procedural Directive.

**Step 1: Applicant Instructions**

The applicant shall provide a response to each item on the menu of TDM Strategies as listed below. Applicants may utilize a separate document using the same format and answering all questions. A short paragraph summarizing each item is sufficient. The applicant shall discuss:

* the ADT reduction achieved from TDM strategies that were included in the proposal.
* If applicable, an explanation of the infeasibility of TDM strategies that were not included in the proposal.

**Step 2: CDOT’s Executive Oversight Committee Review**

The CDOT Executive Oversight Committee is composed of Division and Region Directors. The group will review the form and the applicant's request. They will make a recommendation to the CDOT Chief Engineer or Transportation Commission (depending on the type of interchange).

| **ASSESSMENT OF TDM STRATEGIES**  |
| --- |
| **Identify the total ADT Reduction % the applicant has modeled or calculated from TDM Strategies (within parameters of 1601 PD criteria).** |  |
| **Menu of TDM Strategies** | **Strategy applied?****(Yes/No)** | **Did the applicant apply the TDM Strategy? If yes:** describe the ADT reduction achieved from the strategy through modeling or an alternative calculation methodology.**If no:** describe why the TDM strategy was not feasible to be included. |
| 1. **Mobility Hubs** - A mobility hub includes two (2) or more transit services/multimodal options available.
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| 1. **Intercity Transit -** Transit improvements include new transit service that serves the development at the new interchange.
 |  |  |
| 1. **Local Transit** - The expansion of local transit must serve any new development that will be located at the new interchange location.
 |  |  |
| 1. **Shuttles, Feeders, and Paratransit -**  A public or privately operated shuttle service that serves the new development located at the new interchange. This may include fixed route, deviated fixed route and call and ride services.
 |  |  |
| 1. **Conventional Transit Service Upgrades -** This may include operational improvements such as bus signal queue jumps or infrastructure improvements such as covered bus shelters.
 |  |  |
| 1. **Transit-Oriented Development (TOD) -** The development adjacent to the interchange is constructed within a high-quality pedestrian-friendly environment with transit-oriented development features and is identified and approved in a local comprehensive plan. (see Section E below for minimum standards for TOD as a TDM strategy)
 |  |  |
| 1. **Mixed-Use Development** (See Section E for minimum standards for Mixed-Use Development)
 |  |  |
| 1. **Bicycle and Pedestrian Facilities** – The interchange proposal would include infrastructure such as bike lanes, bike trails, multi-use trails, sidewalks, or a pedestrian overpass.
 |  |  |
| 1. **Park-and-Ride Lots** – Applicant would include a park-and- ride as a part of the interchange proposal.
 |  |  |

| **Programmatic TDM Strategies** |  |  |
| --- | --- | --- |
| 1. **Parking Management** - no minimum parking requirements, paid parking within developments |  |  |
| ***2.* ITS** – Examples include congestion- reducing adaptive signal optimization, connected vehicles, transit signal priority, count stations, ramp meters, and closed caption television cameras to monitor the traffic and safety of all modes. |  |  |
| **3. School Pool Program** – The applicant can implement this program for either K-12 or Higher Education locations or both. |  |  |
| **4*.* Vanpool Programs**\*- A vanpool program that provides service to the development located at new interchange. |  |  |
| **5.** **Regional Ridesharing Programs** - including carpool matching and vanpool programs  |  |  |
| **6.****Transportation Management Organization's Participation** – Applicant becomes a financial participant or member of an already established TMA/TMO.Education and promotions of the recommended TDM strategies and programs |  |  |
| **7. Event-Related TDM Program\*** – Examples include Winter or Summer Bike to Work Day, Alternative Mode Challenge Programs and Incentives, and include three (3) or more events held per year. |  |  |
| **8. Guaranteed Ride Home\* -** Implementation of the Guaranteed Ride Home Program for employees who commute by alternative modes. |  |  |
| **9. Car-Sharing** – A partnership with a car-sharing service provider that would serve the development at the new interchange and include designated car-share parking spaces. |  |  |
| 1. **Modal Subsidies and Vouchers** - Examples include RTD Eco- passes or vanpool program subsidies.
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| 1. **Other TDM strategy** (defined by applicant, may be accepted or rejected by CDOT)
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**Additional TDM Waiver information (if applicable).**  The applicant should include any other information that supports a waiver request in accordance with guidance in the 1601 Procedural Directive and the 1601 Training Manual:

**APPROVAL OF REQUEST BY CDOT CHIEF ENGINEER**

**Approval details (if any)\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**By: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ Date:\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**