

AGENDA

TIP Review Work Group – Mtg. 17

Thursday, January 5, 2017

1:30 p.m. - 3:30 p.m.

1290 Broadway

Independence Pass – 1st floor (west side)

1. Call to Order
2. November 18, 2016-November 28, 2016 Meeting Summaries
(Attachment A)

ACTION ITEM

3. Discussion on preliminary draft report to the Board.
(Attachment B)
4. Adjournment

Upcoming meeting date

January 20, 2017

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6744.



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MEETING SUMMARY
TIP REVIEW WORK GROUP – Mtg. 15

Friday, November 18, 2016 - 1:30 p.m.

PARTICIPANTS PRESENT:

Jeanne Shreve	Adams County
Kent Moorman	Adams County, City of Thornton
Bryan Weimer	Arapahoe County
Mac Callison	Arapahoe County, City of Aurora
Danny Herrmann	CDOT
Janice Finch	Denver, City and County
Steve Cook	DRCOG
Doug Rex	DRCOG
Art Griffith	Douglas County
John Cotten	Douglas County, City of Lone Tree
Mike Salisbury	Environmental
Dave Baskett	Jefferson County, City of Lakewood
Ken Lloyd	RAQC
Ted Heyd	TDM/Non-motor

Others Present: Bill Haas, FHWA

DRCOG Staff: Todd Cottrell, Brad Calvert

Call to Order

The meeting was called to order at 1:41 p.m.

Public Comment

There was no public comment.

September 16, 2016 Summary

The summary was accepted as written.

Continued discussion on the viability of a dual model process for TIP project selection.

Doug Rex updated the committee on feedback received from FHWA about the general acceptability of the concepts the Work Group is discussing. A conference call on November 17 was held with FHWA Headquarters Office of Planning representatives, and with FTA, to discuss the level of comfort with:

- *the dual model concept and who should submit regional projects.* Mr. Rex noted the FHWA was not comfortable with only subregions submitting projects (“regional” and “subregional”) because of potential equity fairness issues. (i.e., not having an arena/venue to have a regional discussion or having an established allocation for large regional projects.)
- *establishing a geographic unit by county* (noting there are two single-entity counties). FHWA was comfortable with this concept, although Bill Haas mentioned that the work

group should continue its discussion on whether the county is the right unit of scale for the subregional allocation (perhaps in quadrants, etc.).

Bill Haas spoke on not making the process over-complicated. He noted any proposed projects scored and ranked are only recommendations, and the Board is the final decision-maker. He said FHWA, at this preliminary point, was agreeable to the general concepts discussed and when the work is more finalized, it can provide a more formal response. He said there was a sense the subregional model might be good process to implement in a pilot program.

Doug Rex noted this Work Group is winding down. A separate TIP Policy group will begin soon. There is a possibility of the Policy Group being more staff-level and addressing the Board more frequently.

- Kent Moorman suggested the Work Group continue, and go through TAC and then go frequently to Board Work Sessions. Art Griffith agreed.
- Dave Baskett felt policy group discussions depend on who Board members are and how collaborative it is.
- Jeanne Shreve recommended having this work group continue and opening up to other TAC members to provide extra feedback; perhaps in a joint meeting format either before or after a TAC meeting (every other month). Agreed with having a focus on discussions at the monthly Board Work Sessions.
- Doug Rex said staff can provide a recommendation in its report to the Board on continuing the TIP Review Work Group as the TIP Policy Work Group responsible for the 2020-2023 TIP Policy document.
- Art Griffith suggested doing a TAC “re-invite” to participate in the work group. Felt that TAC will be the sounding board of the work group.
- Doug Rex noted the current TIP Work Group was strategically formed to have two members from each county.
- Bryan Weimer agreed with keeping the work group a smaller number, but involving the TAC.
- Kent Moorman felt TAC involvement would provide a broader perspective and direction.

Jeanne Shreve and Art Griffith provided copies of suggestions (draft Regional/Sub-regional Model Tenets) to the work group. Explained that allocations would be a percentage, that can be flexed.

- Allocations suggested were:
 - Mega-projects (Board-directed funding outside of the TIP) – 20% maximum.
 - Focus areas (includes pools, off the top, what Board is concentrating on)– 20% maximum.
 - Subregional – 60% minimum.
- Bryan Weimer felt these percentages are typical to what has historically been used.
- Ted Heyd said he generally supports the concept, but megaproject definition may be too subjective.
- Janice Finch said she likes the minimum/maximum percentage concept, but felt 20% of megaproject amount is low.

- Mac Callison noted regional/megaproject funding was more to show support for larger regional CDOT and RTD projects. Regional funding should not rob the subregional allocation. Dave Baskett, Jeanne Shreve, and Bryan Weimer agreed.
- Ken Lloyd questioned how you fairly compare traditional pool projects, which are typically softer programs, like TDM or air quality, with more heavy-duty infrastructure projects, like BRT and FasTracks. Suggested that Focus Areas types will need to be split up.
- Mike Salisbury questioned if megaprojects involve the same equity question that FHWA has (needing a regional forum for discussing subregional equity).
- John Cotten felt 20% for megaprojects is reasonable.
- Janice Finch cited Pena Blvd as an example of potential megaproject (FAA won't pay and it is not a CDOT or Denver facility).
- Danny Herrmann noted CDOT leverages its funding as well and noted at the regional level, it has a lot less money. Some sort of flexibility in the percentages is needed.
- Doug Rex felt 20% seems low for regional projects, at first look. He noted the DRCOG pool programs need funding stability.
- Mike Salisbury "how does smaller regional project really have a fair shot?"
- John Cotton said everyone agrees with dual model. Recommend as percentages to Board, and note that it is at similar levels as historically done. Kent Moorman agreed
- Mike Salisbury was interested in developing more discussion on equity. Janice Finch suggested the allocation guidance be generic, but directional. Show conceptual examples, just not with the numbers attached. Suggested creating several choices of allocation examples; i.e., by county, by quadrants, by population, etc.
- Kent Moorman noted the dual model is a drastic change, and past equity doesn't come into play with this model. Can't tie back to prior TIPs. John Cotton clarified that he meant to compare with previous categories, not by past TIPs.
- Jeanne Shreve felt (and said others felt the same) subregional allocation should be at least 60%, if not, we should not change to a different model.

The meeting adjourned at 3:56 p.m. The committee agreed to hold an extra meeting on November 28, 2016 following the regular TAC meeting.

MEETING SUMMARY
TIP REVIEW WORK GROUP – Mtg. 16

Friday, November 28, 2016

PARTICIPANTS PRESENT:

Jeanne Shreve	Adams County
Kent Moorman	Adams County, City of Thornton
Bryan Weimer	Arapahoe County
Mac Callison	Arapahoe County, City of Aurora
George Gerstle (Chair)	Boulder County
Janice Finch	Denver, City and County
Steve Cook	DRCOG
Doug Rex	DRCOG
Art Griffith	Douglas County
John Cotten	Douglas County, City of Lone Tree
Mike Salisbury	Environmental
Steve Durian	Jefferson County
Dave Baskett	Jefferson County, City of Lakewood
Ken Lloyd	RAQC

Others Present: Karen Schneiders, CDOT
DRCOG Staff: Todd Cottrell, Brad Calvert

Call to Order

The meeting was called to order at 2:52 p.m.

Public Comment

There was no public comment.

Continued discussion on the viability of a dual model process for TIP project selection.

The work group discussed the draft summary of *Regional/Subregional Model Tenets* that was developed by several work group members and presented for discussion at the last meeting.

Comments included:

- George Gerstle said policy direction (through Metro Vision) should drive investment decisions, not vice versa; there should be significant guidance to subregions on maintaining consistency with Metro Vision.
- George Gerstle noted allocation amounts/percentages are determined by the Board; not this group.
- Dave Baskett said the group needs to determine the terminology to be used; it's confusing to say "off-the-top" and "mega-projects". Suggested using "special" projects, or "Board-directed funding outside of the TIP project selection process", or "regionally transformative project/program".
- Dave Baskett said discussion on Board focus areas should be done prior to any discussion of funding allocations or megaprojects.

- Doug Rex said subregions will show Metro Vision consistency in their project criteria requirements and will demonstrate this relationship during their project presentations before the Board.
- Doug Rex agreed there are other projects/programs not mega-project in scope. There are equity concerns. Maybe define 'mega' as more 'what its benefit is', rather than cost.
- Mike Salisbury said there is a need to consider the value of regional planning and collaboration; be careful not to throw out regional planning concept when extensively changing TIP model.
- Dave Baskett said special projects should not just be limited to RTD or CDOT. Could be outside the box projects like freight lines around Denver.
- Jeanne Shreve summarized:
 - The Board should define the focus areas first, then the regionally transformative projects/programs amount, then the subregional amount.
 - The subregional criteria should include criteria for collaboration with other jurisdictions.
 - Definition - A regionally transformative project/program is a transformative project/program that plays a crucial role in shaping and sustaining the future of individual cities and counties by providing supplemental funding for DRCOG Board focus areas that advance our transportation programs and our multimodal transport systems.
- Mac Callison noted there could be benefit to having a pool available in reserve in case there are project requests off-cycle.
- George Gerstle said there should be flexibility for the Board to change funding allocations, but disagreed with having an amount in reserve.

Clarification of schedule:

- TAC will be advised of the Work Group's recommendations in an informational meeting agenda item and be asked for feedback.
- The TAC feedback will be brought back to the Work Group for discussion prior to bringing the final recommendations before the Board.
- Doug Rex will present the Work Group's recommendations to the Board (possibly at the February Board meeting).
- Further discussions in detail will be held at Board Work Sessions.

Staff action items for next meeting:

- Develop schedule.
- Provide a concept paper.

The meeting adjourned at 4:18 p.m. The next meeting is scheduled for December 16, 2016.

ATTACHMENT B

To: TIP Review Work Group

From: Todd Cottrell, Senior Transportation Planner
303 480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
January 5, 2016	Action	3

SUBJECT

Preliminary draft of the TIP Review Work Group's report.

PROPOSED ACTION/RECOMMENDATIONS

Provide a final version of the TIP Review Work Group's report for the DRCOG Board's consideration at its February 15th meeting.

ACTION BY OTHERS

N/A

SUMMARY

Attached is the preliminary draft of the TIP Review Work Group's report to the Board for discussion purposes.

As you know, staff anticipates presenting the final report at the February 15th Board of Directors meeting. Hopefully, we can wrap-up any needed revisions at our next scheduled meeting on January 20th.

PREVIOUS DISCUSSIONS/ACTIONS

TIP Work Group

- April 15, 2016
- May 13, 2016
- June 30, 2016
- July 15, 2016
- August 19, 2016
- September 16, 2016
- November 18, 2016
- November 28, 2016

PROPOSED MOTION

Move to approve the TIP Review Work Group's report to the Board.

ATTACHMENT

Preliminary Draft: *2016-2021 TIP Review White Paper – Follow-up Report*

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, at 303-480-6737 or tcottrell@drcog.org.

Denver Regional Council of Governments

2016-2021 TIP Review White Paper Follow-up Report

Preliminary draft for discussion - January 5, 2017



TIP Review Work Group

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

DRCOG staff: Todd Cottrell, Mark Northrop, Casey Collins

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2016-2021 TIP Review White Paper Follow-up Report

Introduction and Purpose

In August 2015, the DRCOG Board of Directors directed the establishment of a work group, comprised of DRCOG staff and Transportation Advisory Committee (TAC) members, to develop a white paper addressing issues associated with the development of the 2016-2021 Transportation Improvement Program (TIP). Topics directed for discussion included: TIP process, funding allocations and criteria, and a comparative look at other MPO practices. The purpose of the white paper was to assist a future Board to address identified issues/concerns in the development of the next DRCOG TIP call for projects.

On February 17, 2016, DRCOG staff presented the [TIP Review Work Group White Paper](#) to the DRCOG Board highlighting discussions and recommendations of the Work Group from its October 16, 2015 to February 3, 2016 deliberations. Following discussion, the Board acted to accept the document and directed the Work Group to continue investigating the white paper's five recommendations:

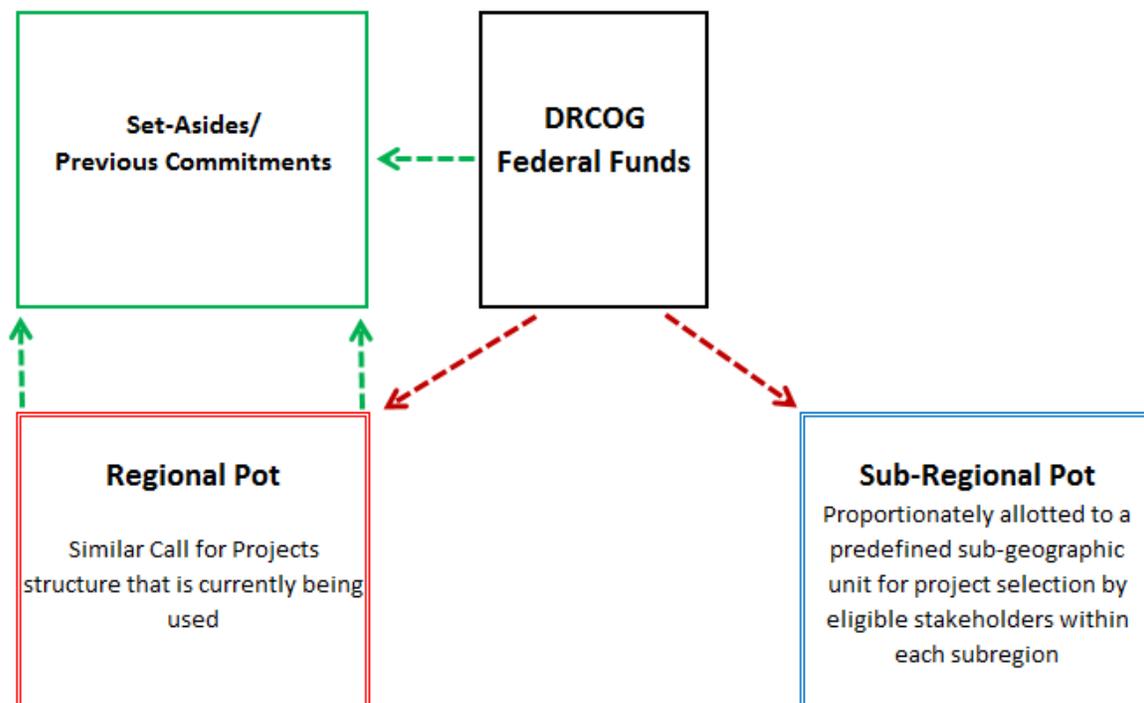
- Develop a project selection process purpose statement for the TIP.
- Further explore the Regional/Subregional dual project selection model.
- Create a project selection process that places more emphasis on project benefits, overall value, and return on investment.
- Explore opportunities to exchange CDOT state funds with DRCOG federal funds.
- Evaluate off the top programs and projects.

The purpose of this report is to provide an update to the Board on the Work Group's progress. While an update is provided on all of the recommendations, the report focuses on Recommendation #2 - *Further exploration of the Regional/Subregional dual project selection model*. In its initial evaluation, the Work Group indicated the model contained no known fatal flaws and appeared to offer the desired local flexibility to implement projects with the most benefit to their communities while being consistent with the policy direction within Metro Vision and federal legislation. The additional evaluation was necessary to determine model's "goodness of fit" for the DRCOG region.

Dual Model Evaluation – A comprehensive review

The premise of the dual project selection model is that it has two TIP project selection elements, regional and subregional. A dual selection process is currently being used by Puget Sound Regional Council (PSRC) and more information about their process can be found [here](#). DRCOG currently utilizes a more centralized process where all applications are submitted to the MPO and are collectively scored and ranked.

Under a dual system, two funding allocation processes would be established and separate calls for projects would occur at the regional level and at the subregional level. Funding for the subregional pot would be proportionately allotted to predefined sub-geographic units for project selection by a forum of eligible agencies within each subregion. The regional call for projects would likely operate similar to DRCOG’s current process, with applications coming to DRCOG for evaluation and scoring.



Over the course of many months, the TIP Review Work Group systematically evaluated dual model topics falling into three general categories: the regional funding allocation process, the subregional funding allocation process, and the overall dual model process.

Project/Program Selection Process

The work group discussed many subjects related to the regional/subregional funding allocation and its associated call for projects. Policies regarding procedures, eligibility, evaluation, and project selection need to be established.

An overarching theme of the Work Group’s discussion was the establishment of TIP focus area(s). Consistent with its white paper recommendation, the Work Group encourages the Board to develop specific goals or focus areas that are consistent with Metro Vision and the Regional Transportation Plan for what it hopes to accomplish in the next TIP call for projects. The Work Group believes establishing focus areas is essential to develop appropriate overarching project/program scoring criteria for both the regional and subregional pots and suggests the Board consider devoting time at this summer’s Board workshop to address this issue.

Specific questions/topics discussed by the Work Group and positions taken about the dual selection process are highlighted below.

Regional Funding Pot Topics

1. What is the purpose of the regional funding allocation?

The Work Group felt it was important to develop a regional project/program definition. A clear definition of eligible projects/programs would hopefully reduce the number of regional applications to a reasonable amount and would assure scarce funding goes to the highest priority projects/programs with the greatest benefit to the region. The Work Group believes regional project/program applications should be limited to regionally transformative projects/programs that play a crucial role in shaping and sustaining the future of individuals, cities, and counties within the DRCOG region. The Work Group submits the following purpose statement for regional projects/programs:

Selected Regional Pot TIP projects/programs should directly address Board-adopted TIP focus areas through a systems-approach focused on enhancing regional connections, regardless of travel mode. Regional projects/programs should connect communities; improve mobility and access, while providing a high return on investment to the region consistent with Metro Vision.

2. What types of projects/programs should be eligible for selection through the Regional Funding Pot allocation?

Regional projects/programs fall into two broad categories: large infrastructure mega projects and set aside programs. As discussed previously, large infrastructure projects are transformative with potentially higher price tags. Set-aside programs are more regionally

focused and include DRCOG’s Regional Transportation Operations and Way to Go programs, for example.

Due to the size of these large mega projects, the work group recommends DRCOG funds be used only to supplement larger projects submitted by our regional partners (e.g., CDOT and RTD). In other words, DRCOG’s share should be considered the “last funds in” to complete a larger infrastructure project. Additionally, the criteria used for final selection must adhere to the Board’s focus area(s) thereby ensuring the selected projects are providing the most benefit and greatest return on investment.

3. What type of evaluation criteria should be used for the selection process?

As stated above, the Work Group believes evaluation criteria should be established once the Board determines TIP focus area(s). Once established, the Work Group recommends an application process that requires sponsors to describe how a proposed project/program aligns to the Board’s focus area(s) and Metro Vision objectives and its quantifiable benefits to the region. The formal evaluation process and criteria will be developed in 2017 as part of the TIP Policy document if the Board acts to pursue the Dual Model concept.

Subregional Funding Pot Topics

1. How should the subregional geographic areas be defined?

The Work Group recommends using counties as the subregional geographic unit for funding recommendations. Since counties already exists and a comfortable working relationship is present among jurisdictions within counties, it was an obvious choice. This is consistent with other places around the country where the dual model is deployed. However, unlike Seattle for instance, the DRCOG region contains two counties where there is only one governmental unit: City/County of Denver and the City/County of Broomfield. This is an important distinction as federal regulations prohibit the distribution of MPO federal funds to individual jurisdictions unless “...it can be clearly shown to be based on considerations required to be addressed as part of the metropolitan transportation planning process”.

DRCOG staff met with FHWA headquarters and regional staff to discuss this provision. Ultimately, FHWA agreed that counties could be used in DRCOG’s subregional application since (1) the subregional forums will only be making project recommendations to the DRCOG Board for its determination, and (2) DRCOG will ensure the process is transparent and vetted at the Board level prior to implementation. Furthermore, FHWA emphasized the importance that any model concept under consideration must maintain its regional perspective. FHWA’s formal response letter is listed as Appendix **XX**.

2. How should funding allocations to subregions be calculated?

There is no perfect funding distribution formula and the Work Group never arrived at a specific recommendation. However, the Work Group did agree that some combination of population, employment, vehicle miles traveled (VMT), or person miles traveled (PMT) is the most appropriate. Regardless, the Work Group believes the funding split between the regional pot and the subregional pot needs to be determined early in the process to ensure adequate time to develop the subregional forum process.

3. What guidelines should be established for the subregional forums?

Under the dual model concept, subregional forums would be established as the committee responsible for the development of specific project criteria and the recommendation of projects to the DRCOG Board. The Work Group recommends that every local governmental unit within a county be invited to participate on the subregional forum. CDOT and RTD may participate as non-voting members. Other members/stakeholders may be invited at the discretion of each subregional forum.

4. Project type eligibility and the incorporation of project targets

One of the major reasons for the consideration of the dual model is to allow as much flexibility as possible for local levels of governments to determine the best way to address transportation issues within their collective communities. The Work Group recommends keeping project eligibility as flexible as possible, while ensuring projects meet federal requirements, address Metro Vision objectives and are consistent with the Regional Transportation Plan (i.e., projects are listed or the geographic location for improvements is depicted in the RTP). As a result, project type targets are not recommended at the subregional level.

5. Evaluation criteria

Keeping with the theme of maintaining flexibility, the Work Group recommends a hybrid approach to developing project selection criteria. The approach would require each subregional forum to use certain overarching criteria to address federal requirements (i.e., safety, congestion, environmental justice, and ADA) and criteria that ensures proposed projects address a Board-defined focus area and Metro Vision objectives. Subregional forums have the flexibility to include additional criteria to address local values in the process.

Overall Dual Model process – What might it look like?

If the Board decides to move forward with the dual model approach, it is imperative that the selection process and overall TIP policy be approved by the Board no later than December 2017 if DRCOG is to have a new TIP approved by March 2019. The following schedule assumes that critical decisions on the regional/subregional structure have been vetted by a TIP Policy Work Group (which will be established by the Board in early 2017).

Process for overall TIP Policy and Regional Project/Program Selection

- **Feb-March 2017:** Board establishes TIP Policy Work Group to develop the 2020-2023 TIP Policy document. Among its tasks, the TIP Policy Work Group will finalize the regional/subregional dual selection process. The TIP Review Work Group recommends the Board allow it continue and to fill this role. The Policy Work Group will utilize Board Work Sessions to update the Board and receive direction.
- **Summer 2017:** Board establishes focus area(s) for TIP call for projects at summer 2017 Board Workshop and discussed/approved by Board at next scheduled Board meeting.
- **Fall 2017:** TIP Policy Work Group will:
 - Finalize TIP criteria based on Board approved focus area(s).
 - Recommend the funding levels for the Regional Funding Pot, Subregional Funding Pot, and the individual subregions.
 - Define funding levels for set-aside programs.
- **By December 2017:** Board and committees recommend and take action on the TIP Policy document.
- **February 2018:** Regional Project/Program Call for Projects
 - 8-week call for projects.
 - Project applications for regionally transformative projects/programs must answer the following types of questions (final questions to be contained within the adopted TIP Policy, as approved by the Board):
 - What is the existing problem that this project/program is attempting to solve?
 - How does this project/program align, relate to, solve, or assist to implement the Board-defined focus area(s)?
 - Explain how this project/program relates to and addresses Metro Vision objectives.
 - How will this project/program benefit environmental justice communities?
- **April 2018:** Evaluation of project/program proposals by Board-led taskforce (subset of Board)
 - Process may involve oral presentations from applicants (at the discretion of the Taskforce).
- **May 2018:** Taskforce recommendations to the full DRCOG Board for discussion.
- **June 2018:** DRCOG's transportation committees will recommend and the Board will take action on Regional Projects/Programs.

Process for Subregional Project/Program Selection

- **By January 2018:** Initiate formation of county subregional forums and prepare forum guidelines
 - Membership shall be offered to an elected official (or their designee) from the county and all local governments within the county.
 - CDOT and RTD are invited to be non-voting members.
 - Other members at the discretion of each subregional forum.

- **By July 2018:** Subregional call for projects
 - Length of call for projects at the discretion of individual subregional forums, but no less than four weeks.
 - The following criteria (contained within the Board-adopted TIP Policy) must be considered by each subregional forum, at a minimum:
 - Qualitative-related criteria:
 - What is the existing problem that this project/program is attempting to solve?
 - How does this project/program align, relate to, solve, or assist to implement the Board-defined focus area?
 - Explain how this project/program relates to and addresses Metro Vision objectives.
 - How will this project/program benefit the environmental justice communities located near your project?
 - How will this project/program prohibit discrimination against individuals with disabilities?
 - If applicable, does this project advance the sponsor's ADA Transitional Plan?
 - Quantitative-related criteria:
 - What are the existing conditions?
 - congestion, pavement, volume, usage, ridership
 - What are the likely benefits?
 - crash/delay reduction, new users or riders, connectivity
 - What are other related beneficial elements?
 - multimodal elements, connectivity to other modes, safety
 - All criteria must be reviewed by DRCOG staff for consistency with appropriate state and federal rules and TIP Policy guidelines (the Board-approved TIP Policy document will define what information minimally needs to be provided).

- **October 2018:** Subregional forum project recommendations to DRCOG Board for consideration
 - A representative of each subregional forum (presumably the forum chairperson) presents the subregional forum’s recommendations to the DRCOG Board. The presentation will include a summary of how the recommended project/programs will benefit the region and advance the Board-adopted regional priorities.
 - Individual project sponsor representatives should also attend the applicable Board meeting, to respond to questions.

- **November 2018:** DRCOG’s transportation committees will recommend and the Board will take action on the entire set of TIP projects, including:
 - Regional Funding Pot projects/programs
 - DRCOG Set-aside programs
 - Subregional Funding Pot projects/programs
 - CDOT- and RTD-selected projects/programs

- **January 2019:** Announce public hearing on the 2020-2023 TIP
 - Draft 2020-2023 TIP completed.

- **February 2019:** Public hearing on the 2020-2023 TIP

- **March-April 2019:** DRCOG Board approval of the 2020-2023 TIP

Update on White Paper Recommendations

Develop a project selection process purpose statement for the TIP.

The original recommendation discussed the necessity for the Board to develop a purpose and needs statement. The Work Group offered the following general purpose statement as a starting point for discussion:

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

Additionally, the Work Group encouraged the Board to develop specific goals that are consistent with Metro Vision and the Regional Transportation Plan for what it hopes to accomplish with the next round of TIP funding and project applications should be used to help meet those goals.

Update: As stated earlier in this document, **the Work Group has further refined this recommendation to suggest the board consider using this upcoming summer’s Board Workshop to deliberate and set “focus areas” for what they hope to accomplish with the next TIP call for projects.**

Further explore the Regional/Subregional dual project selection model.

Update: Further exploration was the primary purpose of this follow-up report. **The Work Group recommends the Board utilize the regional/subregional dual project selection model for the next TIP call for projects.** The Work Group believes the model will provide the desired flexibility for member governments to apply local values to the TIP allocation process and still maintain DRCOG’s strong commitment to implementing a TIP process that is consistent with the tenants and objectives of Metro Vision—the region’s aspirational plan. Future TIPs may or may not continue with a dual project selection model.

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

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

Update: While the Work Group reiterates the necessity of having criteria with quantifiable performance metrics, **the discussion about these specific criteria is better placed during the TIP Policy document development in 2017.**

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

Update: CDOT has implemented a pilot program involving four projects in the DRCOG area. **DRCOG staff will continue to monitor the program's process** with the hope that it will provide the desired outcome of accelerating project delivery.

Evaluate off-the-top programs and projects.

Thoroughly review all set-aside programs to ensure they contribute towards meeting the associated Metro Vision and Regional Transportation Plan goals. Additionally, the Work Group recommends developing a clear evaluation process by which large off-the-top project funding requests for regionally significant projects can be thoroughly vetted before decisions are reached.

Update: **The Work Group recommends the evaluation of off-the-top (e.g., set-aside) programs occur during the development of the TIP Policy document in 2017.**

Next Steps

DRCOG staff will present the Work Group's recommendations at the February 2017 Board meeting. If the Board decides to pursue the dual project selection model, the following actions will be required in 2017:

- Formation of the TIP Policy Work Group to develop the 2020-2023 TIP Policy document, including defining the outstanding issues of the dual model. The TIP Review Work Group recommends the Board allow it to continue in this role.
- Begin Board discussions about the establishment of TIP focus area(s) for the call for projects. Staff will initiate discussions with the Board soon after the TIP Policy Work Group begins and finalize recommendations at the summer 2017 Board Workshop.
- By December 2017, the committees and Board will take action to adopt the TIP Policy document.