

Bob Roth, Chair
Herb Atchison, Vice Chair
Bob Fifer, Secretary
John Diak, Treasurer
Elise Jones, Immediate Past Chair
Douglas W. Rex, Executive Director

AGENDA

TIP Policy Work Group – Mtg. 14

Tuesday, November 27, 2017

2:30 p.m.

1290 Broadway

Independence Pass Conference Room – 1st Floor, west side

1. 2:30 Call to Order
2. Public Comment
3. 2:30 Discussion on Regional Share framework and criteria
(Attachment A) Doug Rex
4. 4:00 Review of previously discussed items and upcoming schedule
(Attachment B) Todd Cottrell
5. 4:30 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.



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ATTACHMENT A

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

Meeting Date	Agenda Category	Agenda Item #
November 27, 2017	Action	3

SUBJECT

Regional Share policy topics.

PROPOSED ACTION/RECOMMENDATIONS

Discussion on evaluation criteria for Regional Share projects and programs to incorporate into the draft 2020-2023 TIP Policy document.

ACTION BY OTHERS

N/A

SUMMARY

Attachment 1 contains the draft Regional Share framework and evaluation criteria for discussion purposes. Yellow highlighted sections are new to the framework to address the Board discussion at previous Board Work Session.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Draft Regional Share Framework

ADDITIONAL INFORMATION

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

DRAFT Regional Share Framework

Introduction

Applications are limited to regional programs or projects that play a crucial role in shaping and sustaining the future of individuals, cities, and counties in the DRCOG region. Regional projects or programs should directly address Board-approved TIP Focus Areas through a systems approach focused on enhancing regional connections, regardless of travel mode.

Eligibility

1. Programs eligible for Regional Share

Programs funded through DRCOG’s Regional Share shall address mobility issues to a level that can definitively illustrate a “magnitude of benefits” fitting of a regional program. Participation within the proposed program, along with the anticipated services and benefits, must be available within the entire DRCOG TIP planning area (the Metropolitan Planning Organization (MPO) area). Regional programs will focus on optimizing the multimodal transportation system by increasing mobility and access, and/or programmatic efforts to ensure that people of all ages, incomes, and abilities are connected to their communities and the larger region.

2. Projects eligible for Regional Share

Projects funded through DRCOG’s Regional Share shall include eligible transportation improvements that implement the fiscally constrained elements of the *2040 Metro Vision Regional Transportation Plan* (2040 MVRTP) as specified in Table 1 below. Federal funding allocated through the DRCOG Regional Share shall not be greater than 50% of the total project cost or a maximum of \$25 million.

Table 1: Project Categories Eligible for Regional Share Funding	
2040 MVRTP Eligible Networks	Eligible Projects Reference Maps/Table <i>(from 2040 MVRTP as adopted at time of TIP Call for Projects, unless otherwise noted)</i>
Regional Rapid Transit (rail and BRT/busway corridors)	Figure 6.2 : 2040 Fiscally Constrained Rapid Transit, Park-n-Ride, and Station Locations
Key Multi-Use Trails	Figure 7 of 2040 FC-RTP (Feb. 2015): 2040 Regional Bicycle Corridor System Vision* <i>*To be updated in early 2018 through the DRCOG Active Transportation Plan</i>
Freeways on Regional Roadway System	Figure 4.1 : 2040 Regional Roadway System Appendix 3 : Staging of Fiscally Constrained Roadway Capacity Projects Appendix 4 : Fiscally Constrained Roadway Capacity and Rapid Transit Capacity Improvements <i>* Arterial/freeway interchanges are not eligible unless improvements are made on the freeway (e.g., at on/off ramps)</i>
Regional Managed Lanes System	Figure 6.3 : 2040 Managed Lanes System
Rail Freight System (future railroad grade separations)	Appendix 5, Figure 7 : At-Grade Railroad Crossings on the Regional Roadway System
Any project (or associated study) that is DRCOG/federally eligible that crosses county boundaries (inter-subregional)	

DRAFT Regional Share Framework

Evaluation Criteria Instructions

The objective of the regional evaluation criteria is to review and rate projects or programs against one another. Projects will be compared to one another to determine the magnitude of the improvement and to arrive at a final score. Project scores of high, medium, and low are assigned for each criterion based on the magnitude of benefits and impacts. Projects or programs that most directly support each criterion will be rated “High”. Projects and programs will be ranked based upon total points received and based on the information and responses provided to the questions. The highest possible total score a project or program can receive is 100 points.

Part 1: Screening form

All sponsors are required to submit a project/program screening form containing basic information about the project including: a problem statement, yes/no eligibility questions, and concurrence documentation. Each proposed project/program will be reviewed to determine eligibility under federal requirements and consistency with regional policies prior to being considered for Regional Share funding.

Part 2: Questions for all project and programs

A. Regional significance of proposed project/program = XX points

- i. Describe how the proposed project/program will address the specific transportation problem described in the problem statement submitted in Part 1?
- ii. Describe how the proposed project/program will support new jobs or the retention of existing jobs?
- iii. Describe how the connectivity to different travel modes will be improved by the proposed project/program?
- iv. Does the proposed project/program cross multiple jurisdictions or counties? Describe the establish partnerships associated with this project.

High: A project/program will receive a high rating if it would significantly address a clearly demonstrated major regional problem.

Medium: A project/program will receive a medium rating if it would either moderately address a major problem or significantly address a moderate level regional problem.

Low: A project/program will receive a low rating if it would address a minor regional problem.

B. Board-approved TIP Focus Areas = XX points

- i. Describe how the proposed project or program will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**?
- ii. Describe how the proposed project or program will **Increase reliability of existing multimodal transportation network**?
- iii. Describe how the proposed project or program will **improve transportation safety and security**?

ATTACHMENT 1

DRAFT Regional Share Framework

GUIDANCE: Applicants must provide existing-condition data and after-project estimates to clearly show quantifiable benefits and a positive return on investment. Please refer to Attachment 1-A to assist in the calculation of quantitative benefits.

High: A project/program will receive a high rating if it would significantly improve the safety and/or security, significantly increase the reliability of the transportation network and would benefit a large number and variety of users (including vulnerable populations)

Medium: A project/program will receive a medium rating if it would moderately improve the safety and/or security, moderately increase the reliability of the transportation network and would benefit a moderate number and variety of users (including vulnerable populations)

Low: A project/program will receive a low rating if it would minimally improve the safety and/or security, minimally increase the reliability of the transportation network and would benefit a limited number and variety of users (including vulnerable populations)

C. Consistency with the Metro Vision 2040 and the Metro Vision Regional Transportation Plan = XX points

- i. Where applicable, describe how any of the eight Metro Vision 2040 transportation-related performance measures will be addressed by the proposed project or program?

GUIDANCE: Applicants must provide existing-condition data and after-project estimates of improvements associated with each applicable measure to clearly show quantifiable benefits and a positive return on investment. Please refer to Attachment 1-A to assist in the calculation of quantitative benefits.

High: A project/program will receive a high rating if it addresses **more than five** of the Metro Vision 2040 transportation-related performance measures

Medium: A project/program will receive a medium rating if it addresses **three to five** of the Metro Vision 2040 transportation-related performance measures

Low: A project/program will receive a high rating if it addresses **less than three** of the Metro Vision 2040 transportation-related performance measures

D. Funding effectiveness = XX points

Points are calculated as follows: The total DRCOG federal funding request divided by the sum of points received above in Part 2, Sections A-C.

Quantifying Benefits of Proposed Projects/Programs (Regional Share)

Metro Vision Focus Areas and Transportation Performance Measures

(November 21, 2017)

There are several types of variables for which before and after data can be obtained or estimated to derive values indicating a project benefit. Most variables relate to either:

- **Use** of a facility or service (e.g. transit ridership, traffic volumes, bicycle/pedestrian users)
- **Operational** outcomes of the facility or service (e.g. crashes, fatalities, serious injuries, incidents, travel delay, pavement/bridge condition, SOV/VMT/GHG)
- **Socioeconomic/Land Use** (e.g. households, employment, density, accessibility, environmental justice, demographic characteristics)

Below are examples of specific variables which can have an impact on the Metro Vision Focus Areas and/or Metro Vision Performance Measures. The applicant must provide before and after data for those project benefits expected to be obtained—in relation to specific Focus Areas and performance measures deemed to be addressed by the project. Before-data (existing) should be obtained by the applicant, from the facility “owner,” (e.g. CDOT, RTD, local government) or from recent studies (e.g. PELs or NEPA). After-data can be calculated with established engineering techniques, estimated by the applicant with clearly defined methodology, or potentially for large-scale projects, obtained from special runs of the DRCOG travel model. Not all variables will apply to every project.

- **Transit Ridership** on transit facility or using a new service (average daily).
- **Bicycle** users (average daily).
- **Pedestrian** users (including wheelchairs and any non-pedaled devices) (average daily).
- **Vulnerable** population increase in trips and accessibility (e.g. share of previous transit, bicycle, and pedestrian estimates).
- **Traffic Congestion** – Vehicle and person hours of delay (peak periods or daily) based on existing and after-project traffic volumes. Calculated with industry standard HCM-based software programs and procedures. Adjust to person hours of delay based on average auto occupancy factor (e.g. 1.4) and observed bus ridership.
- **Crashes** – Total, Fatal, Serious Injuries (Before-data: annual average based on at least 3 years of data; After-data: based on industry accepted crash reduction factor (CRF) or accident modification factor (AMF) practices. (e.g. NCHRP Project 17-25 or NCHRP Report 617).
- **SOV** (Single Occupant Vehicle) trip reduction (average daily). Based on taking the estimated increase in Non-SOV users from previous variables (transit, bicycle, pedestrian, HOV passenger users) and factoring for actual

ATTACHMENT 1-A DRAFT

Quantifying Benefits of Proposed Projects/Programs (Regional Share)

Metro Vision Focus Areas and Transportation Performance Measures

(November 21, 2017)

new users, and those who previously would have made an SOV trip. For example:

- Increase of one-way transit trips = 1,000 per day
- Less 20% for those who shifted from another transit route = 800
- X 50% for those who previously drove alone as SOV = 400 decrease in SOVs
- **VMT** reduction (average daily). Multiply the SOV reduction calculated previously by the applicable mode average trip length (e.g. 1 mile for pedestrian, 3 miles for bicycle, and 9 miles for transit).
- **GHG** emissions. Determined from estimated VMT reduction for most projects. Applicant must justify procedures if not based on VMT reduction (e.g. alternative fuel vehicle projects).
- **Pavement** condition. Obtain condition rating from the facility owner's pavement management system and convert to a 10-point scale.
- **Bridge** condition rating. Obtain from CDOT bridge structure database.
- **Housing and Employment** near high-frequency transit. Sponsor calculate households and employment within 1/3 mile of such new service.

Other beneficial variables as identified by the applicant and applicable to the proposed project:

- _____
- _____

ATTACHMENT B

To: TIP Policy Work Group

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

Meeting Date	Agenda Category	Agenda Item #
November 27, 2017	Information	4

SUBJECT

TIP Policy discussion item status.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The following is the status of items for the development of the FY 2020-2023 TIP Policy document. These are items that either have or will be brought to the TIP Policy Work Group (TPWG) before a draft document is produced. The links provided to meeting agendas are the most recent version provided to each group.

TIP Set-Asides

DRCOG Board approved set-asides on [August 16, 2017](#). (proposed \$49.4 million total)

- Community Mobility Planning and Implementation (proposed \$4.8 million)
- TDM Services (proposed \$13.4 million)
- Regional Traffic Operations and Technology Program (traffic signals and ITS) (proposed \$20 million)
- Air Quality Improvement (proposed \$7.2 million)
- Human Service Transportation (proposed \$4 million)

TIP Focus Areas

DRCOG Board approved focus areas on [September 20, 2017](#).

- 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

Regional/Subregional Share Funding Split

At the [May 22](#) TPWG meeting, the following consensus was noted, which enabled this topic to be brought to the Board Work Session.

“Following discussion, the work group consensus was that the Subregional Share should be within the range of 60%-80%, with the majority of the work group present recommending 70% as a minimum funding split.”

- The funding split has been discussed at the Board Work Session in May, June, August, and September. The latest discussion took place on [November 1](#). Staff anticipates discussion at the December 6 meeting, with a recommendation to the December 20 Board.

Regional Share Framework

At the [July 24](#) TPWG meeting, the work group agreed staff could bring work group feedback to the August 2 Board Work Session.

- The Regional Share Framework has been discussed at the Board Work Session in May, August, and September. The latest discussion took place on [November 1](#). Staff anticipates discussion at the December 6 meeting, with a recommendation to the December 20 Board.

Regional Share Criteria

The TPWG previously discussed this topic at the September 25 and [October 10](#) meetings.

- Future discussion and action is anticipated with the TPWG at today's meeting and in December, and the Board Work Session and Board in January.

Subregional Share Framework

The TPWG previously discussed this topic at the August 8, August 28, September 12, and [September 25](#) meetings.

- Future discussion and action is anticipated with the TPWG in December or January, and the Board Work Session and Board in February.

Subregional Share Criteria

The TPWG previously discussed this topic at the August 8, August 28, September 12, and [September 25](#) meetings.

- Future discussion and action is anticipated with the TPWG in December or January, and the Board Work Session and Board in February.

Attachment 1 contains an updated schedule of topics to date and a draft of activities that takes the 2020-2023 TIP through adoption.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Anticipated Schedule and Topics (updated)

ADDITIONAL INFORMATION

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

ATTACHMENT 1

2020-2023 TIP Policy Document Anticipated Schedule and Topics

Updated November 27, 2017

TIP Policy Work Group Activity	2017												2018												2019					
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar			
						Mtg 1	Mtg 2	Mtg 1	Mtg 2	Mtg 1	Mtg 2	Mtg 1	Mtg 2	Mtg 1	Mtg 2															
General Policy Topics																														
TIP Focus Areas					X					X	O																			
Set-Asides								X	O																					
Quantifying Benefits						X																								
Regional and Subregional Funding Targets					X	X		X	X			X		X/O																
Regional Share Policy Topics																														
Regional Definition/Project Eligibility					X			X	X			X		X/O																
Regional Project/Program Evaluation Criteria					X									X	O															
Subregional Share Policy Topics																														
Subregional Distribution Formula/Geography								X																						
Subregional Project/Program Framework and Criteria																X	O													
TIP Policy Adoption and Calls for Projects																														
TIP Policy Draft Discussion and Action																														
Regional Share Call for Projects																														
Regional Share Review of Applications																														
Board Action to Recommend Regional Projects																														
Subregional Share Call for Projects																														
Subregional Share Review																														
Board Action to Recommend Subregional Projects																														
Public Hearing																														
20-23 TIP Action																														

- Board Work Session Discussion = X
- Board Action/Direction = O
- TIP Policy Work Group Discussion =
- Other Activities =