

## AGENDA

### TIP Policy Work Group – Mtg. 4

Monday, May 22, 2017

2:30 p.m. (or immediately following TAC)

1290 Broadway

Independence Pass Conference Room – 1<sup>st</sup> Floor, west side

1. 2:30 Call to Order
2. April 24, 2017 Meeting Summary  
(Attachment A)
3. 2:35 May Board Work Session Outcomes
4. 2:45 Continued discussion of existing TIP set-asides (RTO and AQ)  
(Attachment B) Todd Cottrell
5. 3:30 Continued discussion on quantifying benefits of projects  
(Attachment C) Dan Jerrett
6. 4:00 Kick-off discussion on Regional and Subregional Share funding targets  
(Attachment D) Todd Cottrell
7. 4:30 Kick-off discussion on Subregional distribution formula/geography  
(Attachment E) Todd Cottrell
8. 5:00 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 TIP POLICY WORK GROUP – Mtg. 3 Monday, April 24, 2017

#### 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
Kathleen Bracke	Boulder County, City of Boulder
Tom Schomer	Broomfield, City and County
Dan 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
Steve Durian	Jefferson County
Dave Baskett	Jefferson County, City of Lakewood
Ted Heyd	TDM/Non-motor

Others Present: Aaron Bustow, FHWA; Angie Malpiede, Northeast Transportation Connections; Steve McCannon, RAQC; Kate Stuart, Smart Commute Metro North

DRCOG Staff: Todd Cottrell, Jacob Riger, Derrick Webb, Brad Calvert, Jim Eshelman, Steve Erickson, Casey Collins

#### Call to Order

Chair George Gerstle called the meeting to order at 2:30 p.m. He introduced Kathleen Bracke of the City of Boulder as the second representative from Boulder County on the work group.

#### Public Comment

There was no public comment.

#### March 27, 2017 Meeting Summary

The summary was accepted.

Jeanne Shreve asked to clarify that the purpose of the Regional Share funding could also be for first money-in funding if it triggers/leverages further funding, as well as being for last-in supplemental dollars. Doug Rex noted it could also be for stand-alone funding.

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#### Discussion on TIP Focus Area(s) and poll results

Steve Cook reviewed the results of the poll taken by work group members before the meeting. The poll was for the work group members to get a sense of the top-ranked transportation-related Metro Vision Regional and Supporting Objectives and overall themes to see if this could be something for the Board to undertake and consider as a kick-off to discuss potential Focus Areas for the 2020-2023 TIP.

- There was discussion on the definition of 'maintenance' and multimodal, making sure the Board knows the distinction when considering focus areas.
  - Doug Rex said Regional Objective #9 refers to system performance and #8 refers to general maintenance.

- Dave Baskett noted the Legislature's and CDOT's emphasis on general maintenance, considering a limited transportation budget.
- George Gerstle noted poll results show the work group supported identifying the following:
  - the top 3 Regional Objectives: #4, #5, and #15
  - the top 5 Supporting Objectives: #9, #8, #3, #4, #5
  - the top 2 themes: #4 and #2
- It was noted safety, environment, and environmental justice (EJ) are federal requirements that will be addressed in the criteria, whether or not selected as focus areas.
- George Gerstle said it should be determined if funding is to be directed exclusively to Focus Areas. He suggested it not be limited exclusively.

*After further discussion at the end of the meeting, Doug Rex said it would be premature to have the Board do the Survey Monkey poll without providing more context. It was agreed to provide the poll results to the Board Work Session in May.*

### **Discussion/Overview of existing TIP set-asides (Regional TDM, Way to Go, STAMPs/UC)**

At the previous meeting in March, the work group requested a review of the existing TIP set-asides. DRCOG staff gave overviews of three of the five current TIP set-asides:

1. Regional TDM Program - Jacob Riger and Steve Cook
2. Way to Go Program - Steve Erickson
3. STAMP/UC Plans (Station Area Master Plans/Urban Centers) – Derrick Webb

Presentations of the Regional Transportation Operations program and the Regional Air Quality Council (RAQC) program are scheduled for next month's meeting (May 22).

### **Discussion on quantifying benefits of projects**

Daniel Jerrett, DRCOG Regional Economist, gave a briefing on potential methodologies DRCOG staff could use to compare projects for a dual model approach. He discussed ROI analysis methods for transportation infrastructure and service projects using metrics for economic competitiveness, social equity, environmental stewardship, public health, and livability.

- Mr. Jerrett highlighted an evaluation matrix (Project Performance Assessment) used by the MTC (Metropolitan Transportation Commission)—the San Francisco Bay Area MPO. The matrix assigns weights to variables, i.e., low, medium, high. Doug Rex said this type of assessment tool could potentially be used.
- Janice Finch noted a project's ability to leverage other projects could be considered a good measure of ROI. She also asked whether cost-avoidance of life cycle maintenance costs could be considered.
- George Gerstle made several observations:
  - He asked "what is the timeframe we are looking at in terms of effectiveness?" He noted, if expanding a highway, it's good for 5 years before becoming congested again, whereas a rail line is much more flexible in terms of adding capacity over time; the timeframe of analysis is important.
  - In terms of regional competitiveness, we need to know who we are competing against. Is it Salt Lake or other communities in the metro area; he felt just making the system better for our citizens, without worrying about what other cities are doing, is sufficient.
  - The ROI should be measured in terms of Metro Vision goals—on what the Board has said we are trying to accomplish.

**Discussion on Regional Share details (definition, eligibility, evaluation criteria, submittal limit, and funding minimums)**

Doug Rex continued the discussion on Regional Share concepts. He said he envisions the selection process will be more open-ended, with applicants having to show project benefit (magnitude of benefit). An applicant will need to address the Problem Statement (i.e., what problem are you trying to solve), be consistent with Focus Areas and Metro Vision, have partnerships, and be vetted through a public process.

- Dave Baskett said the Board needs to be very aware this is a more open-ended, versus a more points-driven process. He noted an open-ended approach was used in the past and had problems (i.e., need to be able to specifically quantify why a project was not selected). Doug Rex noted it will not be entirely subjective, but more a hybrid approach. Steve Cook noted even points can vary, noting that typically after staff review of proposals, the project scores change from what the project sponsor initially scored.
- Ted Heyd suggested the Problem Statement description in the *Regional Share Conceptual Framework* table should address the *present* transportation problem, not an anticipated problem. He suggested changing to: *Clearly identify the ~~current or anticipated~~ transportation problem to be addressed and its impact on the region.*
- Janice Finch felt the eligibility criteria seems to be more roadway-focused, and needs to have more multimodal elements. Staff said this section can be clarified.
- Janice Finch suggested using the 2040 regional corridors maps for bike criteria requirement, as the Active Transportation Plan will not be available for some time.
- Kathleen Bracke suggested adding a reporting question to ask what is the evaluation process post-implementation; short term and tracked over time. George Gerstle said project sponsor should do benefits analysis before.
- George Gerstle summarized:
  - project selection transparency will be key; methodology needs to clearly show how projects differ
  - timing is critical— starting from project concept in a 4-5 year TIP probably means it won't get done within the TIP cycle if construction is involved.
  - showing return on investment and being consistent with MV Focus Areas is important.
- There was discussion on defining the funding split allocation between Regional and Subregional.
  - Kent Moorman said any discussion on Regional Share hinges on knowing what the funding split is. Bryan Weimer agreed.
  - Janice Finch suggested having a Survey Monkey poll of the Regional/Subregional funding split.
  - Jeanne Shreve said the Board's discussion on *Regional Share Conceptual Framework* is tied to the what the Regional and Subregional funding split is going to be. She said previous Work Group conversations were that Regional projects are to be a small portion of the funding as part of leveraging for project funding.
  - Mac Callison said we need to move the discussion forward on Regional and Subregional in tandem.
- Kent Moorman said, while we can discuss criteria, he felt there is need to define the Focus Areas first before the criteria can be defined. He asked how the Focus Areas are to be used, are they going to be "concrete" or "guidelines" for project submittals?
- John Cotton said previous work group discussion was that Regional projects need to be large, transformative projects, and funding is last-monies in. One of the criterion needs to be "what percentage (of the total project cost) are Regional projects asking for (e.g., around 10-20%); this tends to make them larger, transformative projects.

- Bryan Weimer asked whether a project is truly considered transformative for the region if it doesn't cross subregions; how do we quantify this? George Gerstle noted the benefit needs to be regional, not the necessarily the physical location; evaluating regional benefit will be key (i.e., showing magnitude of benefit).
- George Gerstle noted the next level of detail depends on the Board's development of Focus Areas, and a decision on percentage allocation.
- Doug Rex said the Board Work Session discussion on Focus Areas needs to be done in conjunction with the funding split allocation.
- Steve Durian said the Board needs to know the funding split is critical to how this process works.
- Janice Finch felt the *Regional Share Conceptual Framework* is acceptable to present to the Board (minus the suggested points). Ms. Finch suggested adding John Cotton's idea, which was "what percentage (of the total project cost) are Regional projects asking for (e.g., around 10-20%)."
- Bryan Weimer said the Board discussion is to be more educational and to provide context, i.e., what does Multimodal and Maintenance mean and what are all the different objectives.

The work group agreed to provide the poll results to the Board, but suggested the Board not take the poll yet, or do so with a more refined poll later.

The meeting adjourned at 4:50 p.m.

## ATTACHMENT B

To: TIP Policy Work Group

From: Todd Cottrell, Senior Transportation Planner  
303 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
May 22, 2017	Discussion	4

### SUBJECT

Continued presentations on existing TIP set-asides in the 2016-2021 TIP Policy and analysis to incorporate into the draft 2020-2023 TIP Policy document.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

At the March meeting, staff outlined the five off-the-top set-asides contained in the [2016-2021 TIP Policy](#) document. During the discussion, the work group agreed to hear presentations from all five set-asides over the next two meetings to aid in their analysis. Last month, the work group heard presentations from DRCOG staff on the Regional Transportation Demand Management (TDM) set-aside, the Way-to-Go Program, and the Station Area Master Plans/Urban Center Planning Studies set-aside.

At the May meeting, the work group will hear two presentations from the remaining set-asides: Air Quality and Regional Transportation Operations (RTO).

In addition to hearing the last two presentations, staff asks the work group discuss next steps in the evaluation of the existing set-asides, and bring any ideas on potential new set-asides to the discussion. It is anticipated staff will bring the work group's initial thoughts to the Board Work Session in early June.

### PREVIOUS DISCUSSIONS/ACTIONS

[March 27, 2017](#)

[April 24, 2017](#)

### PROPOSED MOTION

N/A

### ATTACHMENTS

N/A

### ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

## ATTACHMENT C

To: TIP Policy Work Group

From: Douglas W. Rex, Director, Transportation Planning & Operations  
303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
May 22, 2017	Informational Briefing	5

### SUBJECT

Follow-up presentation on ROI approach.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

As a follow-up to the presentation and discussion on potential methods for measuring Return on Investment (ROI) in April, staff will share one possible ROI evaluation framework for “regional” projects. The potential evaluation method staff will share is based on current approaches used by the Minnesota DOT, MTC (Bay Area MPO), Smart Growth America, and Economic Planning Systems.

In general, this approach to measuring ROI for individual projects uses a two-dimensional approach:

- ROI is approximated by calculating the value of benefits across areas (economic, environmental, social, public health, and overall quality of life). The benefits are then measured against known costs of each project to determine an overall ROI or cost-benefit ratio.
- The second dimension is more qualitative and evaluates each project in relationship to adopted regional goals and outcomes – in our region this could include Metro Vision and Metro Vision RTP outcomes and objectives.

### PROPOSED MOTION

N/A

### ATTACHMENT

N/A

### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning and Operations, at 303-480-6747 or [drex@drcog.org](mailto:drex@drcog.org); or Daniel Jerrett, Chief Economist at 303-480-5644 or [djerrett@drcog.org](mailto:djerrett@drcog.org).

## ATTACHMENT D

To: TIP Policy Work Group  
From: Todd Cottrell, Senior Transportation Planner  
303 480-6737 or [tcottrell@drcoq.org](mailto:tcottrell@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
May 22, 2017	Discussion	6

### SUBJECT

Initial discussion on the percentage split between the Regional Share and Subregional Share.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The [Recommended Funding and Project Selection Framework](#) outlines the results of the TIP Review Work Group's discussion for how to divide available funding (total funding available, minus off-the-top funding for set-asides) between the Regional and Subregional Share. The Work Group felt the funding amount in the Subregional Share needs to be "meaningful" to justify establishing a separate project selection process, though the framework report doesn't specify a certain amount. It does, however, illustrate example funding estimates for the Subregional Share if it were to be between 50-70% (30-50% remains for the Regional Share).

Given previous discussion and development of the Framework report, staff emailed a survey on May 2. The survey results and comments are shown in Attachment 1, and are outlined below. These results can be used as a basis for discussion today and over the next couple of meetings.

- The highest preference, in terms of the raw votes cast, was for the 20%/80% Regional/Subregional split.
- The **Score** is a weighted average where the largest average ranking is the most preferred choice. In this case, 40%/60% Regional/Subregional received the highest score. (*The respondents' most preferred choice, which they rank as #1, has the largest weight of 7; their least preferred choice, ranked last, has a weight of 1.*)
- The **Median**, or the midpoint at which all responses are evenly divided above or below, was 30%/70% Regional/Subregional.
- The **Mean**, or the average of all responses, was 40%/60% Regional /Subregional.
- Generally, in reviewing the rankings of 1 through 7 (*Highest to Lowest*), most respondents preferred a 20%/80% Regional/Subregional split, but if you look at the rankings of 1 through 3 (*1. Highest, 2. High, 3. Mid-high*) on the colored chart in Attachment 1, most preferred a 40%/60% Regional/Subregional split.

Staff has also included a table listing some large projects funded in previous TIP cycles (Attachment 2).

PREVIOUS DISCUSSIONS/ACTIONS

TIP Review Work Group – [August 19, 2016](#)

PROPOSED MOTION

N/A

ATTACHMENTS

1. Survey results
2. Regional project examples

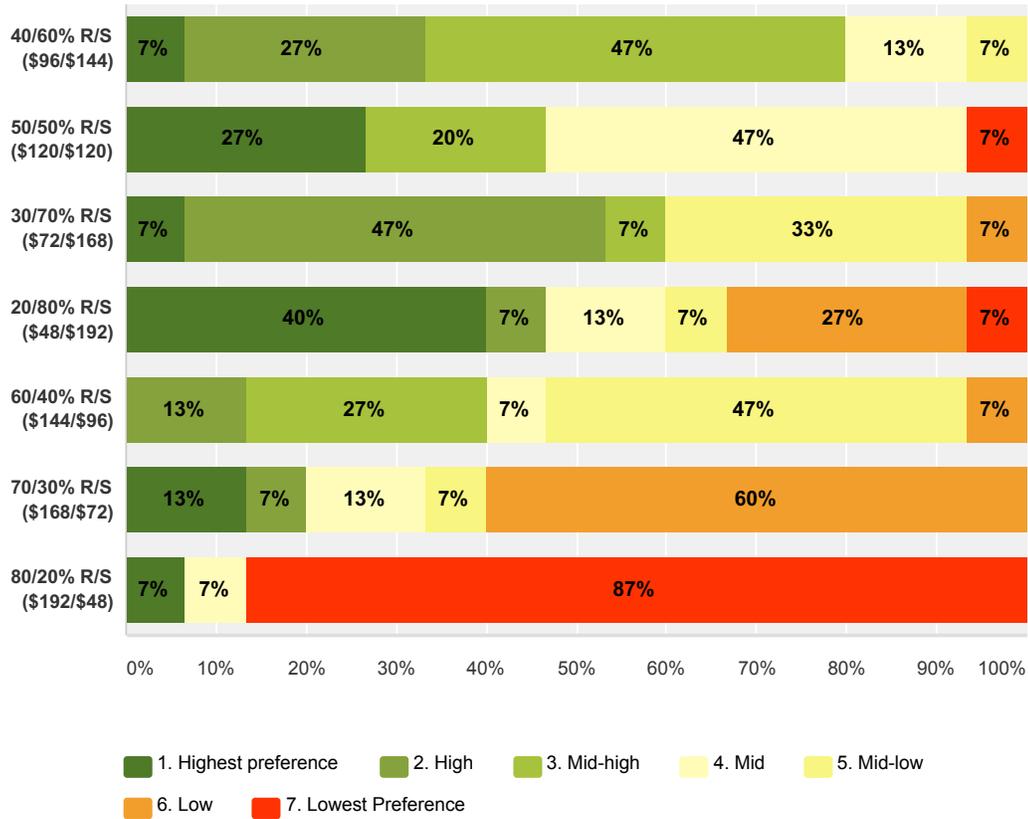
ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

**ATTACHMENT 1**  
TIP Policy Work Group Poll #2 - May 2017

**Q1 How should funding share be allocated?**

Answered: 15 Skipped: 0



	1. Highest preference	2. High	3. Mid-high	4. Mid	5. Mid-low	6. Low	7. Lowest Preference	Total	Score
40/60% R/S (\$96/\$144)	7% 1	27% 4	47% 7	13% 2	7% 1	0% 0	0% 0	15	5.13
50/50% R/S (\$120/\$120)	27% 4	0% 0	20% 3	47% 7	0% 0	0% 0	7% 1	15	4.80
30/70% R/S (\$72/\$168)	7% 1	47% 7	7% 1	0% 0	33% 5	7% 1	0% 0	15	4.73
20/80% R/S (\$48/\$192)	40% 6	7% 1	0% 0	13% 2	7% 1	27% 4	7% 1	15	4.53
60/40% R/S (\$144/\$96)	0% 0	13% 2	27% 4	7% 1	47% 7	7% 1	0% 0	15	3.93
70/30% R/S (\$168/\$72)	13% 2	7% 1	0% 0	13% 2	7% 1	60% 9	0% 0	15	3.27
80/20% R/S (\$192/\$48)	7% 1	0% 0	0% 0	7% 1	0% 0	0% 0	87% 13	15	1.60

Basic Statistics					
	Minimum	Maximum	Median	Mean	Standard Deviation
40/60% R/S (\$96/\$144)	1.00	5.00	3.00	2.87	0.96

# ATTACHMENT 1

50/50% R/S (\$120/\$120)	1.00	7.00	4.00	3.20	1.60
30/70% R/S (\$72/\$168)	1.00	6.00	2.00	3.27	1.61
20/80% R/S (\$48/\$192)	1.00	7.00	4.00	3.47	2.31
60/40% R/S (\$144/\$96)	2.00	6.00	5.00	4.07	1.24
70/30% R/S (\$168/\$72)	1.00	6.00	6.00	4.73	1.84
80/20% R/S (\$192/\$48)	1.00	7.00	7.00	6.40	1.62

# ATTACHMENT 1

	How did you decide to rank the allocations the way you did?	Additional suggestions and comments?
1	Choose the 50/50 split and worked away from that spot. Would still like more information on how this would have been allocated in previous cycles.	If we could have information on what was regional vs sub regional in previous cycles, whatever split we decide to support would be far more defensible. At this point, we may start to devise a split that works for the next cycle's projects, opposed to what's been typical over a longer period of time.
2	I believe there are a substantial number of multimodal "regionally transformative" projects that should be shared across the region rather than by one or two jurisdictions having to share the cost out of their subregional county allocations.	
3	I think there should initially be a equal distribution followed by more for the subregional projects. There is already an initial 40 million off the top for regional monies	This should be an interesting discussion
4	The majority of funding should be distributed to the subregions. Any allocation to the subregions below 60% does not make enough sense to pursue the hybrid regional/subregional model.	DRCOG needs to make the decision on the regional/subregional shares as soon as possible to help facilitate all other conversations.
5	<p>Several Reasons:</p> <p>1. As this is the first year of a new way doing business, we should be cautious about allocating the majority of funding without having worked out the kinks. This should be a test run to see how the process works.</p> <p>2. DRCOG is a regional planning organization whose primary reason for existence is to coordinate development and implementation of the regional plans, one of the most important being the regional transportation plan. Allocation of the federal transportation funds are the primary mechanism available to implement a rational, regional, transportation system that is consistent with the regional plans. To the degree DRCOG confers it's primary duties to the local governments it loses effective control over the primary mechanism to implement a rational regional transportation system that helps accomplish the vision of the regional plans.</p> <p>Until the system of subregional allocation is tested, the kinks worked out, and judged to be effective it is unwise to allocate a significant portion of the funding to the subregion.</p>	<p>I do not agree that the set asides should necessarily be maintained at the historic levels.</p> <p>The Board should evaluate increasing the allocation to these programs, as they are key in implementing the lower cost/smaller individual improvement that together create an integrated regional transportation system.</p>
6	<p>prefer to have majority of regional funding go toward regionally significant projects, though recognize the desire for some funding to be allocated sub-regionally (don't think sub-regional allocation should be the majority of the funding split)</p> <p>Is important for funding to be used for regional projects that support regional vision and goals -</p> <p>How funds are invested is what really demonstrates the actual policies (more so that what the planning documents say)</p>	<p>one approach could be to start with a smaller portion to sub-regional allocation at the beginning and then consider growing it over time once we all have more experience with this.</p> <p>Will help to see over time how regional and sub-regional projects are (or are not) mutually supportive and in alignment with regional vision/goals</p>
7	First I believe the split should be 10% or 15% regional and 90% or 85% subregional. If the subregional share is below 50 percent, then there should not be a subregional share as it is not worth the use of resources. Regional projects are not like past TIP cycles but are Transformative and impactful to the entire region on implementing the MVRTP.	Suggest that the split be determined soon so the TIP Policy Work Group can recommend what the regional/subregional framework for projects will look like. If the split to the subregions is below 50 percent have the board direct the TIP Policy Work Group to develop a centralized call for projects and ignore the effort of the past one and one-half years.
8	Final rec depends on what types of projects are eligible for "Regional." The fewer the types of things eligible, then probably the lower the share for regional	
9	Based on all of the working group discussions over the past several months in regard to the purpose / function of a regional pot versus purpose, function, and merits of a larger sub-regional share. I would have voted for a 20 / 80 split but I don't think that's going to be politically palatable to the Board. 30 / 70 is the next best option and hopefully presents a reasonable compromise.	
10	Weld County would like to see an even split between Regional and Subregional. If that could not be accomplished we would like to see a priority given to the Subregional share.	
11	Most of the funds should be available to subregional projects. That should be the focus.	
12	I believe the subregional amount should be large, and in some cases subregions may opt to participate in regional projects with their allotment.	
13	The only way this major change to subregional allocations makes sense is if there is a high number to be allocated at the subregional level.	Should have a definition of what regional and subregional is
14	I took two things into account, First, historically how much money has been pledged to the large regional projects. Second, given the equity percentage, when does the sub-regional share become too low to make it worthwhile. I think anything below the 60/40 or 50/50 becomes not worth creating the whole system. Typically, \$2M is the very minimum point at which I will apply because there is too much overhead. Really i look for \$3M on up an that is not going to be available with consistency in the other splits.	
15	based on desire to see more funding go to local projects priorities at the subregional level	

## ATTACHMENT 2

### Example DRCOG TIP Projects - Past and Present - Potentially "Regional"

	Year Selected (Approx.)	DRCOG \$ mils.	Share of project total cost:	Scored?	Notes
<b>1. Probably Regional</b>					
FasTracks 1st Commitment	2005	\$60	1%	no	
FasTracks 2nd Commitment	2008	\$60	1%	no	
I-70 East (Central 70)	2015	\$50	4%	no	
US-36 BRT/Road Capacity	2012	\$20	7%	yes	TIGER
North I-25 Managed Lane (Phase 1)	2012	\$5	10%	no	TIGER
Denver Union Station Purchase	2001	\$20	1%	no	

### **2. Other Types of TIP Projects - Scored Competitively and Funded Primarily by DRCOG**

	Year Selected	RTP Designation
<b>RTP Roadways:</b>		
S. I-25 "Lane Balance" (Co. Line - RidgeGate)	2015	Freeway
Ken Pratt Blvd (SH 119) Bypass Longmont	2001	Major Regional Arterial (MRA)
Broomfield Interchange (Wads, 120th Ext.)	2003	MRA/Freeway
Colfax at I-225 Interchange	2007	MRA/Freeway
Santa Fe / C-470 flyover	2009	MRA/Freeway
Parker / Arapahoe interchange	2005	MRA/MRA
120th Ave. new road ext. over S. Platte River	2007	MRA
Wadsworth widening (Wheat Ridge)	2015	MRA
US-85 south, widening and ops, Douglas Co.	2015	MRA
MLK Boulevard Extension	2015	Principal Arterial
Regional BRT Study	2015	BRT
FLEX Bus Route Ext. (Ft. Collins to Boulder)	2012	Bus Transit
<b>Ped / Bicycle:</b>		
Highline Canal Trail underpass (Iliff)	2012	
Cherry Creek Trail access ramp at 12th Ave.	2007	
Colorado Center Station bridge over I-25	2012	
Broadway (Boulder) Euclid CU underpass	2008	
<b>Defined in 2040 RTP (not yet in TIP):</b>		
SH-119 BRT		BRT on MRA
East Colfax BRT		BRT on MRA
Pena Blvd widening		Freeway
104th Ave. w of US-85 widening		Principal Arterial

## ATTACHMENT E

To: TIP Policy Work Group  
From: Todd Cottrell, Senior Transportation Planner  
303 480-6737 or [tcottrell@drcoq.org](mailto:tcottrell@drcoq.org)

Meeting Date	Agenda Category	Agenda Item #
May 22, 2017	Discussion	7

### SUBJECT

Initial discussion on the formula to distribute the Subregional Share target allocation and the geography to be used to define the subregions.

### PROPOSED ACTION/RECOMMENDATIONS

N/A

### ACTION BY OTHERS

N/A

### SUMMARY

The [Recommended Funding and Project Selection Framework](#) outlines the results of the TIP Review Work Group's previous discussions for how to divide the available funding to subregions and what the subregional geography recommendation is.

#### Subregional Funding Target Formula

The Work Group recommended funding targets for subregions be based on some combination of population, employment, vehicle miles traveled (VMT), or person miles traveled (PMT). During previous discussions in 2016, staff noted adding variables to the recommended formula would not substantially change the percentage outcome, and therefore available funding, targeted to each subregion.

Attachment 1 was created based on the recommendation contained within the adopted Framework Report. It can be used as a basis for discussion today and over the next couple of meetings.

#### Subregional Geographic Areas

The adopted Framework Report also recommended using counties as the subregional geographic unit for funding recommendations. The report and previous discussions concluded the following reasons for the recommendation:

- 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.

Based on the previous recommendation contained within the report and the fact the framework report itself was accepted by the Board in February 2017, staff recommends Subregional Share funding targets to be based on the geographical unit of counties going forward, unless directed otherwise.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Example Subregional Share funding targets

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or [tcottrell@drco.org](mailto:tcottrell@drco.org).

**ATTACHMENT 1**

**DRAFT - Example Factors for Subregional Share Distributions**

(May 22, 2017)

<b>Revenue Factors</b>	Adams	Arapahoe	Boulder	Broomfield	Denver	Douglas	Jefferson	SW Weld	Total
<b>Population</b> (2015 DOLA)	490,829	630,564	319,177	64,788	683,096	322,017	565,230	66,483	3,142,184
% of Regional Total	<b>15.62%</b>	<b>20.07%</b>	<b>10.16%</b>	<b>2.06%</b>	<b>21.74%</b>	<b>10.25%</b>	<b>17.99%</b>	<b>2.12%</b>	100%
<b>Employment</b> (2015 DOLA)	237,449	390,554	225,443	43,019	571,334	149,513	295,796	26,239	1,939,347
% of Regional Total	<b>12.24%</b>	<b>20.14%</b>	<b>11.62%</b>	<b>2.22%</b>	<b>29.46%</b>	<b>7.71%</b>	<b>15.25%</b>	<b>1.35%</b>	100%
<b>PMT</b> (2040 MVRTP 2016)	18,222,785	18,031,641	8,315,235	2,829,814	21,855,019	12,285,471	17,674,047	3,569,662	102,783,674
% of Regional Total	<b>17.73%</b>	<b>17.54%</b>	<b>8.09%</b>	<b>2.75%</b>	<b>21.26%</b>	<b>11.95%</b>	<b>17.20%</b>	<b>3.47%</b>	100%
<b>Average of Factors</b>	<b>15.20%</b>	<b>19.25%</b>	<b>9.96%</b>	<b>2.34%</b>	<b>24.15%</b>	<b>9.97%</b>	<b>16.81%</b>	<b>2.31%</b>	<b>100%</b>

**Example County Allocations** (4-yr total in Thousands)

	<b>Average of Factors</b>	
	%	\$
<b>Adams</b>	15.20%	<b>\$18,237</b>
<b>Arapahoe</b>	19.25%	<b>\$23,100</b>
<b>Boulder</b>	9.96%	<b>\$11,949</b>
<b>Broomfield</b>	2.34%	<b>\$2,813</b>
<b>Denver</b>	24.15%	<b>\$28,985</b>
<b>Douglas</b>	9.97%	<b>\$11,964</b>
<b>Jefferson</b>	16.81%	<b>\$20,174</b>
<b>SW Weld</b>	2.31%	<b>\$2,777</b>
	100.0%	<b>\$120,000</b>

**Example Subregional Share Allocation**

**\$120,000,000**