

AGENDA

TRANSPORTATION ADVISORY COMMITTEE

Monday, February 26, 2018

1:30 p.m.

1290 Broadway

Independence Pass Board Room – 1st Floor, west side

1. Call to Order
2. Public Comment
3. December 18, 2017 TAC Meeting Summary
(Attachment A)

INFORMATIONAL ITEMS

4. Briefing on Environmental Justice definitions and methodology.
(Attachment B) Matthew Helfant
5. Update on 2020-2023 TIP Policy development.
(Attachment C) Douglas W. Rex

ADMINISTRATIVE ITEMS

6. Member Comment/Other Matters
7. Next Meeting – March 26, 2018
8. 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.



ATTACH A

ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, December 18, 2017

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Kimberly Dall	Adams County-City of Brighton
Jeanne Shreve	Adams County
Dave Chambers	Arapahoe County-City of Aurora
Travis Greiman	Arapahoe County-City of Centennial
Tom Reed	Aviation
Heather Balsler	Boulder County-City of Louisville
George Gerstle	Boulder County
Tom Schomer	Broomfield, City and County
Marissa Gaughan (Alternate)	Colorado Dept. of Transportation, DTD
Richard Zamora	Colorado Dept. of Transportation, Reg 1
Janice Finch	Denver, City and County
Douglas Rex	Denver Regional Council of Governments
Tom Reiff (Alternate)	Douglas County-Town of Castle Rock
John Cotten (Vice Chair)	Douglas County-City of Lone Tree
Rick Pilgrim	Environment
Steve Durian	Jefferson County
Dawn Sluder (Alternate)	Non-RTD Transit
Ken Lloyd	Regional Air Quality Council

OTHERS PRESENT:

Kent Moorman (Alternate)	Adams County-City of Thornton
Bryan Weimer (Alternate)	Arapahoe County
Mac Callison (Alternate)	Arapahoe County-City of Aurora
Chris Hudson (Alternate)	Douglas County-Town of Parker
Bill Haas (Ex-Officio)	Federal Highway Administration
Aaron Bustow (Ex-Officio)	Federal Highway Administration
Dave Baskett (Alternate)	Jefferson County-City of Lakewood

Public: Danny Herrmann, Stephanie Holden, CDOT Region 1; Josie Ortiz, City of Greenwood Village; Ashley Kaade, City of Northglenn

DRCOG staff: Jacob Riger, Todd Cottrell, Steve Cook, Robert Spotts, Matthew Helfant, Brad Calvert; Beth Doliboa, Emily Lindsey, Mark Northrop, Casey Collins

Call to Order

Vice Chair John Cotten called the meeting to order at 1:35 p.m.

Public Comments

There were no public comments.

Summary of November 27, 2017 Meeting

The meeting summary was accepted.

ACTION ITEMS

Discussion of actions regarding TIP project delays for FY 2017.

Todd Cottrell presented the project delays report for FY2017 (covering projects not initiated as of September 30, 2017). Staff discussed the reasons for delay with project sponsors and the action plans received to resolve the delays.

- Three (3) project phases are second-year delayed. Each sponsor was granted a 120-day extension by the Board in October 2017.
- Seventeen (17) project phases are first-year delayed. Of the 17, two projects have met their conditions since this report was prepared and are no longer delayed. The committee was asked to consider a recommendation for the remaining 15 delayed project phases.

Todd Cottrell said the number of project delays has historically been approximately 35% of all available phases; this year's number is a little lower than typical. There was discussion on the need to accelerate the IGA process and to coordinate providing TIP project information to CDOT Local Agency staff.

Janice Finch MOVED to recommend to the Regional Transportation Committee actions proposed by DRCOG staff regarding TIP project delays for Fiscal Year 2017. The motion was seconded and approved unanimously.

Discussion on federally required performance-based planning safety targets.

Beth Doliboa presented a continuation of last month's presentation on setting 2018 DRCOG Safety Targets. The FAST Act requires state DOTs and MPOs to annually set targets for several topics and report on progress made towards achieving the targets. DRCOG's 2018 safety targets are due to CDOT by February 27, 2018. Based on last month's discussion, staff is proposing the following safety targets:

	2018 DRCOG SAFETY TARGETS 5-Year Moving Averages	Recommended Methodology	Target
1.	DRCOG Fatalities	Metro Vision	242
2.	DRCOG Fatality Rate per 100 Million VMT	Metro Vision	0.90
3.	DRCOG Serious Injuries	Hold the Line	1,948
4.	DRCOG Serious Injury Rate per 100 Million VMT	Hold the Line	7.20
5.	Non-Motorized Fatalities and Serious Injuries	Metro Vision (fatalities) + Hold the Line (serious injuries)	59 + 287 = 346

Rick Pilgrim MOVED to recommend to the Regional Transportation Committee the proposed 2018 safety targets for the DRCOG Transportation Management Area as required by the FAST ACT. The motion was seconded and approved unanimously.

Election of a TAC Chair and Vice Chair for the 2018/2019 term.

The nominating committee (Debra Baskett, Steve Durian, George Gerstle, Jeanne Shreve, Rick Pilgrim, Bill Sirois, and Marissa Gaughan) recommended the following TAC members to serve as TAC officers for the 2018-2019 two-year term: John Cotten as Chair and Jeanne Shreve as Vice-Chair. There were no other nominations from the floor.

Heather Balsler MOVED and the committee voted by acclamation to elect John Cotten (City of Lone Tree) as Chair and Jeanne Shreve (Arapahoe County) as Vice Chair to serve a two-year term beginning January 2018.

INFORMATIONAL ITEMS

Review of FY 2017 Annual Listing of Federally Obligated Projects.

Todd Cottrell presented the federally-required report listing all obligated projects in the metropolitan planning organization (MPO) region for federal fiscal year 2017. In the DRCOG region, \$390.6 million was obligated on 90 projects in FFY 2017.

Briefing on Environmental Justice definitions and methodology.

Matthew Helfant gave a briefing on staff's proposal to consider using a methodology that broadens the EJ definition to include additional populations (i.e., 'communities of concern' comprised of older adults (75+) and linguistically-challenged populations).

Staff requested discussion on:

- expanding the current EJ definition (minority and low-income populations) to also include older adults (75+) and linguistically-challenged populations (defined by the Census); and
- using an 'overlap' method to identify where two, three, and all four of these populations overlap geographically for analysis purposes.

Matthew Helfant clarified the map showing the proposed 'communities of concern' (Attachment 2) includes everything from the the current EJ map (Attachment 1). He noted using additional 'communities of concern' is a more nuanced approach that staff could use to better determine the EJ concentrations in the overlap analysis.

Comments:

- Kent Moorman asked if new EJ TAZs were identified when overlapping the 'communities of concerns' with the current EJ map. Jacob Riger said some new TAZs were identified, but most overlapped.
- Jeanne Shreve asked whether the Environmental Justice Executive Order, which is directed to minorities and low-income, would be compromised if adding "communities of concern" with the overlap method.
- Ken Lloyd questioned adding to EJ populations. Rick Pilgrim asked if there was legal reason to consider adding these populations. He said if it is to help in comparing projects, that may be appropriate, but cautioned against co-mingling the term "communities of concern" with EJ. NEPA law can get complex, so just use this as a screening tool only.
- Janice asked for the minority and low income regional average thresholds to be increased to better identify EJ concentrations. She also asked staff to make the GIS files available for download.
- Bryan Weimer asked if it was possible to differentiate low income populations at a fine-grain level, such as college students. Doug and Matthew noted that it is not likely possible to do so.
- Dawn Sluder said outer-lying areas may not have a high concentration of the communities of concern; it may seem discriminatory if assigning more weight to EJ concentrations using the overlap method.

Vice Chair John Cotton asked for this agenda item to be brought back to a future meeting for further discussion.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- Steve Cook distributed the final [2016 Annual Report on Roadway Traffic Congestion in the Denver Region](#).

Doug Rex briefed the TAC on the status of the TIP Policy Work Group. The TPWG meets twice monthly and is currently discussing Regional Share criteria. He noted the December 6 Board Work Session was canceled, but he will bring TPWG recommendations (Regional Share Framework eligibility requirements and the Regional/ Subregional funding allocation split) to the [December 20 Board](#) as an informational item (no action will be taken).

Recommendations included:

- Central-70 project will remain in the Regional Share allocation.
- Regional Share projects will be submitted:
 - only by Subregions, CDOT, and RTD
 - up to 2 applications allowed for each
- Regional share projects eligible if on Freeway and Major Regional Arterials (MRAs).
- Regional share projects eligible if shown on the Bicycle Corridors map or in a local plan.
- Funding cap options for the Board to consider:
 - 50% of total project cost, up to \$20 million maximum request amount
 - or have no caps.

The meeting adjourned at 2:43 p.m. The next meeting is scheduled for January 22, 2018.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Matthew Helfant, Senior Transportation Planner
303-480-6731 or mhelfant@drcog.org

Meeting Date	Agenda Category	Agenda Item #
February 26, 2018	Information	4

SUBJECT

Briefing on proposed revisions to Environmental Justice (EJ) definitions and methodologies to be used in the MPO planning process.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

It is a federal requirement to evaluate the benefits and consider the impacts of DRCOG's transportation plans and programs on minority and low-income populations. This stems from an executive order linked to Title VI of the Civil Rights Act of 1964.

There is no prescribed procedure for MPOs to use in defining EJ concentration areas except to focus on at least minority and low-income populations. DRCOG uses transportation analysis zones (TAZs) as the geographic basis for defining EJ areas. Using TAZs enables measures to be calculated based on outputs from the regional travel model (e.g., transit travel time and accessibility). Historically, DRCOG has identified EJ areas as TAZs above the regional level for either minority or poverty status. For the entire DRCOG region, the percent of minority population is 32%, and the percent of households in federally-defined poverty status is 11%. Using these thresholds, almost half (49%) of the region's population reside in EJ TAZs.

In considering proposed EJ methodology changes, DRCOG staff focused on two questions:

1. Could the identification and analysis of EJ TAZs more strategically focus on fewer geographic locations with greater concentrations of EJ populations?
2. Could the EJ definition be broadened to include additional vulnerable populations that meet the intent of federal EJ requirements?

At the December TAC meeting, staff proposed to address both questions via the following modifications to DRCOG's EJ approach:

- Expand the current EJ definition (minority and low-income) to also include older adults (75+) and linguistically-challenged populations (defined by the Census).
- Use an "overlap" method to identify where two, three, and all four of these populations (collectively known as communities of concern) overlap geographically for analysis purposes for the 2045 MVRTP and 2020-2023 TIP.

Based on feedback received at the December 2017 TAC meeting, staff modified its EJ methodology proposals as illustrated in the attached presentation.

First, several options are illustrated for adjusting the existing minority and low-income regional average thresholds:

- Multiplying the existing thresholds by 1.25, 1.5, and 2.0.
- Increasing the minority threshold from 33% to 51%, and increasing the low-income threshold from 11% to 25%.

Second, the overlap method is proposed to be used only for the geography already defined by minority or low-income EJ TAZs. The overlap method would not define new EJ geography, nor is it proposed for any project scoring purposes at this time. The overlap method would only be used to visually identify concentrations of communities of concern. The overlap method is illustrated for the current EJ regional average thresholds and for 1.5x the regional average option.

Finally, it should be noted this regional scale EJ analysis is not as detailed as analyses conducted for project-level environmental (NEPA) assessments (EAs). It should also be noted that, as with any methodology, there are always non-EJ populations in EJ TAZs, and EJ populations in non-EJ TAZs.

Staff will discuss the proposed EJ approach and solicit input and direction at the February TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

[December 18, 2018](#) – TAC

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff presentation
2. [KMZ files](#) (link)

ADDITIONAL INFORMATION

If you need additional information, please contact Matthew Helfant, Senior Transportation Planner, at 303-480-6731 or mhelfant@drcog.org.



Environmental Justice Definitions & Methodology

Transportation Advisory Committee

Presented by:

Matthew Helfant

February 26, 2018



What is Environmental Justice?

- Executive Order – Environmental Actions to Address Environmental Justice in Minority and Low-Income Populations, signed in 1994
- Reinforces requirements of Title VI of the Civil Rights Act of 1964
- No prescribed methodology for setting thresholds
- All agencies receiving federal funds must comply



MPO EJ Responsibilities

Transportation plans and programs:

- must provide a fully inclusive public outreach program
- should not disproportionately impact minority and low-income communities
- must ensure the receipt of benefits by minority and low-income populations.



DRCOG EJ Activities

- Include EJ analysis in MVRTP and TIP
- “Status and Impacts of DRCOG Transportation Planning and Programming with Environmental Justice” Report
- Project scoring criteria in recent TIPs

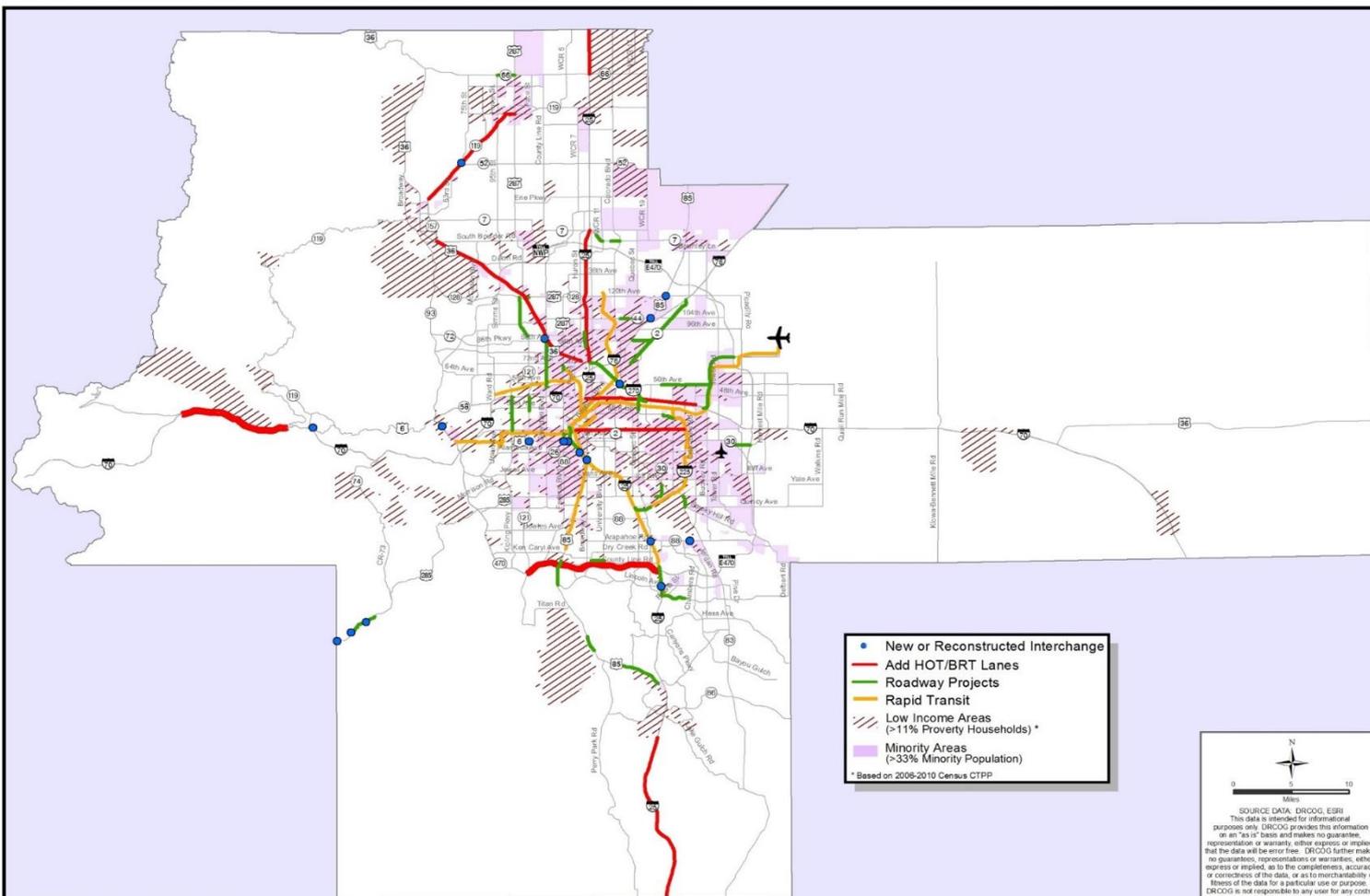


Examples of how DRCOG Integrates Environmental Justice into Transportation Planning



2040 Fiscally Constrained Regionally Funded Projects and Environmental Justice Areas

2040 Metro Vision
Regional Transportation Plan



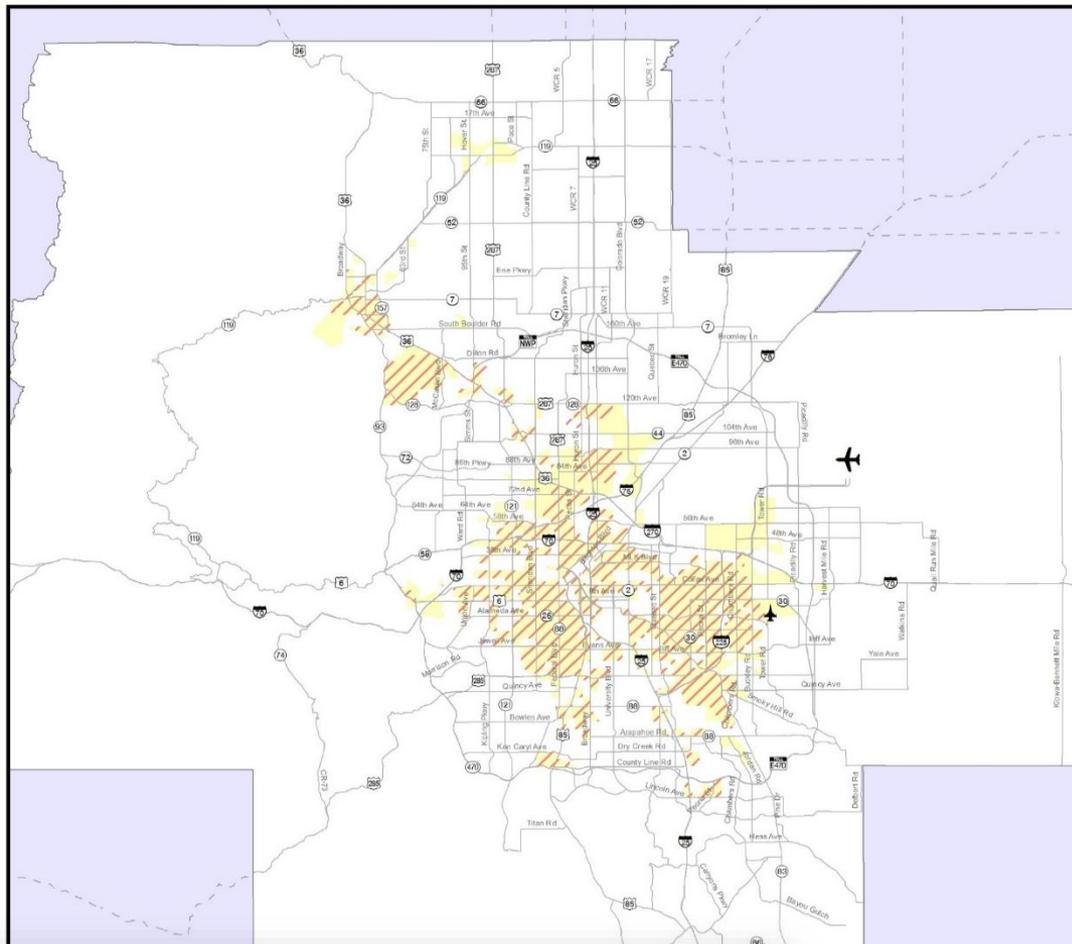
- New or Reconstructed Interchange
 - Add HOT/BRT Lanes
 - Roadway Projects
 - Rapid Transit
 - ▨ Low Income Areas (>11% Poverty Households) *
 - Minority Areas (>33% Minority Population)
- * Based on 2006-2010 Census CTPP

0 5 10
Miles

SOURCE DATA: DRCOG, ESRI
This data is intended for informational purpose only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantee, representation or warranty, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.

DRCOG looks at the relationship between projects in the Regional Transportation Plan and Environmental Justice Communities.





DRCOG performs spatial analysis of the transit accessibility for Environmental Justice communities.

Accessibility Performance Measures

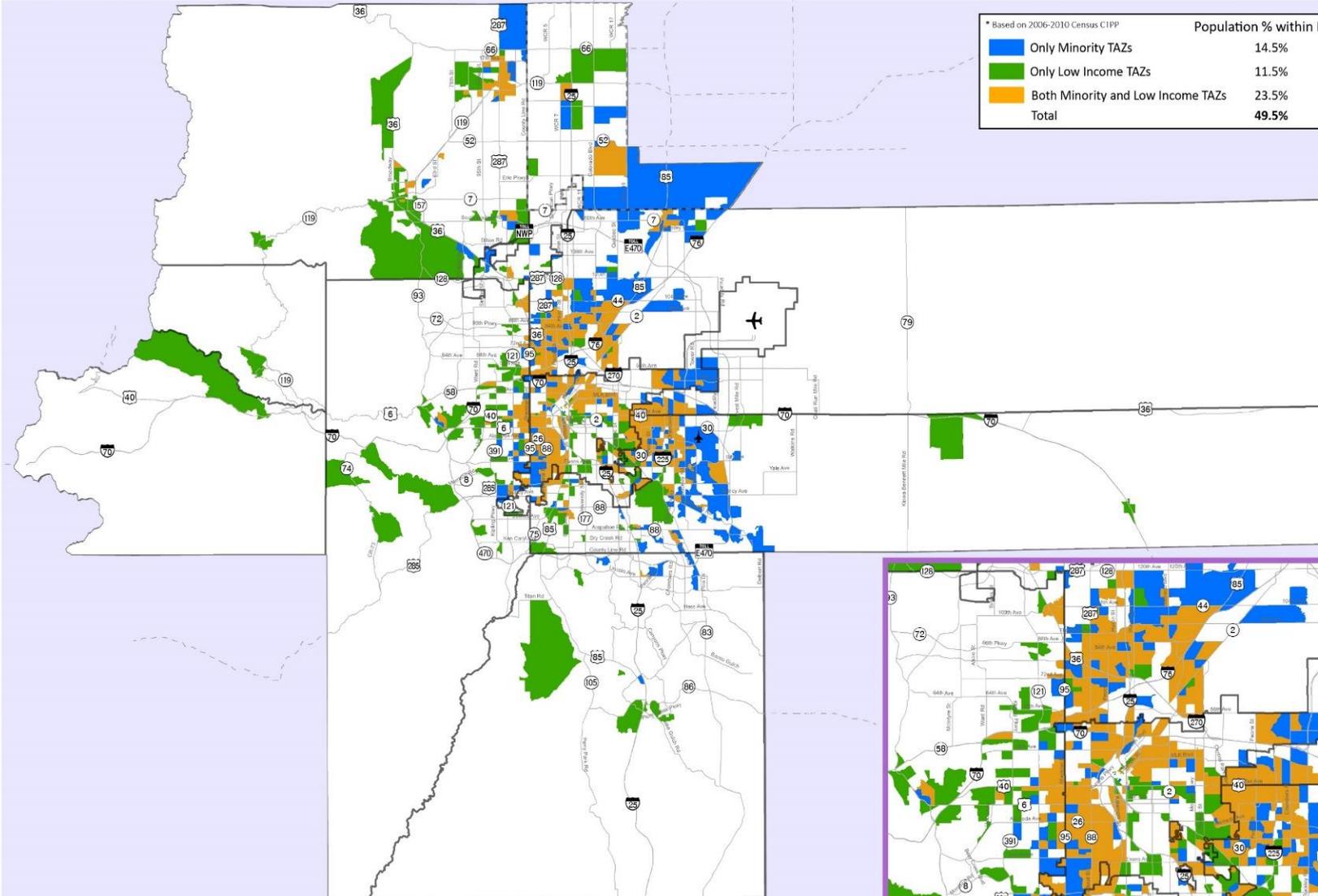
	2015	2040
Share of total population with good transit-job accessibility (100,000+ jobs within a 45-minute transit trip)	53%	63%
Share of population in low-income or minority areas with good transit-job accessibility (1)	69%	77%

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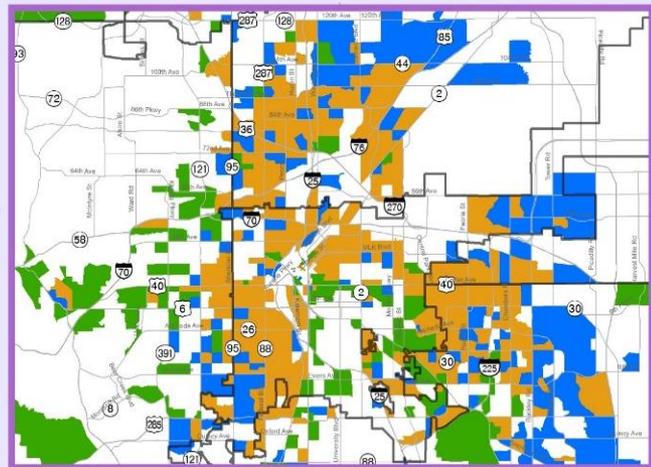
Current EJ TAZ Geography



* Based on 2006-2010 Census C1PP

	Population % within EJ TAZs
Only Minority TAZs	14.5%
Only Low Income TAZs	11.5%
Both Minority and Low Income TAZs	23.5%
Total	49.5%

EJ Thresholds	
Minorities	> 32.4%
Low Income	> 11.4%



Scale: 0 100 Feet

SOURCE DATA: DRISCOLL EIRB
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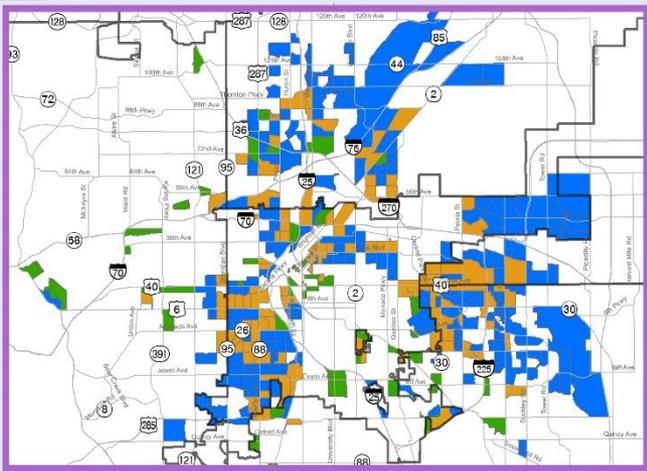
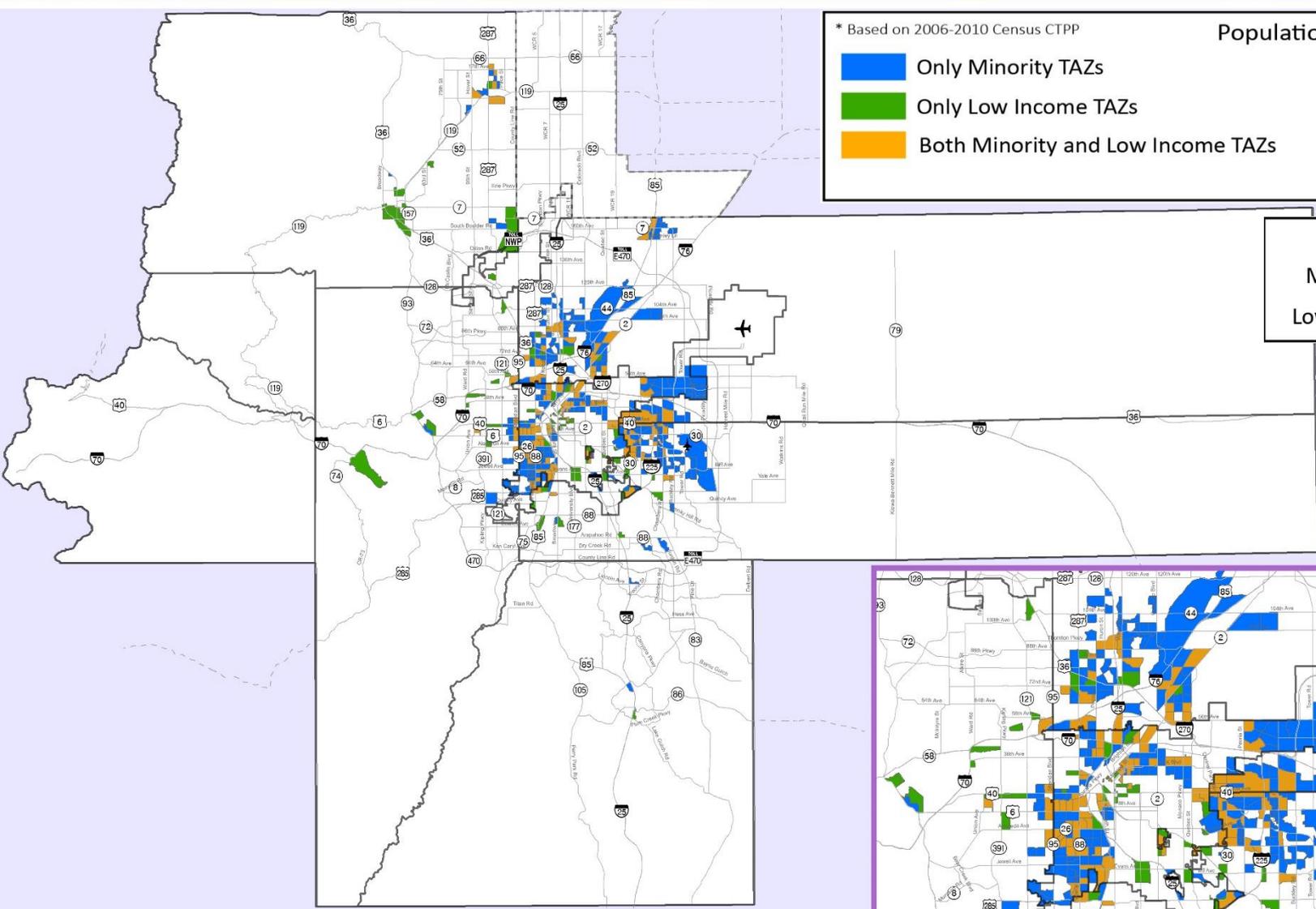


Another EJ Threshold Option

* Based on 2006-2010 Census CTPP

Population % within EJ TAZs	
■ Only Minority TAZs	13.7%
■ Only Low Income TAZs	3.7%
■ Both Minority and Low Income TAZs	7.6%
	25%

EJ Thresholds	
Minorities	> 51%
Low Income	> 25%

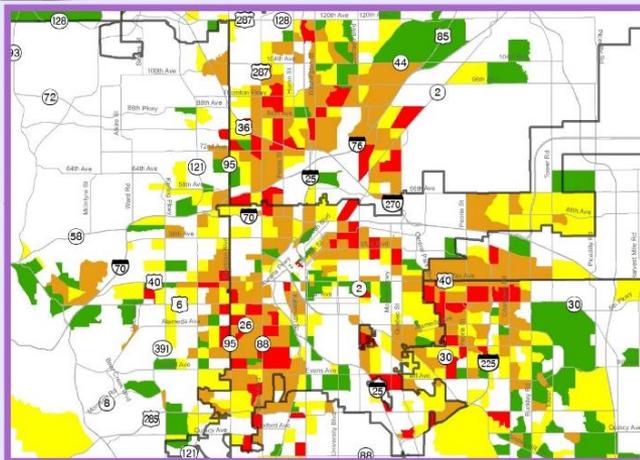
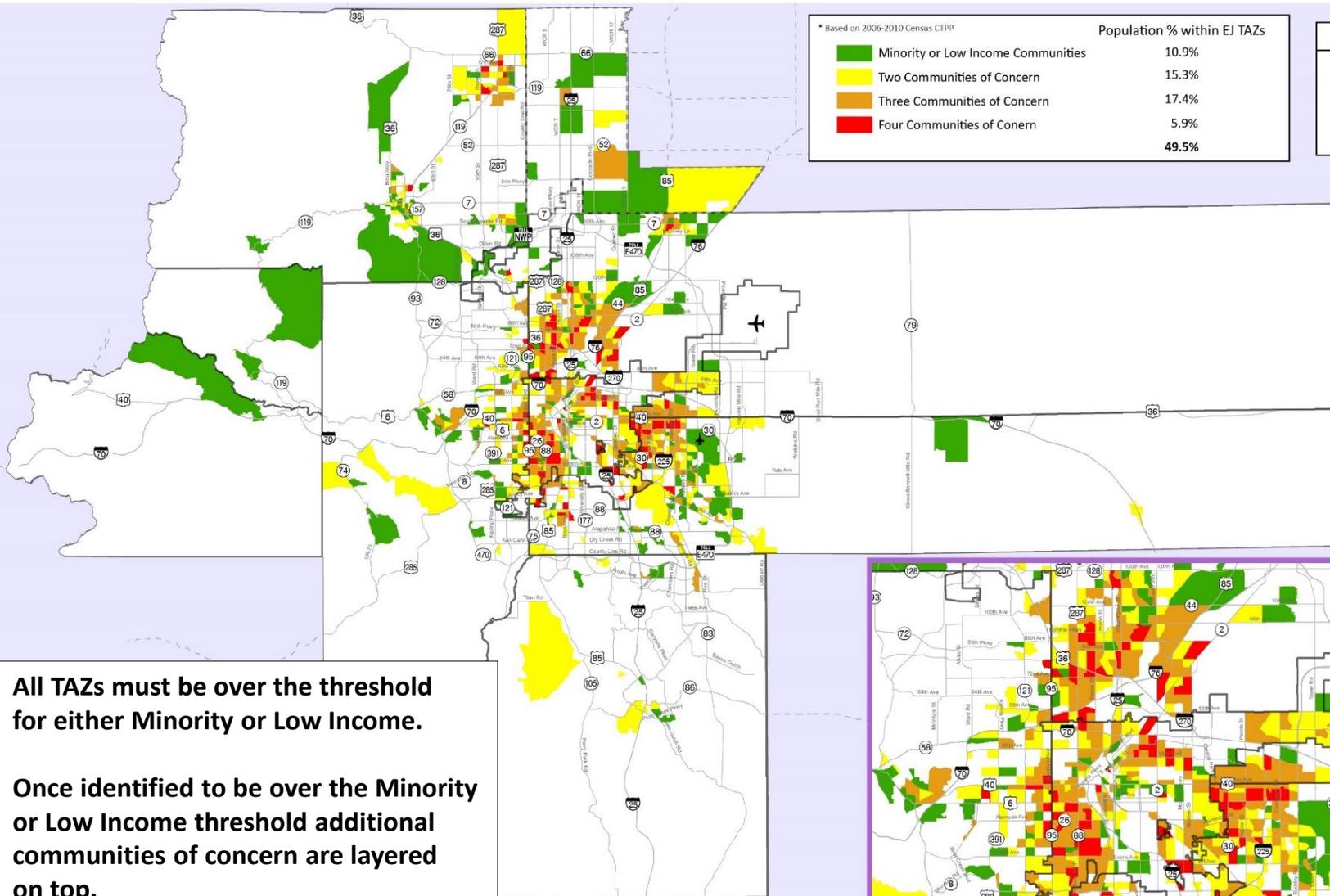


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SOURCE DATA: ERDCOG, ESRI
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Current EJ with Additional Communities of Concern

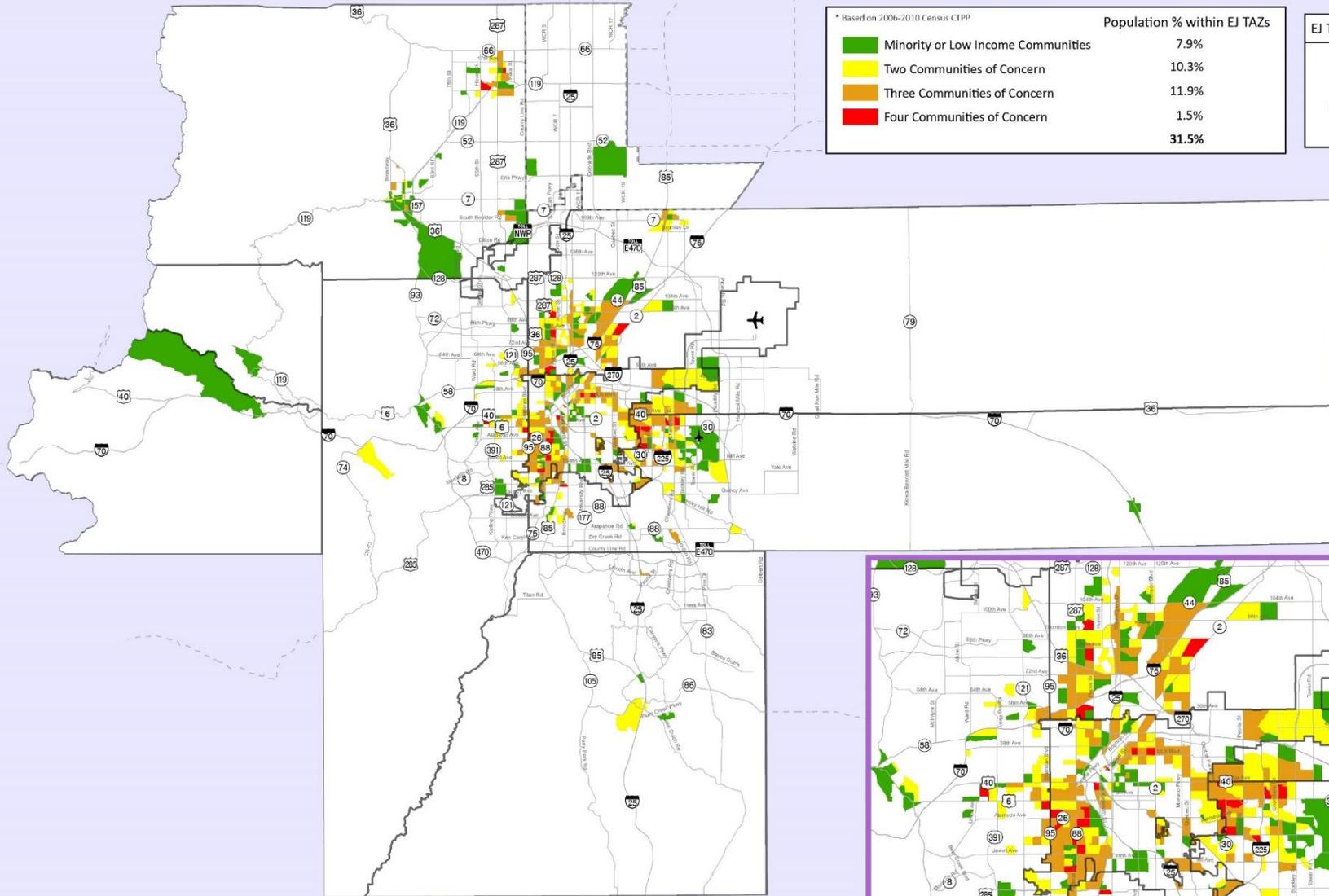


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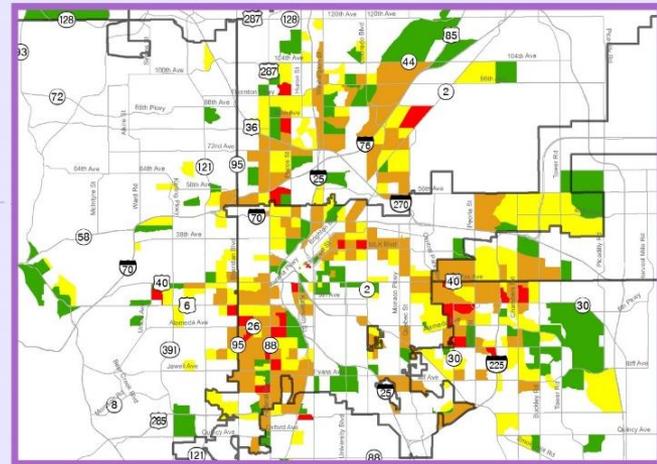
SOURCE DATA: CENSOUS, ESRI
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1.5x Thresholds with Additional Communities of Concern



EJ Thresholds - 1.5 x Regional Average	
Minorities	> 48.6%
Low Income	> 17.1%
Linguistically Isolated	> 8.6%
Age 75 and Older	> 6.5%



SOURCE: DATA: CTRC/CDC/ESRI
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The background features a dynamic, abstract composition of blurred, multi-colored light streaks in shades of blue, cyan, green, yellow, and magenta, radiating from a central point towards the edges. A solid teal horizontal banner is positioned across the middle of the image, containing the text. On the right side of the banner, there are two overlapping, stylized arrow shapes pointing to the right, rendered in a lighter shade of teal.

QUESTIONS & DISCUSSION

ATTACH C

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Douglas W. Rex, Executive Director
303-480-6701 or drex@drco.org

Meeting Date	Agenda Category	Agenda Item #
February 26, 2018	Informational	5

SUBJECT

Update on the development of the 2020-2023 TIP Policy.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

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 begin discussions on the development of the 2020-2023 TIP Policy. Since 2015, the work group has developed two white papers and continues to have discussions.

Staff will brief TAC on the progress to date at the February meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drco.org.



Presented by:
Douglas W. Rex

2020-2023 TIP Development

A New Approach

Transportation Advisory Committee

February 26, 2018



Review of Previous TIP Process

Board direction:

“Form a TIP Review Work Group...

to address TIP process, funding allocation and any other criteria mentioned by this Board, including looking at other MPOs around the country and bringing it back to the (Board) in six months (Feb. 2016)”



TIP Review Work Group

Convened TIP Review Work Group

(8 mtgs. Oct. 2015 to Feb. 2016)

22 members from TAC; representatives from each county, regional agencies, TDM/non-motorized, and business interests

Presented 1st White Paper to Board

(Feb. 2016)



Recommendations

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

Board direction: “..continue to investigate the recommendations”



TIP Review Work Group – Back at it!

Reconvened TIP Review Work Group

(10 mtgs. Apr. 2016-Jan. 2017)

- To further explore Regional/ Subregional Dual Model concept / Goodness of fit
- Provide updates on White Paper recommendations

Presented 2nd White Paper to Board

(Feb. 2017)



Board direction:

- “...develop TIP Policy, incorporating Dual Model process;
- ...the TIP Review Work Group to continue as the TIP Policy Work Group”

And today's meeting will be #19 of the Policy work group!





Dual Model Project Selection– A comprehensive review

Previous TIP

A centralized
Call for Projects

Dual Model

A centralized
Call for **Regional** Projects

Plus
8 decentralized **Subregional**
Calls for Projects

Projects to be consistent with TIP Focus Areas, Metro Vision, and the MVRTP



Dual Model Project Selection – A comprehensive review (cont.)

Set-Asides

- “Off the Top”; Regional programs each with Calls for Projects

Regional Share

- Transformative projects/programs
- Quantitative benefits to the entire region

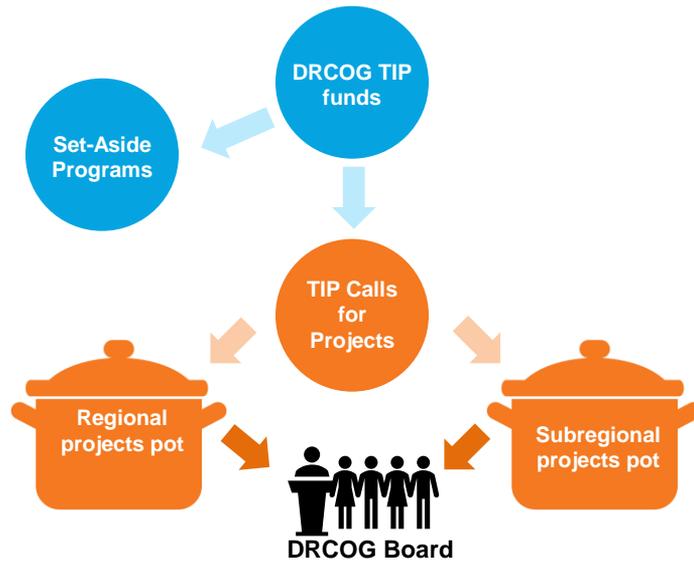
Subregional Share

- Funds proportionately targeted for planning purposes to predefined sub-geographic units (counties)
- Project evaluation, selection, and recommendation to the DRCOG Board





Dual Model Concept Visualized



DISCUSSIONS, ACTIONS, AND
DECISIONS



TIP Set-Asides

**Board Action on
TIP Set-Asides**
(Aug. 2017)

Community Mobility Planning and Implementation:
\$4.8 million

- Combination of the current STAMP/UC Set-Aside and small infrastructure projects from the current TDM Set-Aside

TDM Services: \$13.4 million

- Rebranded to include the TMA partnerships, TDM projects, and Way to Go

Regional Transportation Operations and Technology:
\$20 million

- 1/4 to DRCOG Traffic Signal Program
- Remaining for project solicitation

Air Quality Improvements: \$7.2 million

Human Service Transportation: \$4 million

- New set-aside to improve service and mobility options for vulnerable populations

\$49.4 million total over 4 years



TIP Focus Areas

**Board Action
on Focus Areas**
(Sept. 2017)

Recommended 2020-2023 TIP Focus Areas

- Improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)
- Increase reliability of existing multimodal transportation network
- Improve transportation safety and security

Board direction:

“...use as a guide for investment decisions, both quantitative and qualitative, and for both Regional and Subregional Share projects”





Regional / Subregional Funding Split

**Board Action on
Funding Split**
(Jan. 2018)

Funds remaining (est. \$230 million) after set-
asides subtracted is split:

80% Subregional and 20% Regional



Regional/Subregional Funding Split

DRCOG Federal Funds
(FY 2020-2023)
\$280 Million Total (Estimate)

Set-Asides
\$49.4 Million

- Community Mobility Planning & Implementation
- TDM Services
- Regional Transportation Operations & Technology
- Air Quality Improvement
- Human Service Transportation

Regional Share
\$46.1 Million

One Call for Regional Projects/Programs
Similar to structure used for current TIP.
CDOT Central 70 project: \$25 mil.

Subregional Share
\$184.5 Million

Individual Subregion Forum Calls for Projects
Proportionately targeted for planning purposes to predefined sub-geographic units for project identification and recommendation by eligible stakeholders within each subregion.

Subregion Shares*:
(4-year total in millions\$)

Adams	15.20%	\$ 28.0
Arapahoe	19.25%	\$ 35.5
Boulder	9.96%	\$ 18.4
Broomfield	2.34%	\$ 4.3
Denver	24.15%	\$ 44.6
Douglas	9.97%	\$ 18.4
Jefferson	16.81%	\$ 31.0
SW Weld	2.31%	\$ 4.3
100%		\$ 184.5

* based on population, VMT and employment.



Regional Share

Board Action on Eligibility (Jan. 2018)

- Programs – Must be regional
- Submittals - A maximum of three submittals to DRCOG from each of the 8 subregions, two from RTD, and two from CDOT (*reaffirmation of Central 70 counts as one*)
- Roadway projects must be located on freeways or MRAs
- Capacity, BRT, managed lane projects must be in 2040 FC-RTP (operational project eligible)
- Railroad grade separation projects on DRCOG RRS
- Bicycle projects in adopted plan or regional corridors map
- Studies for DRCOG-eligible projects
- Requests capped at \$20 million and can't exceed 50% of total project cost

Evaluation criteria is currently being discussed at the TPWG



Subregional Share

Subregional Forum formation guidelines

- Forums are an extension of DRCOG governance
- All DRCOG members invited to participate as voting members; others non-voting
- Formalized meetings must be open to the public
- Forums must document process to DRCOG
- Forums “officially” can begin after DRCOG notification; most have started preliminary discussions

Project eligibility/criteria to be discussed by TPWG in March





Remaining Schedule for 2020-2023 TIP

TIP Policy Action

Summer 2018

Regional Call for Projects

Summer/Fall 2018

Subregional Call for Projects

Fall/Winter 2018

TIP Adoption

Spring/Summer 2019

QUESTIONS/COMMENTS