

AGENDA
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, February 14, 2017
8:30 a.m.
1290 Broadway
Independence Pass Board Room

1. Call to Order
2. Public Comment
3. January 17, 2017 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Discussion on an amendment to the 2016-2021 Transportation Improvement Program.
(Attachment B) Todd Cottrell

INFORMATIONAL ITEMS

5. Briefing on potential TIP Dual Model project selection process.
(Attachment C) Douglas Rex
6. Briefing on preliminary results from the 2016 Who is TOD survey.
(Attachment D) Brad Calvert

ADMINISTRATIVE ITEMS

7. Member Comment/Other Matters
8. Next Meeting – March 14, 2017
9. Adjournment

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.



ATTACHMENT A

MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, January 17, 2017

MEMBERS PRESENT:

Ed Peterson	Colorado Department of Transportation
Shannon Gifford	Colorado Department of Transportation
Debra Perkins-Smith (Alternate)	Colorado Department of Transportation
Gary Reiff	Colorado Department of Transportation
Elise Jones (Chair)	Denver Regional Council of Governments
Douglas Rex (Alternate)	Denver Regional Council of Governments
Ron Rakowsky	Denver Regional Council of Governments
Bob Roth	Denver Regional Council of Governments
Ashley Stolzmann	Denver Regional Council of Governments
Ken Lloyd	Regional Air Quality Council
David Genova	Regional Transportation District
Bill Van Meter (Alternate)	Regional Transportation District
Tina Francone	Regional Transportation District

Alternates Present: Paul Jesaitis, CDOT

Others Present: Faye Estes, Douglas County

DRCOG Staff: Steve Cook, Jacob Riger, Todd Cottrell, Matthew Helfant, Mark Northrop, Casey Collins

Call to Order

Chair Elise Jones called the meeting to order at 8:32 a.m.

Public Comment

There was no public comment heard.

Summary of December 6, 2016 Meeting

- The summary was accepted as written.

ACTION ITEMS

Discussion on amendments to the 2016-2021 Transportation Improvement Program.

Todd Cottrell presented the six proposed amendments.

Sponsor	TIP ID	Proposed Amendments
CDOT	<ul style="list-style-type: none">• 2016-017 Westerly Creek Trail to Toll Gate Creek Trail Connector• 2016-025 Ralston Rd Reconstruction: Yukon St to Upham St• 2016-037 Washington Ave Complete Streets• 2016-043 RidgeGate Pkwy Widening: Havana St to Lone Tree City Limits• 2016-055 I-25: 120th Ave to SH-7 Managed Lanes	CDOT statewide de-federalization pilot program with five local agency projects that swaps out federal funds and replaces them with state funds in an attempt to reduce the burden to local agencies in constructing projects through CDOT. Shaded projects have federal CMAQ funding replaced with state RAMP funding. The I-25 managed lanes project receive STP-Metro and CMAQ funding.
CDOT	2016-059	C-470 Managed Toll Express Lanes: Wadsworth to I-25
		Swap funding between Bonds and Loans and state RAMP funding to update to the current estimate prior to the TIFIA closing.

Mr. Cottrell noted the TAC recommended approval of the first five amendments as is; and to approve the sixth amendment (*C-470 Managed Toll Express Lanes: Wadsworth to I-25*) conditionally, subject to a meeting between CDOT and the C-470 Coalition Policy Committee to further discuss the proposed C-470 TIP amendment. The meeting was held on January 12 and Paul Jesaitis said CDOT agreed to postpone the proposed amendment for one month pending further discussion.

Gary Reiff MOVED to recommend postponing action on the proposed *C-470 Managed Toll Express Lanes: Wadsworth to I-25* amendment until next month's meeting. The motion was seconded and passed unanimously.

Ron Rakowsky MOVED to recommend to the Board of Directors approval of the other five amendments. The motion was seconded and passed unanimously.

Discussion of actions proposed by DRCOG staff regarding 2016-2021 Transportation Improvement Program (TIP) project delays for FY 2016.

Todd Cottrell presented the project delays report for FY2016 (September 30, 2016). He noted staff discussed the reasons for delay with the project sponsors and received action plans to resolve the delays.

There was one second-year delayed project (*City of Centennial-Smoky Hill Rd and Himalaya St. Intersection Roadway Operational Improvements*) that went before the Board in October and was granted a 120-day variance (until January 29, 2017). There were 25 one-year delayed projects noted in the report, but three projects have been initiated since the report was published.

Dave Genova MOVED to recommend to the Board of Directors actions proposed by DRCOG staff regarding *2016-2021 Transportation Improvement Program (TIP) project delays for FY 2016*. The motion was seconded and passed unanimously.

Discussion on updates to the *Transportation Planning in the Denver Region*.

Douglas Rex presented the final draft of updates and revisions made to the document. The document details transportation planning process in the DRCOG region.

Ashley Stolzmann MOVED to recommend to the Board of Directors the *Transportation Planning in the Denver Region* document.

Discussion on the draft *2040 Metro Vision Regional Transportation Plan*.

Jacob Riger presented an overview of the draft 2040 MVRTP and asked for the committee's recommendation to release the document for public review and comment, recognizing that further refinements and changes can and will be made over the next three months. The public hearing is March 15 and Board approval is anticipated in April.

Ron Rakowsky MOVED to recommend to the Regional Transportation Committee the release of the draft *2040 Metro Vision Regional Transportation Plan* for public comment and review. The motion was seconded and passed unanimously.

ADMINISTRATIVE ITEMS

Doug Rex noted an administrative change in the TIP preparation procedure. The TIP will be developed every two years, versus every four years, to better align with CDOT's new annual STIP cycle. Staff is currently preparing the new 2018-2021 TIP document and a public hearing is scheduled for March 15 to approve the new TIP. He clarified there are no changes to the DRCOG-funded projects that are in the current TIP. The DRCOG TIP Call for Projects process remains every four years; DRCOG is not doing a new call for projects for the new 2018-2021 TIP.

Ron Rakowsky commended CDOT on highlighting the traffic fatalities issue and asked for stats on statewide train/vehicle collisions. Debra Perkins-Smith said she would look into this. She also commented on seat belt non-usage being a factor in one-third of fatalities.

Doug Rex said, per RTC's robust discussions on providing regional safety planning education, and looking at Vision Zero concepts, DRCOG staff will be including elements of this in the new 2018-2018 DRCOG work program (UPWP).

The meeting was adjourned at 8:54 a.m. The next scheduled meeting is February 14, 2017.

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Douglas W. Rex, Director, Transportation Planning and Operations
303-480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
February 14, 2017	Action	4

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), taking place on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects, and do not impact funding for other projects in the TIP.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the proposed amendment because it complies with the Board-adopted [TIP Amendment Procedures](#).

ACTION BY OTHERS

[December 19, 2016](#) – TAC recommended approval subject to a meeting between C-470 Coalition Policy Committee representatives and CDOT to allow flexibility to modify a ~\$53 million reduction in RAMP funding.¹

SUMMARY

The TIP project to be amended is shown below and listed in Attachment 1. The proposed policy amendment to the [2016-2021 Transportation Improvement Program](#) has been found to conform with the State Implementation Plan for Air Quality.

The proposed amendment separates TIFIA loan funding from the State Bond/Loans funding category and reflects an increase to those funding sources by \$52.3 million. Though the project has not seen a significant increase in scope or cost, the RAMP funds will remain at the same funding level temporarily while CDOT and the C-470 Coalition collaborate on how to utilize the excess project funds. At some time in the future after TIFIA closes, another TIP amendment may be necessary.

- **2016-059 C-470 Managed Toll Express Lanes: Wadsworth to I-25**
Separate out State Bond/Loans to add a TIFIA funding category.
Redistribute RAMP funding by year.

PREVIOUS DISCUSSIONS/ACTIONS

[January 17, 2017](#) – RTC recommended postponing action for one month on the C-470 Managed Toll Lanes amendment.

PROPOSED MOTION

Move to recommend to the Board of Directors the attached amendment to the *2016-2021 Transportation Improvement Program* (TIP).

¹ On January 12, CDOT met with the C-470 Coalition Policy Committee to further discuss the proposed amendment. The outcome of that meeting as well as subsequent discussion with the Transportation Commission enabled CDOT to proceed with this revised amendment. TAC was briefed regarding the revised amendment at its January 23 meeting.

ATTACHMENT

1. Proposed TIP amendment

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at 303 480-6737 or tcottrell@drcog.org.

2016-059: Separate out State Bond/Loans to add TIFIA funding category and reflect an increase to those funding categories by \$52.3 million. Redistribute RAMP funding by year. Total project funding increases temporarily while CDOT and C-470 Coalition collaborate on how to utilize the excess project funds.

Existing

Title: **C-470 Managed Toll Express Lanes: Wadsworth to I-25**

Project Type: **Roadway Capacity**

TIP-ID: **2016-059**

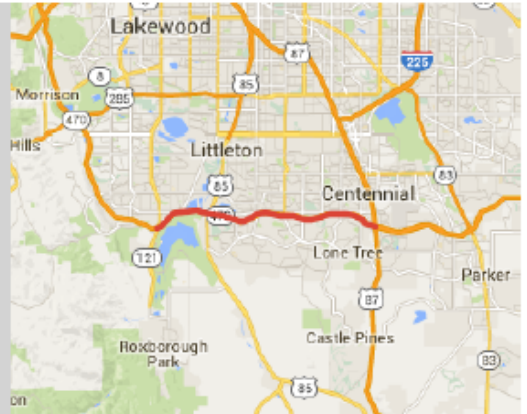
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

One tolled express lane in each direction on C-470. WB between I-25 and approximately Wadsworth and EB between approximately Platte Canyon and I-25, with auxiliary lanes in required locations. Safety and operational improvements between I-25 and Quebec St. Improvements to ramps including direct-connect ramps at I-25 and C-470.



Affected County(ies)

- Arapahoe
- Douglas
- Jefferson

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$44,000	\$90,000	\$104,700	\$0		
State (Faster-S)		\$0	\$2,000	\$0	\$0	\$0		
State (RMP)		\$0	\$32,630	\$60,000	\$0	\$0		
State (Safety)		\$0	\$6,300	\$0	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0	\$0		
Total	\$7,370	\$0	\$94,930	\$150,000	\$104,700	\$0	\$0	\$357,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (TIFIA)		\$0	\$0	\$60,000	\$46,000	\$0		
State		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$85,000	\$100,000	\$0	\$0		
State (Faster-S)		\$0	\$2,000	\$0	\$0	\$0		
State (RMP)		\$0	\$25,330	\$15,000	\$52,300	\$0		
State (Safety)		\$0	\$6,300	\$0	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0	\$0		
Total	\$7,370	\$0	\$128,630	\$175,000	\$98,300	\$0	\$0	\$409,300

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Douglas W. Rex, Director, Transportation Planning and Operations
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
February 14, 2017	Information	5

SUBJECT

Information on the TIP Review Work Group's report to the Board regarding possible funding and project selection framework for the next TIP call for projects.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Background

In August 2015, the DRCOG Board of Directors established the formation 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 targets 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 [2016-2021 TIP Review 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:

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

The Work Group's Latest Efforts

The Work Group reconvened in April 2017 and focused primarily on further exploration of the Regional/Subregional dual model (Dual Model). In its initial white paper evaluation, the Work Group indicated the Dual 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 the adopted Metro Vision Plan, Regional Transportation Plan, and federal legislation. The additional analysis of the Dual Model was necessary to determine model's "goodness of fit" for the DRCOG region.

Following this examination, the Work Group recommends the Board commit to establishing a Dual Model approach for the next two TIP call for project cycles. Furthermore, the Work Group recommends the Board allow the TIP Review Work Group to continue as the taskforce responsible for the development of the 2020-2023 TIP Policy document that will recommend the final framework for the next call for projects, scheduled for 2018.

The Work Group's report entitled: *Recommended Funding and Project Selection Framework for the 2020-2023 Transportation Improvement Program*, is available for the RTC's review as Attachment 1. The report highlights the Work Group's discussions, recommendations on a variety of topics related to the Dual Model, as well as a timeline for the successful completion of the 2020-2023 TIP. A summary of the recommendations is shown as Attachment 2.

Staff will provide a detailed briefing of the Work Group's efforts at the February meeting.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

- [August 19, 2015](#) Board directed staff to create a work group and develop the TIP white paper.
- [February 17, 2016](#) Board accepted the 2016-2021 TIP Review White Paper and directed the Work Group to continue investigating of its recommendations
- [February 1, 2017](#) Board Work Session review of Dual Model process

PROPOSED MOTION

N/A

ATTACHMENTS

1. *Recommended Funding and Project Selection Framework for the 2020-2023 Transportation Improvement Program* Report
2. Summary of Work Group Recommendations
3. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning and Operations, at 303-480-6747 or drex@drcoq.org.

Denver Regional Council of Governments

**Recommended Funding and Project Selection Framework
for the 2020-2023 Transportation Improvement Program**

Presented by TIP Review Work Group

February 1, 2017



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DENVER, CO 80203
WWW.DRCOG.ORG

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

Federal Highway Administration: William Haas, Aaron Bustow

DRCOG staff: Todd Cottrell, Brad Calvert, Mark Northrop, Casey Collins

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February 1, 2017

Recommended Funding and Project Selection Framework for the 2020-2023 Transportation Improvement Program

Introduction and Purpose

In August 2015, the DRCOG Board of Directors established the formation 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 targets 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 [2016-2021 TIP Review 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:

1. Develop a project selection process purpose statement for the TIP.
2. Further explore the Regional/Subregional dual project selection model.
3. Create a project selection process that places more emphasis on project benefits, overall value, and return on investment.
4. Explore opportunities to exchange CDOT state funds with DRCOG federal funds.
5. 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 (Appendix A), the report focuses on **Recommendation #2 - Further explore the Regional/Subregional dual project selection model (i.e., Dual Model)**. In its initial white paper evaluation, the Work Group indicated the Dual 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 the adopted Metro Vision Plan, Regional Transportation Plan, and federal legislation. The additional evaluation was necessary to determine the model's "goodness of fit" for the DRCOG region.

Following its evaluation, **the Work Group recommends the Board utilize the regional/subregional dual project selection model for the next two TIP calls for projects.** The Work Group believes the model will provide 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. The remainder of this report highlights discussion topics and procedural recommendations for the implementation of the Dual Model.

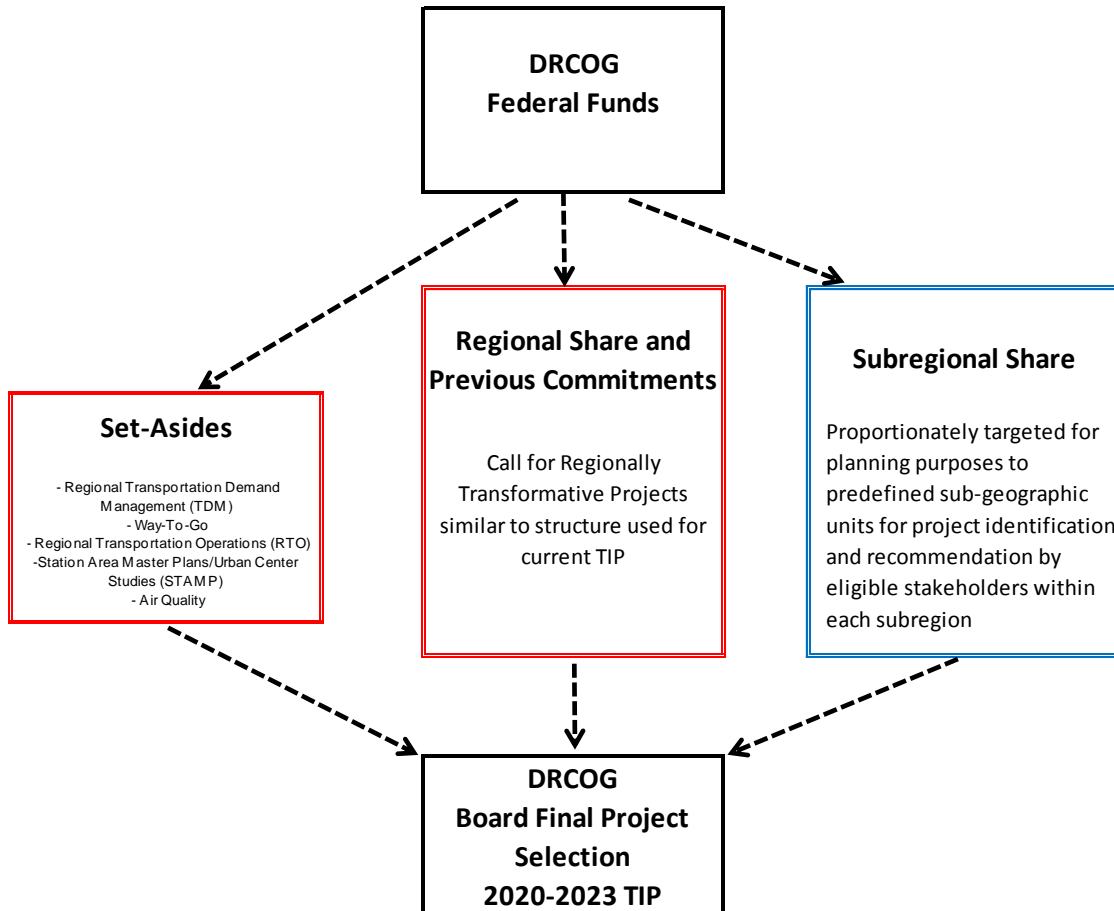
Dual Model Evaluation – A comprehensive review

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 call for project process where all applications are submitted to the MPO and are collectively scored and ranked.

Figure 1 illustrates what the Dual Model may look like in the DRCOG area if implemented. Like PSRC, the TIP process would have two defined selection elements: a regional share and a subregional share. In the regional share, projects would fund larger infrastructure projects/programs that have a mutually agreed regional benefit. Within the subregional share, funds would be proportionately targeted for planning purposes to predefined sub-geographic units for project identification and recommendation to the DRCOG Board.

Additionally, **the Work Group envisions a separate share be maintained for regional set-aside programs.** DRCOG has historically taken funds “off the top” (before the TIP Call for Projects) to fund established regional programs. In the 2016-2021 TIP, funds were allocated to the following set-aside programs: Regional Transportation Demand Management, DRCOG Way to Go Program, Regional Transportation Operations, Station Area Master Plans/Urban Center Planning Studies, and Air Quality Improvements. **The Work Group recognizes the importance of these regional programs and while it recommends an evaluation of all set-aside programs and the flexibility to add or remove set-asides prior to the next TIP call for projects, it remains committed to this concept.**

Figure 1
Example Dual Model Concept



Over the course of many months, the TIP Review Work Group systematically evaluated Dual Model topics falling into three general categories:

- the Regional Funding process,
- the Subregional Funding process, and
- the overall Dual Model process.

Project/Program Selection Process

The Work Group discussed many subjects related to regional/subregional funding and its associated call for projects. Policies regarding procedures, eligibility, evaluation, and project selection will 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 shares 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 Share Topics

1. What is a "regional" project?

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 Share TIP projects/programs should directly address established TIP Focus Area(s) 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 and the Regional Transportation Plan.

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

Regional projects/programs fall into two categories: larger transportation projects and set-aside programs. As discussed previously, large transportation projects are transformative with potentially higher price tags. Set-aside programs such as DRCOG's Regional Transportation

Operations and Way to Go programs are more regionally focused and the Work Group believes they should not compete against the larger transportation projects during a call for projects. As a result, set-asides have their own share of the total funds. Additionally, most set-aside programs maintain their own call for projects benefiting communities throughout the region.

The Work Group recommends DRCOG Regional Share funds be used primarily to supplement larger projects submitted by our regional partners (e.g., CDOT, RTD, public authorities and other entities that qualify for federal funds). In other words, DRCOG’s share should be considered the “last funds in” to complete these transportation projects. Additionally, the criteria used for final selection must adhere to the Board established TIP 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 its TIP Focus Area(s).

Once Focus Areas are determined, **the Work Group recommends a simplified application process that requires sponsors to describe how a proposed project/program aligns to the Board’s TIP Focus Area(s), Metro Vision, and the Regional Transportation Plan, and what are 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 Share Topics

1. How should the subregional geographic areas be defined?

The Work Group recommends using counties as the subregional geographic unit for funding recommendations. Though other sub-geographical concepts were discussed, such as dividing the region into quadrants for example, counties are recommended for the following reasons:

- Counties already exist and a comfortable working relationship is present among its jurisdictions.
- Counties are used for CDOT’s hearing process, which may aid in better coordination on project applications.
- It would encourage cooperation and collaboration with neighboring counties on important cross-jurisdictional projects.

However, unlike PSRC 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 and FTA staff to discuss this provision. Ultimately, FHWA agreed that counties could be used in DRCOG’s subregional application since (1) a subregional committee process 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.

2. How should funding targets for subregions be calculated?

Understanding there is no perfect funding formula, **the Work Group recommends funding targets for subregions be based on some combination of population, employment, vehicle miles traveled (VMT), or person miles traveled (PMT)**. The Work Group is not recommending a funding target formula at this time since it believes the discussion is better placed during the development of the TIP Policy document later in 2017.

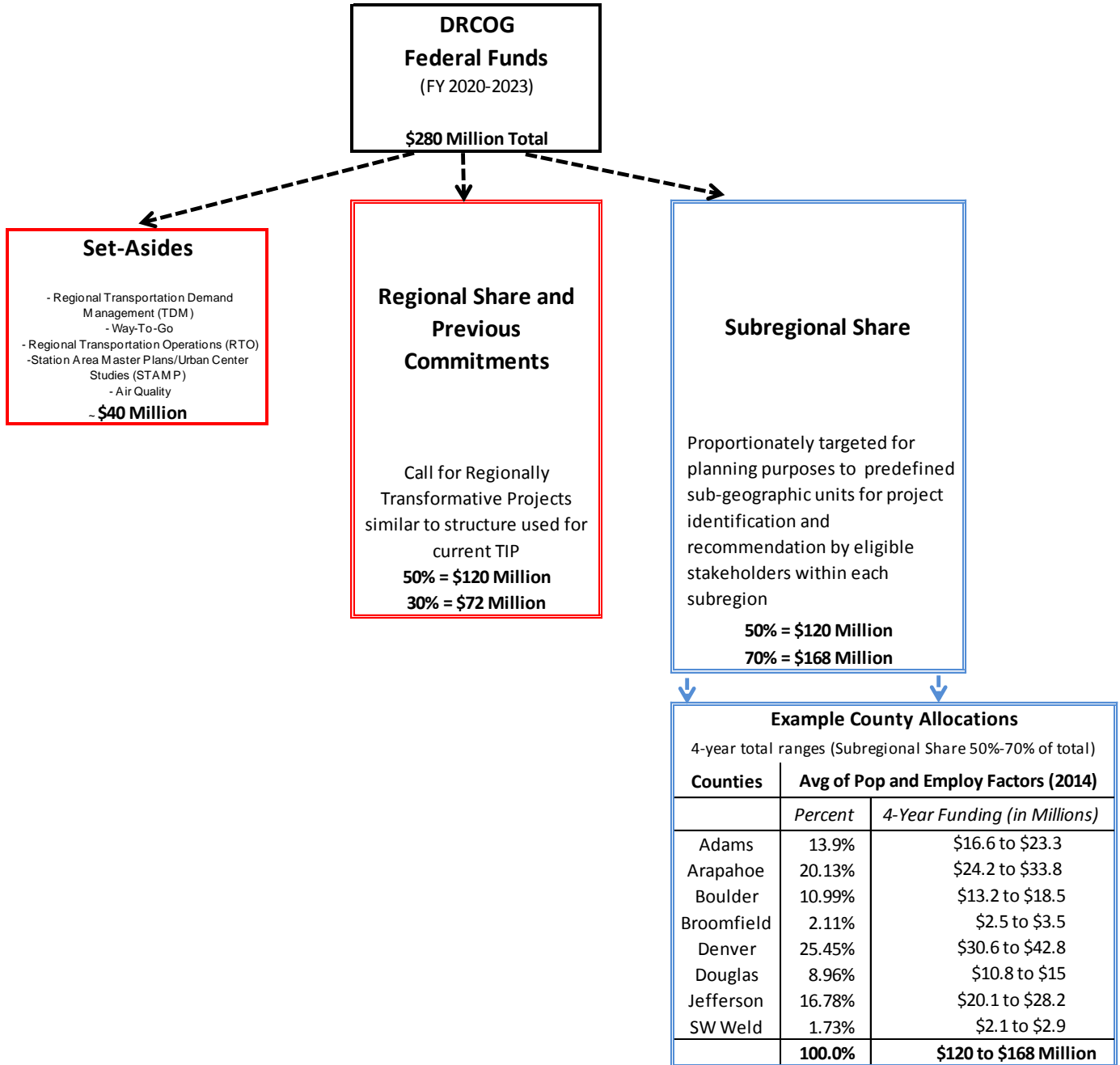
The Work Group has developed two recommendations related to subregional funding targets:

- i. **The Work Group believes the funding split between the regional share and the subregional share needs to be determined early in the process to ensure adequate time is allowed for the subregional call for projects and to develop the subregional forum process.**
- ii. **The amount of funds in the subregional share needs to be “meaningful” to justify establishing a separate project selection process.**

For illustrative purposes only, Figure 2 reveals the funding range each county would receive for project recommendations assuming the subregional share contained 50-70 percent of total federal funds allocated to DRCOG. For this example, population and employment are used to proportionately target subregional share funds to each county.

Figure 2

Example Estimates of 4-Year Funding for Subregional Share and Counties



3. How should the subregional process be governed?

The intent of the subregional process is to provide an opportunity to fund local priority projects in all sizes and types of communities, while maintaining a focus on Metro Vision and the Regional Transportation Plan. To aid in this venture, **the Work Group recommends the formation of subregional “forums” as the committee responsible for coordinating a project prioritization process to recommend projects to the DRCOG Board.** To ensure a strong countywide collaboration, the **Work Group further 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. What project types should be eligible and should project targets be incorporated into the subregional process?

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, and are consistent with the Regional Transportation Plan. As a result, project type targets are not recommended at the subregional level.

5. What evaluation criteria should be used?

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 Board-defined TIP Focus Area(s) and are consistent with Metro Vision and the Regional Transportation Plan.

Subregional forums will also 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).

Proposed Dual Model Process Schedule	OVERALL TIP Policy and Regional Project/Program	Subregional Project/Program
Feb-March 2017	Board establishes TIP Policy Work Group to develop the 2020-2023 TIP Policy document. <ul style="list-style-type: none"> • 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 the TIP Review Work Group to continue and become the basis for the TIP Policy Work Group. • The TIP Policy Work Group will utilize Board Work Sessions to update the Board and receive policy direction. 	
Summer 2017	Summer 2017 Board Workshop. <ul style="list-style-type: none"> • Board participants establish TIP Focus Area(s) for next call for projects, discuss/approve at next scheduled Board meeting. 	
Fall 2017	TIP Policy Work Group will: <ul style="list-style-type: none"> • Finalize TIP criteria based on Board-approved TIP Focus Area(s). • Recommend the funding levels for the Regional Funding Share, Subregional Funding Share, and individual subregions. • Define funding levels for set-aside programs. 	Initiate process for formation of county subregional forums ¹ and prepare forum guidelines. <ul style="list-style-type: none"> • 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 December 2017	Board and committees recommend and take action on the TIP Policy document.	
By January 2018		Finalize establishment of county subregional forums and forum guidelines. <ul style="list-style-type: none"> • Forums are encouraged to be established earlier than January 2018 if possible.
February 2018	Regional Project/Program Call for Projects. <ul style="list-style-type: none"> • Eight-week call for projects. 	Forum meetings and discussions begin. <ul style="list-style-type: none"> • Types or examples of projects.

¹ Two counties within the DRCOG area are only one governmental unit; Denver and Broomfield. This situation will be further explored within the TIP Policy.

Proposed Dual Model Process Schedule	OVERALL TIP Policy and Regional Project/Program	Subregional Project/Program
	<ul style="list-style-type: none"> • 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): <ul style="list-style-type: none"> ○ What is the existing problem the project/program is attempting to solve? ○ How does this project/ program address the Board-defined TIP Focus Area(s)? ○ Explain how this project/program relates to and addresses Metro Vision. ○ How will this project/program benefit environmental justice persons or communities? 	<ul style="list-style-type: none"> • Unique types of partnerships, situations, or funding arrangements. • Guidelines and rules (e.g., evaluation criteria and scoring) for the call for projects.
April 2018	Evaluation of project/program applications by Board-led taskforce (subset of Board). <ul style="list-style-type: none"> • Process may involve oral presentations from applicants (at the discretion of the Taskforce). 	Further forum meetings and discussions. <ul style="list-style-type: none"> • Project evaluation criteria. • Joint project definition and discussion • Other matters.
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 and set-asides.	
By July 2018		Subregional Call for Projects. <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> ▪ Qualitative-related criteria: <ul style="list-style-type: none"> ▪ 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 TIP Focus Area? ▪ Explain how this project/program relates to and addresses Metro Vision. ▪ 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?

Proposed Dual Model Process Schedule	OVERALL TIP Policy and Regional Project/Program	Subregional Project/Program
		<ul style="list-style-type: none"> ○ If applicable, does this project advance the sponsor’s ADA Transitional Plan? ▪ Quantitative-related criteria: <ul style="list-style-type: none"> ▪ What are the existing conditions? For example, congestion, pavement condition, crashes, volume, usage, ridership, service gaps, barriers ▪ What are the likely benefits? For example, crash/delay reduction, new users or ridership/service, connectivity ▪ What are other related beneficial elements? For example, multimodal elements, connectivity to other modes, safety <p>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).</p>
By September 2018		Project evaluations completed and project prioritization discussions underway.
By October 2018		<p>Subregional forum project recommendations to DRCOG Board for consideration.</p> <ul style="list-style-type: none"> • 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 TIP Focus Area(s). <p>Individual project sponsor representatives should also attend the applicable Board meeting, to respond to questions.</p>
November 2018	<p>DRCOG’s transportation committees will recommend and the Board will take action on the entire set of TIP projects, including:</p> <ul style="list-style-type: none"> • Regional Funding Share projects/programs • DRCOG Set-aside programs • Subregional Funding Share projects/programs • CDOT- and RTD-selected projects/programs 	
January 2019		<p>Announce public hearing on the 2020-2023 TIP Draft 2020-2023 TIP completed</p>
February 2019		Public hearing on the 2020-2023 TIP
March-April 2019		DRCOG Board approval of the 2020-2023 TIP
July 2019		Evaluate Dual Project Selection Model

February 1, 2017

Appendix A

Update on 2016-2021 TIP Review White Paper Recommendations

Appendix A. Update on [2016-2021 TIP Review White Paper](#) Recommendations

1. 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 establish Focus Area(s) for what they hope to accomplish with the next TIP call for projects.**

2. 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 two TIP calls for projects.** The Work Group believes the model will provide 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.

3. 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.**

4. 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 and streamlining project delivery, as well as to reduce overall project costs.

5. 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.**

ATTACHMENT 2

Summary of Work Group Recommendations

Introduction and Purpose

1. The Work Group recommends the Board utilize the regional/subregional dual project selection model for the next two TIP calls for projects. (pg. 2)

Dual Model Evaluation – A comprehensive review

2. The Work Group envisions a separate share be maintained for regional set-aside programs. The Work Group recognizes the importance of these regional programs and while it recommends an evaluation of all set-aside programs and the flexibility to add or remove set-asides prior to the next TIP call for projects, it remains committed to this concept. (pg. 2)

Project/Program Selection Process

3. 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. (pg. 4)

Regional Funding Share Topics

4. The Work Group recommends DRCOG Regional Share funds be used primarily to supplement larger projects submitted by our regional partners (e.g., CDOT, RTD, public authorities and other entities that qualify for federal funds). (pg. 5)
5. Once Focus Areas are determined, the Work Group recommends a simplified application process that requires sponsors to describe how a proposed project/program aligns to the Board's TIP Focus Area(s), Metro Vision, and the Regional Transportation Plan, and what are its quantifiable benefits to the region. (pg. 5)

Subregional Funding Share Topics

6. The Work Group recommends using counties as the subregional geographic unit for funding recommendations. (pg. 5)
7. The Work Group recommends funding targets for subregions be based on some combination of population, employment, vehicle miles traveled (VMT), or person miles traveled (PMT). (pg. 6)

ATTACHMENT 2

Summary of Work Group Recommendations

8. The Work Group has developed two recommendations related to subregional funding targets:
 - i. **The Work Group believes the funding split between the regional share and the subregional share needs to be determined early in the process to ensure adequate time is allowed for the subregional call for projects and to develop the subregional forum process. (pg. 6)**
 - ii. **The amount of funds in the subregional share needs to be “meaningful” to justify establishing a separate project selection process. (pg. 6)**
9. **The Work Group recommends the formation of subregional “forums” as the committee responsible for coordinating a project prioritization process to recommend projects to the DRCOG Board. (pg. 8)**
10. To ensure a strong countywide collaboration, the **Work Group further recommends that every local governmental unit within a county be invited to participate on the subregional forum. (pg. 8)**
11. **The Work Group recommends keeping project eligibility as flexible as possible, while ensuring projects meet federal requirements, address Metro Vision, and are consistent with the Regional Transportation Plan. (pg. 8)**
12. **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 Board-defined TIP Focus Area(s) and are consistent with Metro Vision and the Regional Transportation Plan.

Subregional forums will also have the flexibility to include additional criteria to address local values in the process. **(pg. 8)**

Proposed Dual Model Process Schedule

13. **The TIP Review Work Group recommends the Board allow the TIP Review Work Group to continue and become the basis for the TIP Policy Work Group. (pg. 9)**


ATTACHMENT 3



**Recommended Funding
and Project Selection
Framework for the 2020-
2023 TIP**


Regional Transportation Committee

Presented by:
Douglas W. Rex
February 14, 2017



Background

- 2016-2021 TIP Postmortem (August 2015)
- Board directed the formation of a TIP Review Work Group
 - DRCOG staff and TAC members
- Presented White Paper to Board in February 2016
 - 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.



ATTACHMENT 3



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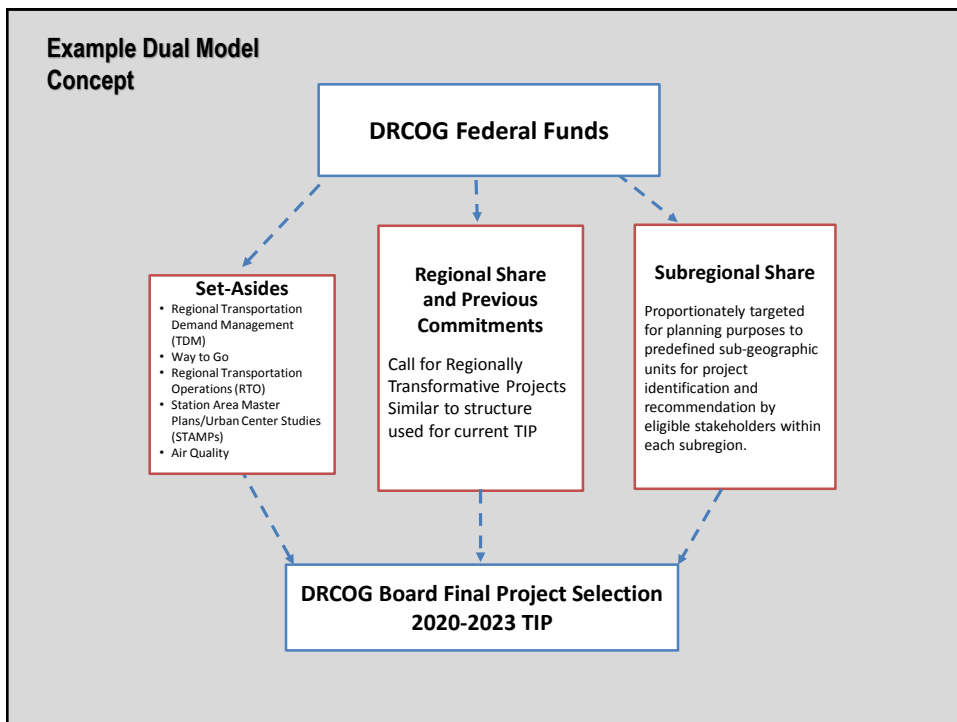
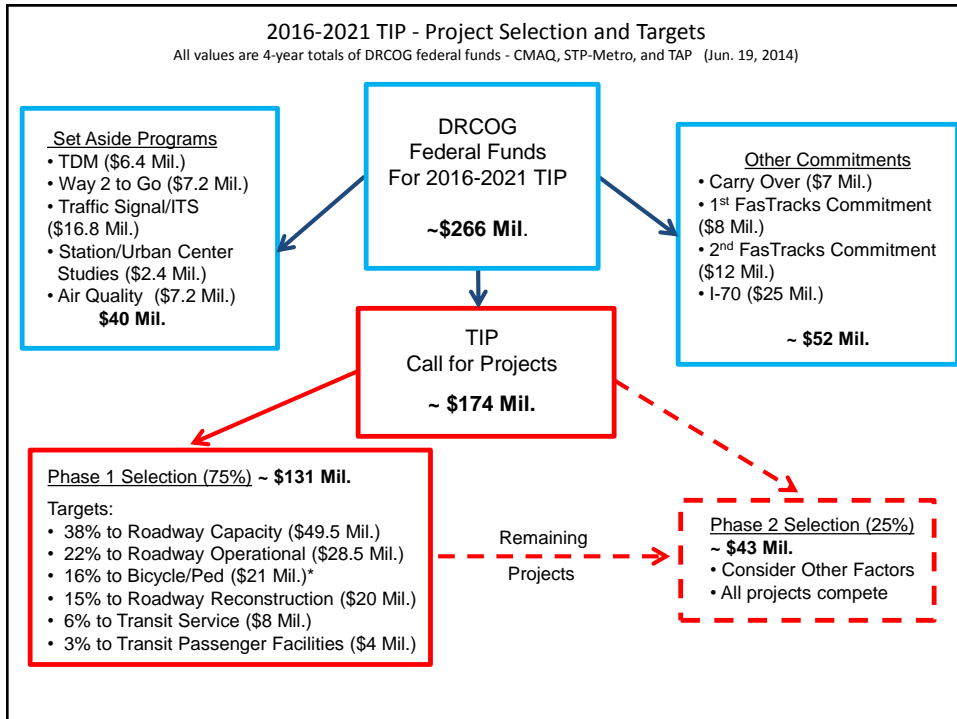


Back together again!

- Board direction: continue investigating the recommendations
- Work Group reconvened in April 2016
- TIP Review Work Group Report for February 2017 Board Work Session
- Purpose of report:
 - Further explore Regional/Subregional Dual Model concept: Goodness of fit
 - Updates on the white paper recommendations are also included



ATTACHMENT 3



ATTACHMENT 3



Dual Model – A comprehensive review

Establish TIP Focus Areas

- Responsibility of the Board
- Regional priorities: What would the Board like to do with DRCOG funding to make life better?
- Consistent with Metro Vision and the RTP
- Discuss TIP Focus Areas at this summer's Board workshop

Set-aside Share

- Regional programs: Regional Traffic Operations, Way-To-Go, TDM, STAMP, AQ
- Evaluation of existing programs



Dual Model – A comprehensive review (cont.)

Regional Share

- “Transformative” projects
 - Must adhere to Board TIP Focus Areas
- Funds primarily used to supplement larger regional projects submitted by regional partners (e.g. CDOT, RTD, public authorities and other entities that qualify for federal funds)
- Simplified application process
 - Must be able to quantify the benefits to the region
- Projects reviewed by a subcommittee of the Board
 - Make recommendations to the full Board



ATTACHMENT 3



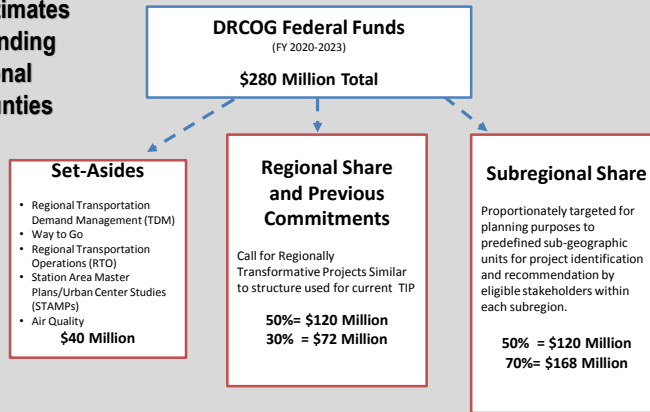
Dual Model – A comprehensive review (cont.)

Subregional Share

- Funds proportionately targeted to predefined sub-geographic units for project identification and recommendation
 - Counties recommended
 - Comfortable relationship among jurisdictions
 - CDOT public hearing process: better coordination of project applications
 - Encourage cooperation and collaboration with neighboring counties on cross-jurisdictional projects
 - Subregional share needs to be “meaningful”
- How should funds be proportionately targeted?
 - Some combination of population, employment, VMT, PMT?



Example Estimates of 4-Year Funding for Subregional Share & Counties



Example County Allocations		
4-year total ranges (Subregional Share 50%-70% of total)		
Counties	Avg of Pop and Employ Factors (2014)	
	Percent	4-Year Funding (in Millions)
Adams	13.9%	\$16.6 to \$23.3
Arapahoe	20.13%	\$24.2 to \$33.8
Boulder	10.99%	\$13.2 to \$18.5
Broomfield	2.11%	\$2.5 to \$3.5
Denver	25.45%	\$30.6 to \$42.8
Douglas	8.96%	\$10.8 to \$15
Jefferson	16.78%	\$20.1 to \$28.2
SW Weld	1.73%	\$2.1 to \$2.9
	100.0%	\$120 to \$168 Million

ATTACHMENT 3



Dual Model – A comprehensive review (cont.)

Subregional Share

- Governance:
 - Establishment of subregional “forums” to coordinate a project prioritization process
 - Every local governmental unit within the county is invited to participate
 - CDOT and RTD non-voting
 - Other stakeholders at the discretion of subregional forums
- Project eligibility:
 - Keep flexible: allow local jurisdictions to determine best way to address transportation issues
 - Projects must be federally eligible
 - Must be consistent with Metro Vision and the RTP



Dual Model – A comprehensive review (cont.)

Subregional Share

- Evaluation Criteria
 - Hybrid approach
 - Universal criteria to address federal planning requirements (safety, congestion, environmental justice and ADA)
 - Criteria addressing Board TIP Focus Areas
 - Subregional criteria: forums can include additional criteria to address local values



ATTACHMENT 3



2020-2023 TIP Schedule

- Develop TIP Policy document
 - Rules governing TIP development
 - Needs to be approved by Board no later than December 2017
 - Establish TIP Policy Work Group ASAP
 - Recommendation: use the TIP Review Work Group
- 2020-2023 TIP needs to be approved by March 2019



Update of White Paper Recommendations

Develop a project selection process purpose statement for the TIP.

- Establish TIP Focus Areas at this summer's Board workshop

Further explore the Regional/Subregional dual project selection model.

- Recommend Dual Model for the next two TIP Call for Project TIP cycles

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

- To be discussed during development of TIP Policy document

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

- CDOT's defederalization pilot

Evaluate off-the-top programs and projects.

- To be discussed during development of TIP Policy document



ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Brad Calvert, Director, Regional Planning and Development
303 480-6939 or bcalvert@drcog.org

Meeting Date	Agenda Category	Agenda Item #
February 14, 2017	Informational	6

SUBJECT

DRCOG staff will share preliminary results from the 2016 *Who is TOD* survey

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In 2009 and 2010, DRCOG conducted an initial survey to understand attitudes and perceptions of residents, businesses and employees located near transit. To understand how these perceptions might change over time, the original survey recommended pursuing similar surveys every 5 to 10 years. The 2016 *Who is TOD* is an update to the original survey, including extending the sampling area to include additional high-capacity transit lines that have opened or will open in the near future.

Staff will provide a briefing on the results of the 2016 survey at the February meeting.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Brad Calvert, Director, Regional Planning and Development, at 303-480-6939 or bcalvert@drcog.org or Douglas W. Rex, Director, Transportation Planning and Operations, at 303-480-6747 or drex@drcog.org.

DRCOG's Who is TOD Survey?

Brad Calvert, DRCOG
Director, Regional Planning and Development



Survey Background

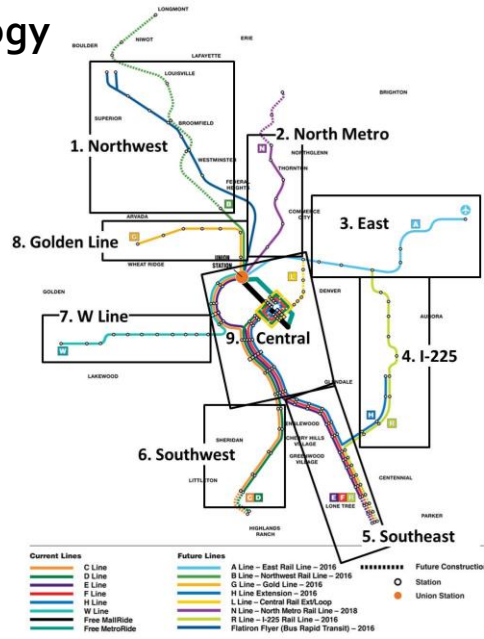
- Original 2009-2010 survey
 - Businesses, employees, and residents experiences in **EXISTING** light rail corridors
- 2016 survey
 - Residents, businesses, and employees' perceptions and experiences in **EXISTING and FUTURE** transit corridors
 - Potential for longitudinal analysis – with emphasis on Central-South corridors (surveyed in 2009/2010 and 2016)



ATTACHMENT 1

2016 Survey Methodology

- Simplify complex sampling geography
 - 9 corridors
 - 1- mile walk radius
- Resident: administered by mail (online option offered)
- Business: online, mail and telephone options
- Results weighted by geography and demographics



Access to Rapid Transit System

Population	2010	2040	Change
Regional Total	2,940,000	4,360,000	48%
1 Mile of Station	235,000	870,000	270%
Station Area Share	8%	20%	

Employment	2010	2040	Change
Regional Total	1,600,000	2,400,000	46%
1 Mile of Station	420,000	960,000	130%
Station Area Share	26%	40%	



Resident Survey

Background and Key Findings



Resident Survey Background

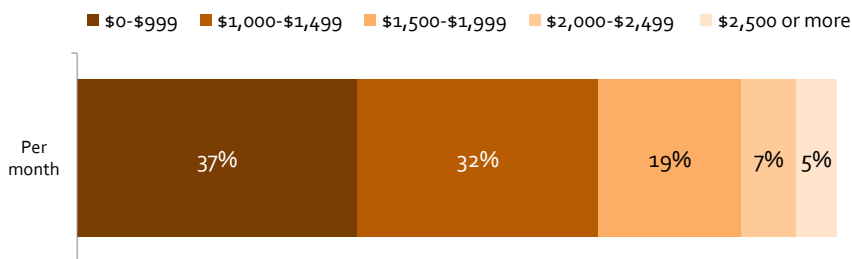
- 2,547 completed surveys
 - Does transit access affect location decisions?
 - Amenities: proximity, preference, and how they're accessed
 - Transit use (why / why not)
- 2010 and 2016 survey results: potential for longitudinal analysis (Central-South corridors)



ATTACHMENT 1

Cost of Housing (Current)

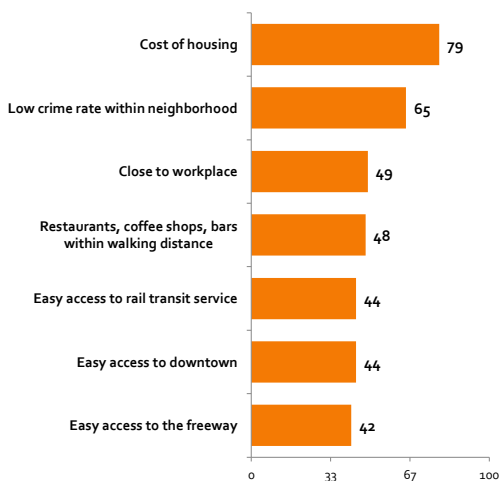
Q: What is your current monthly rent, mortgage payment (including taxes and insurance), or taxes and insurance if you own without a mortgage?



In 2010 about 50% of Central-South respondents paid less than \$1,000 per month – only 1/3rd in 2016 paid less than \$1,000



Most Important Reasons for Choosing Current Home*



*Average rating where "essential"=100, "very important"=67, "somewhat important"=33 and "not at all important"=0.



ATTACHMENT 1

Owners vs. Renters

Owners – More likely to...

- Move to purchase their first home
- Factor investment potential
- Seek quiet neighborhood and high quality K-12 schools
- Prioritize larger living space and larger yards

*Renters – More likely to...

- Move to reduce expenses
- Move due to changes in employment and school location
- Seek homes in transit locations
- Emphasize proximity to work, rail transit, grocery locations and bus service

* Similar responses for younger respondents



Amenities: Near Home & Preference

Qs: Is it close to your home? Would you like it to be close?

Wanted nearby but did not have:

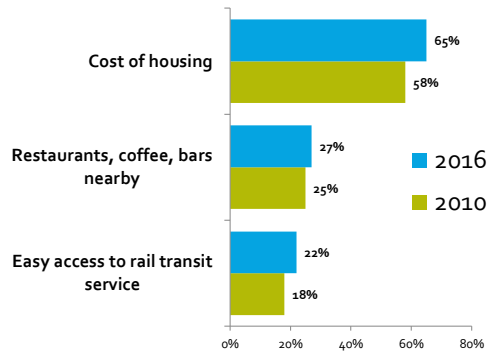
- Employment (21%)
- Theaters, music venues (20%)
- Health facilities (16%)
- Grocery stores (15%)
- Rail station (12%)
- Freeway (1%)



Central-South (2010 – 2016)

Growing interest in access to rail transit service (Central-South)

Top amenities sought in choosing current home by year (Central-South corridors)

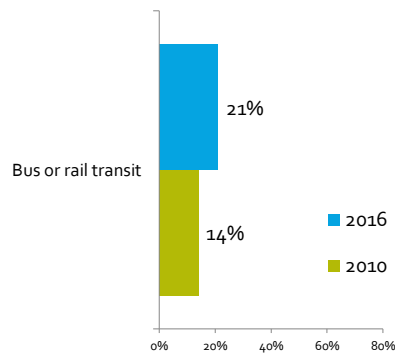


Commute Mode by Transit

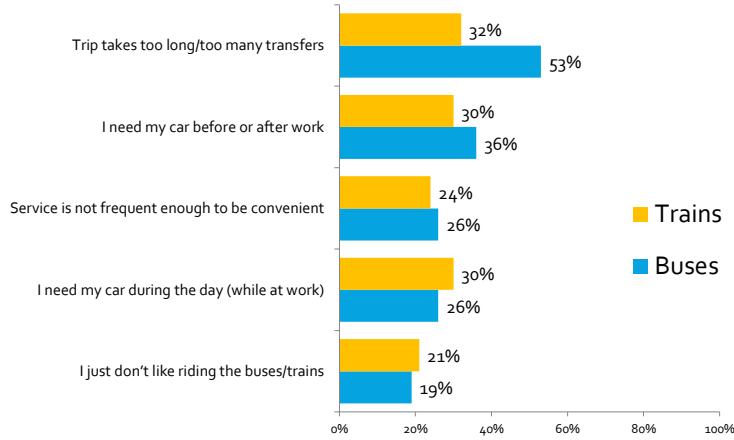
Respondents reported increased transit use (2010 – 2016) in Central-South

- 17% for all corridors combined

Commuters by Transit at Least Once a Week (Central-South corridors)



Reasons for not using transit (All corridors)



Business Survey Background and Key Findings



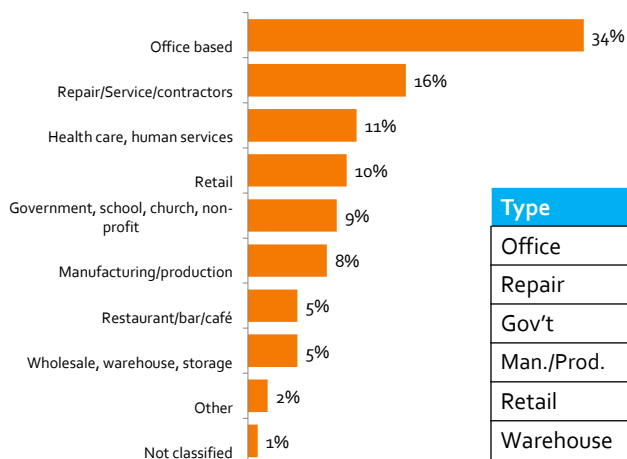
ATTACHMENT 1

Survey Background

- 1,254 completed surveys
- North and East combined (smaller # of businesses surveyed)
- Focus on:
 - Does nearby transit affect location decisions?
 - Transportation Demand Management (TDM) Strategies offered
 - Transit use by employees



Business Types Surveyed

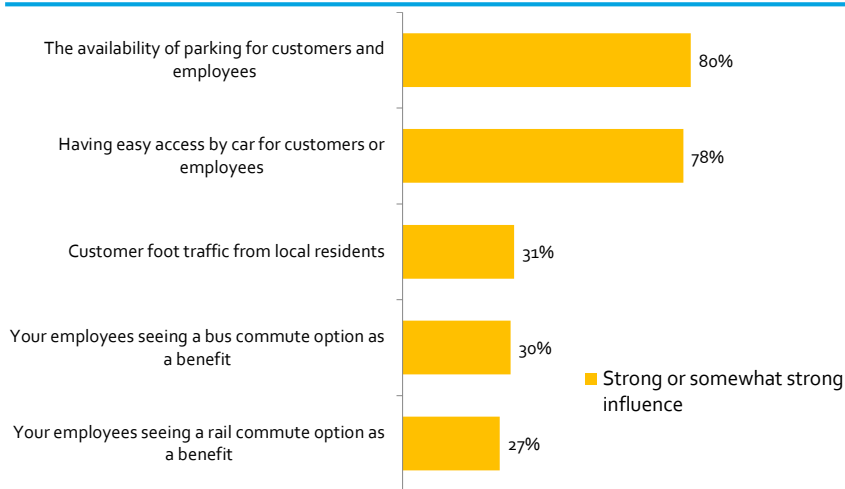


Type	Highest %
Office	46% (SE)
Repair	27% (North/East)
Gov't	19% (I-225)
Man./Prod.	21% (Gold)
Retail	14% (W & SW)
Warehouse	15% (North/East)



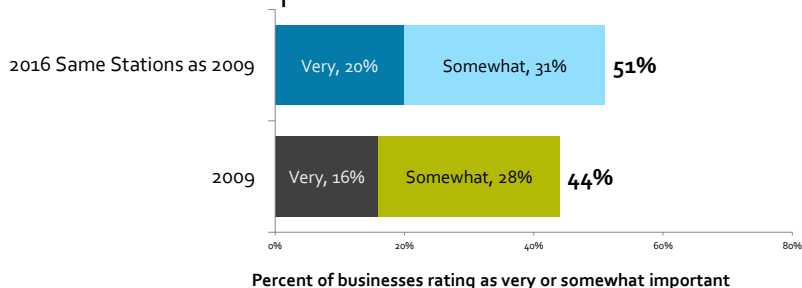
ATTACHMENT 1

Choosing Current Business Location



Importance of FasTracks Buildout

- Half of all businesses: FasTracks buildout is important to their business objectives
 - 68% of businesses located ¼ mile or less from station
- Central-South: Increase in percent of businesses rating system buildout as important



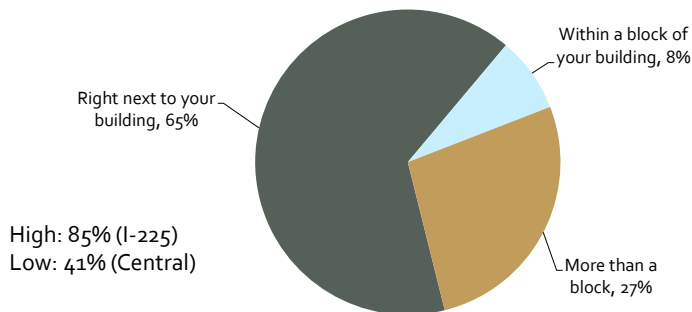
Upcoming Move???

- 80% plan to stay in current location
- 15% might move
- 6% definitely planning to move
- Of businesses likely to move:
 - 58% felt it was very or somewhat important the next location be near rail or bus transit station
 - Highest in Central and Northwest
 - Lowest in Gold and North/East

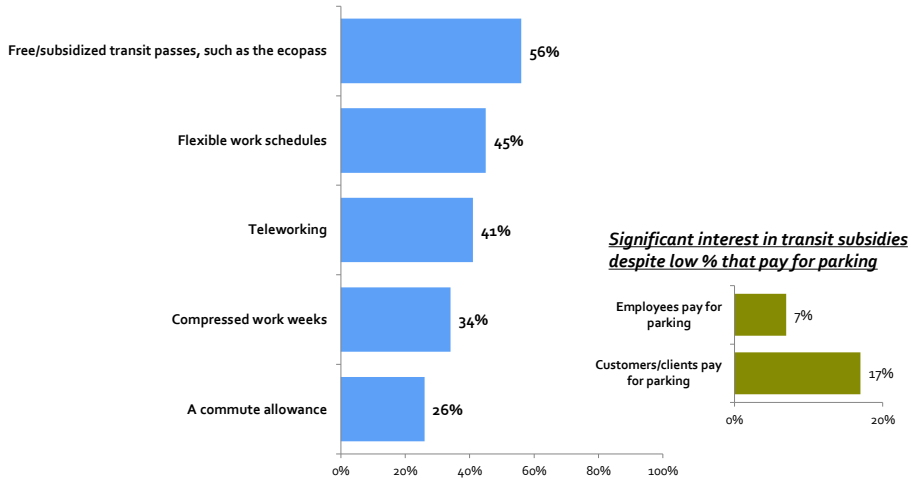


Availability/Location of Free Parking

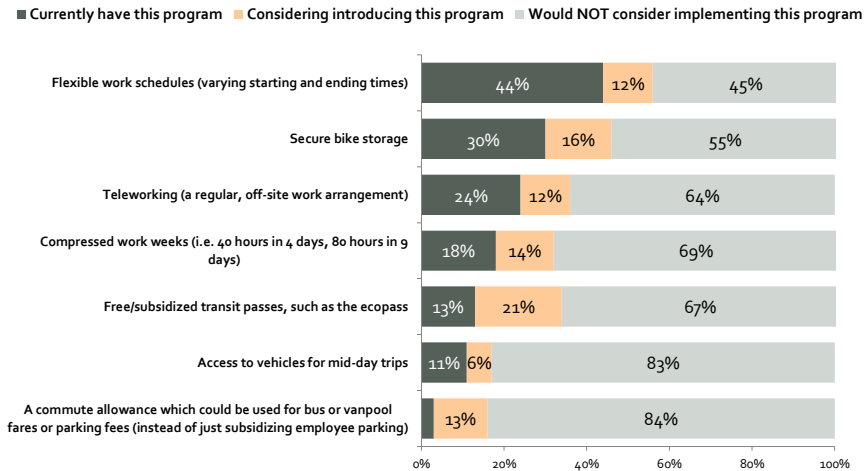
Q: How close is your business to free parking
(not paid for by company or employee)?



Employee interest in TDM



TDM: Current and Considering



TDM Offerings

- Free/subsidized transit pass:
 - Northwest (33%) / Central (26%)
 - No other corridor higher than 5%
- Office-based offered greater number of TDM strategies (Avg. 2.9)
- Businesses with higher wage employees offer more options:
 - Lower wage: 1.4 TDM offerings on average
 - Higher wage: 2.7 TDM offerings on average



Next Steps

- Finalize 2016 survey reports
- Additional analysis with raw survey results
 - Review resident and business characteristics and assumptions about transit ridership
 - Review resident and business characteristics and assumptions about all trip making
 - Fine tuning DRCOG and other TDM partners approach to working with businesses on TDM strategies

