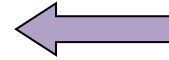


AGENDA
DRCOG Board Work Session
Wednesday, April 4, 2018
4 p.m.
1290 Broadway
First Floor Boardroom



1. Call to Order
2. Roll Call
3. Summary of February 7, 2017 Board Work Session
(Attachment A)
4. Public Comment
The chair requests that there be no public comment on issues for which a prior public hearing has been held before the Board of Directors.
5. Discussion of the 2020-2023 Transportation Improvement Program Regional Share Criteria
(Attachment B) Ron Papsdorf, Director, Transportation Planning & Operations
6. Discussion of TIP Regional Share project application scoring, recommendations, and approval process
(Attachment C) Ron Papsdorf, Director, Transportation Planning & Operations
7. Adjourn

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) 480-6701



ATTACH A

BOARD WORK SESSION SUMMARY
February 7, 2018

Directors present:

Bob Roth, Chair	Aurora
Eva Henry	Adams County
Bill Holen (Alternate)	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Randy Wheelock	Clear Creek County
Kevin Flynn	Denver City and County
Roger Partridge	Douglas County
Bob Fifer	Arvada
Aaron Brockett	Boulder
Laura Christman	Cherry Hills Village
Benjamin Huseman (Alternate)	Commerce City
Steve Conklin	Edgewater
Linda Olson	Englewood
Daniel Dick	Federal Heights
Jim Dale	Golden
Ron Rakowsky	Greenwood Village
Stephanie Walton	Lafayette
Karina Elrod	Littleton
Wynne Shaw	Lone Tree
Ashley Stolzmann	Louisville
John Diak	Parker
Rita Dozal	Superior
Herb Atchison	Westminster
Bud Starker	Wheat Ridge

Participating via Webex:

Joan Peck	Longmont
Jessica Sandgren	Thornton

Others present: Doug Rex, Director, Transportation Planning & Operations, Steve O'Dorisio, Jeanne Shreve, Adams County; Mac Callison, Aurora; Kent Moorman, Thornton; and DRCOG staff.

Board Chair Bob Roth facilitated the work session. The session began at 4:00 p.m.

Summary of November 1, 2017 Board Work Session

The summary was accepted as presented.

Public Comment

No public comment was received.

Discussion of proposed amendments to *Metro Vision* to be included in public review materials

Brad Calvert, Director, Regional Planning & Development, provided information on the proposed *Metro Vision* amendments.

Amendments to *Metro Vision* performance measures and targets are proposed by DRCOG staff, related to the description of “Share of the region’s housing and employment near high-frequency transit” as follows: *Share of the region’s housing and employment near ~~high-frequency~~ capacity transit*. This change will better describe the measure methodology, which calculates the share of the region’s housing and employment within ½ mile of rapid transit stations, or within ¼ mile of bus stops with 96 or more departures per weekday, which is an average of 4 per hour. The proposed amendment does not change the measure, or the methodology used to take the measure, only the description of the measure. Also, staff proposes updating the baseline and 2040 target for the above measure to correct for error in original baseline calculation. Additionally, DRCOG received four proposals to amend urban centers recognized in *Metro Vision*.

Discussion of TIP subregional share forum formation

Doug Rex provided information on some aspects of the formation of subregional share forums. He outlined certain elements required for each subregional forum meeting to comply with open meeting rules as well as satisfy federal public involvement requirements, such as posting of meetings, maintaining a record of proceedings, etc. Federal guidelines related to information that must be provided to DRCOG were discussed. It was noted that DRCOG staff will initiate the formal establishment of the eight subregional forums by invitation to all DRCOG member governments. It is anticipated that DRCOG staff will attend all subregional forum meetings. Apart from the initial meeting that will be staffed by DRCOG, all further participation by DRCOG staff will be at the level requested by each subregional forum.

The guidelines for formation of the forums will be forwarded to the Board for approval.

Other Matters

No other matters were discussed.

The work session ended at 5:39 p.m.

ATTACH B

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 4, 2018	Informational	5

SUBJECT

Discussion of TIP Regional Share criteria.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

At the March 21 DRCOG Board meeting, directors discussed the Regional Share evaluation criteria. As a reminder, the Regional Share criteria concept is more open-ended than in previous TIP cycles. The concept is based on the applicant using qualitative responses, though applicants must provide the appropriate quantitative evidence to support their claims of project benefits. As an outcome of that discussion, directors requested the TIP Policy Work Group (TPWG) explore increasing the 20% weighting proposal for Part 2-C, *Consistency and Contributions to Transportation-focused Metro Vision Objectives*.

The TPWG met on March 26 and discussed not only the weighting, but other adjustments as well. Attachment 1 contains the Regional Share criteria presented to the March 21 Board, with track changes recommended by the TPWG on March 26. The following outlines the TPWG discussions and suggested text adjustments:

- Board comment on Weighting: If the weighting in Part 2-C was to increase from its current 20%, how should the other weightings be adjusted?
 - TPWG discussion: The TPWG felt the weighting for Part 2-C should remain at 20%. They noted the TIP Focus Areas (Part 2-B) are also directly taken from the Metro Vision Objectives. When the proposed weighting from the TIP Focus Areas and the Metro Vision Objectives are combined, the total weighting equals 50% for Metro Vision-related criteria.
- Part 1, #12: As suggested at the March 21 Board, the TPWG agreed that applicants should be requested to list out each funding partner, their contribution amount, and percent to the overall total.
- Part 2-A, #7: The TPWG recommends listing partnership examples to emphasize and strengthen the bond to multiple municipality and/or subregional partnerships.
- Part 2-B: Expand the section title to emphasize the connection to Metro Vision.

Comments and suggestions for today's discussion will be brought to the April 18 Board meeting for action.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Draft Regional Evaluation Criteria

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcoq.org; or Ron Papsdorf, Director, Transportation Planning & Operations, at 303-480-6747 or rpapsdorf@drcoq.org.

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 4, 2018)

Project/Program/Study Application and Evaluation Criteria Instructions

- Sponsors of applications must complete the *base information* (Part 1), provide responses to the *evaluation questions* (Part 2), and provide back-up *data calculation estimates* (Part 3).
- DRCOG staff will review submitted applications for eligibility. A project review panel will review and rank *projects/programs/studies* that request funding.
- Sponsors will be allowed to make presentations to the project review panel to assist in the final recommendation to the DRCOG Board.

Part 1: Base Information

(actual application form structure will look different)

All sponsors are required to submit foundational information for their *project/program/study* (**hereafter referred to as project**) including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Each proposed project will be reviewed to determine eligibility under federal requirements and consistency with regional policies prior to being considered for Regional Share funding. Part 1 is not given a score.

1. Name of Project: _____
2. Project start and end points, or geographic area (include map):

3. Project Sponsor: _____
4. Facility Owner/Operator: _____
If Owner/Operator is different from project sponsor, attach applicable concurrence documentation.
5. What planning document(s) identifies this project: _____
6. Identify the project's key elements. Applicants will provide the benefit information in the evaluation in relation to the key elements checked. (check all that apply):
 - Rapid Transit Capacity (2040 Fiscally Constrained Regional Transportation Plan)
 - Transit other: _____
 - Bicycle facility
 - Pedestrian facility
 - Safety improvements
 - Roadway Capacity or Managed Lanes (2040 FC RTP)
 - Roadway Operational
 - Grade Separation
 - Roadway
 - Railway
 - Bicycle
 - Pedestrian
 - Roadway Pavement reconstruction/rehab
 - Bridge replace/reconstruct/rehab

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
 (April 4, 2018)

- ___ Study
- ___ Design
- ___ Other: _____

7. **Problem statement:** What specific Metro Vision-related regional problem or issue will the transportation project address? _____
8. Define the scope and **specific elements** of the project: _____
9. What is the current status of the proposed project? _____
10. Would a smaller funding amount than requested be acceptable, while maintaining the original intent of the project?) _____
 If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each: _____
11. Total amount of DRCOG Regional Share funding request: \$_____ (no greater than \$20 million and not to exceed 50% of the total project cost)
12. Total amount of funding provided by other sources/funding partners (private, local, state, Subregion, or federal), with documentation. Please list each funding partner, contribution amount, and percent of each contribution to the overall total project cost: \$ _____
13. Total Project Cost: \$_____
14. Year by year breakdown of funding request and project phase to be initiated:

	FY 2020	FY 2021	FY 2022	FY 2023	Total
DRCOG Request					
Match					
Total Funding					
Phase to be Initiated					

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 4, 2018)

Part 2: Evaluation Criteria, Questions, and Scoring

(actual application form structure will look different)

This part includes four sections (A-D) for the applicant to provide qualitative and quantitative responses for the project review panel to use for scoring projects. Each section will be scored using a scale of High-Medium-Low, as compared to other applications received. Each section is weighted as indicated.

A. Regional significance of proposed project (weight 40%)

Provide responses to the following questions:

1. Why is this project **regionally important**? _____
2. Does the proposed project **cross and/or benefit multiple municipalities**? _____
3. Does the proposed project cross and benefit another subregion? _____
4. How will the proposed project address the **specific transportation problem** described in the problem statement submitted in Part 1, # 7? _____
5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the completed project allow people and businesses to thrive and prosper?? _____
6. How will connectivity to **different travel modes** be improved by the proposed project?

7. Describe funding and/or project **partnerships** (other subregions, regional agencies, municipalities, private, etc.) established in association with this project:

High: The project will significantly address a clearly demonstrated major regional problem and benefit people and businesses from multiple subregions.

Medium: The project will either moderately address a major problem or significantly address a moderate level regional problem.

Low: The project will address a minor regional problem.

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 4, 2018)

B. Board-approved Metro Vision TIP Focus Areas (weight 30%)

The DRCOG Board of Directors approved three Focus Areas for the 2020-2023 TIP to address.

Provide qualitative and quantitative (derived from Part 3) responses to the following items:

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**. Provide quantitative evidence of benefits.

a. Description:

b. Quantified Benefits (e.g., reference Part 3): _____

2. Describe how the project will **increase reliability of existing multimodal transportation network**. Provide quantitative evidence of benefits.

a. Description:

b. Quantified Benefits (e.g., reference Part 3): _____

3. Describe how the project will **improve transportation safety and security**. Provide quantitative evidence of benefits.

a. Description:

b. Quantified Benefits (e.g., reference Part 3): _____

GUIDANCE: Applicants must provide current-condition data and after-project estimates based on the applicable elements of the project from Part 3 to clearly show quantifiable benefits and a positive return on investment. DRCOG staff can provide assistance.

High: The project will 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: The project will 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: The project will 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*).

**Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 4, 2018)

C. Consistency and Contributions to Transportation-focused Metro Vision Objectives
(weight 20%)

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region's residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes such as the TIP.

Provide qualitative and quantitative (derived from Part 3) responses to the following items on how the proposed project contributes to transportation-focused objectives in the adopted Metro Vision plan.

1. Describe how the project will help **contain urban development in locations designated for urban growth and services.** (see [MV objective 2](#))
 - a. Will it help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? Y/N
 - b. Describe, including supporting quantitative analysis: _____

2. Describe how the project will help **increase housing and employment in urban centers.** (see [MV objective 3](#))
 - a. Will it help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? Y/N
 - b. Describe, including supporting quantitative analysis: _____

3. Describe how the project will help **improve or expand the region's multimodal transportation system, services, and connections.** (see [MV objective 4](#))
 - a. Will it help increase mobility choices within and beyond the region for people, goods, or services? Y/N
 - b. Describe, including supporting quantitative analysis: _____

4. Describe how the project **may help improve air quality and reduce greenhouse gas emissions.** (see [MV objective 6a](#))
 - a. Will it help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? Y/N
 - b. Describe, including supporting quantitative analysis: _____

5. Describe how the project will help **connect people to natural resource or recreational areas.** (see [MV objective 7b](#))
 - a. Will it help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? Y/N
 - b. Describe, including supporting quantitative analysis: _____

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 4, 2018)

6. Describe how the project will help **increase access to amenities that support healthy, active choices.** (see [MV objective 10](#))
 - a. Will it expand opportunities for residents to lead healthy and active lifestyles? Y/N
 - b. Describe, including supporting quantitative analysis: _____

7. Describe how the project may help **improve access to opportunity.** (see [MV objective 13](#))
 - a. Will it help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? Y/N
 - b. Describe, including supporting quantitative analysis: _____

8. Describe how the project may help **improve the region’s competitive position.** (see [MV objective 14](#))
 - a. Will it help support and contribute to the growth of the region’s economic health and vitality? Y/N
 - b. Describe, including supporting quantitative analysis: _____

GUIDANCE: Applicants must provide existing-condition data and after-project estimates of level of benefits associated with each applicable measure from Part 3 to clearly show quantifiable benefits and a positive return on investment. DRCOG staff can provide assistance.

High: The project will significantly address Metro Vision transportation-related objectives and is determined to be in the top third of applications based on the magnitude of benefits.

Medium: The project will moderately address Metro Vision transportation-related objectives and is determined to be in the middle third of applications based on the magnitude of benefits.

Low: The project will slightly or not at all address Metro Vision transportation-related objectives and is determined to be in the bottom third of applications based on the magnitude of benefits.

D. Leveraging of non-Regional Share funds (“overmatch”) (weight 10%)

Scores are assigned based on the percent of outside funding sources (non-Regional Share).

80%+ outside funding: **High**

60-79%: **Medium**

59% and below: **Low**

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
 (April 4, 2018)

Part 3: Project Data – Calculations and Estimates (not scored)

(actual application form structure will look different)

Based on the key elements identified in Part 1, complete the appropriate sections below to estimate the usage or benefit values for consideration in the evaluation criteria of Part 2. The quantitative outcomes in Part 3 can be used in the narrative responses of Part 2. Part 3 is not scored. Additional calculations can be included in #9 below.

Current data should be obtained by the applicant, from the facility “owner” or service operator (e.g., CDOT, RTD, local government), or from recent studies (e.g., PELs or NEPA). Upon request, DRCOG staff can use the regional travel model to develop estimates for certain types of large-scale projects, and can also provide other assistance. Results should be provided for the opening year (full completion or operation) and estimated for the year 2040, if significant growth above the regionwide growth rate is anticipated. All assumptions must be explicit and documented by the applicant.

The sections below 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, reduction of trips by single occupant vehicle (SOV) vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions
Socioeconomic/Land Use	e.g., households, population, employment, density, accessibility, vulnerable populations

1. Transit Use: *(DRCOG will provide table of current RTD route ridership & station boardings for reference)*

- a) Current ridership weekday boardings: _____
- b) 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- =====
- d) Estimated additional daily transit boardings (when completed): ____ *(provide support documentation, e.g. from RTD)*
- e) number of the additional transit boardings previously using a different transit route: ____ *(e.g., use 25% or other value if justified)*
- f) number of the additional transit boardings previously using other non-SOV modes (walk, bicycle, HOV): ____ *(e.g., 25% or other value if justified HOV, walk, bicycle)*
 d – e – f = ____ *SOV one-way trips reduced per day (year of opening);*
- g) x 9 miles = ____ **VMT reduced per day (year of opening); 2040 weekday estimate:** _____ *(Values other than the default 9 miles must be justified by sponsor. E.g. 15 miles for regional service or 6 miles for local service)*
- h) x 0.95 lbs. = ____ **pounds GHG emissions reduced; 2040 weekday estimate:** _____
- i) If values would be distinctly greater for weekends, describe the magnitude of difference:

2. Bicycle Use: *(DRCOG will provide table of current example bicycle use on facilities for reference)*

- a) Current weekday bicyclists: _____
- b) 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- =====
- d) Estimated additional weekday one-way bicycle trips (when completed): _____ ;

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- e) number diverting from a different bicycling route: ___ (e.g., 50% or other value if justified)
- f) $d - e =$ ___ Initial trips reduced;
- g) X percentage of initial trips reduced replacing an SOV trip: ___ (e.g., 30% or other value if justified) = ___ **SOV trips reduced per day** (year of opening);
- h) x 2 miles = ___ **VMT reduced per day; 2040 weekday estimate:** ___ (*Values other than 2 miles must be justified by sponsor*)
- i) x 0.95 lbs. = ___ **pounds GHG emissions reduced; 2040 weekday estimate:** ___
- j) If values would be distinctly greater for weekends, describe the magnitude of difference:

3. Pedestrian Use: (DRCOG will provide table of current example pedestrian use on facilities for reference)

- a) Current weekday pedestrians (include users of all non-pedaled devices): _____
- b) 2020 Population within 1/2 mile _____ + Employment within 1/2 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
= = = = =
- d) Estimated additional weekday pedestrian one-way trips: _____; 2040 weekday estimate: _____
- e) number diverting from a different walking route: ___ (e.g., 50% or other value if justified)
- f) $d - e =$ ___ Initial trips reduced;
- g) X percentage of initial trips replacing an SOV trip: ___ (e.g., 30% or other value if justified) = ___ **SOV trips reduced per day**;
- h) x 0.4 miles = ___ **VMT reduced per day; 2040 weekday estimate:** ___ (*Values other than 0.4 miles must be justified by sponsor*)
- i) x 0.95 lbs. = ___ **pounds GHG emissions reduced; 2040 weekday estimate:** ___
- j) If values would be distinctly greater for weekends, describe the magnitude of difference:

4. Vulnerable Populations (use current Census data):

- a) Persons over age 65 within 1 mile: ___
- b) Minority persons within 1 mile: ___
- c) Low-Income households within 1 mile: ___
- d) Linguistically-challenged persons within 1 mile: ___
- e) Individuals with disabilities within 1 mile: ___
- f) Households without a motor vehicle within 1 mile: ___
- g) Children ages 6-17 within 1 mile: ___
- h) Health service facilities served by project: _____

5. Travel Delay (Operational and Congestion Reduction):

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. DRCOG staff may be able to use the regional travel model to develop estimates for certain types of large-scale projects.

- a) Current ADT (average daily traffic volume) on applicable segments: _____
- b) 2040 ADT estimate: _____
= = = = =
- c) Current weekday vehicle hours of delay (VHD): ___
- d) Calculated future (after project) weekday vehicle hours of delay: ___
- e) $c - d =$ Reduced VHD: ___
- f) $e \times 1.4 =$ **Reduced person hours of delay:** ___ (*Value higher than 1.4 due to high transit ridership must be justified by sponsor*)

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 4, 2018)

- g) After project **peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles): ____ If applicable, denote unique travel time reduction for certain types of vehicles: _____
- h) If values would be distinctly different for weekend days or special events, describe the magnitude of difference:

6. Traffic Crash Reduction:

Sponsor must use industry accepted crash reduction factor (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).

Provide the current (most recent 5-year period of data for crashes involving motor vehicles, bicyclists, and pedestrians) for:

- a) Fatal crashes: ____
- b) serious injury crashes: ____
- c) minor injury crashes: ____
- d) property damage only crashes: ____
- =====
- e) Estimated reduction in crashes per five-year period applicable to the project scope:
 - **Fatal crashes reduced:** ____
 - Serious injury crashes reduced: ____
 - Other injury crashes reduced: ____
 - Property damage only crashes reduced: ____

7. Facility Condition:

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified. Applicants will rate as “excellent”, “good”, “fair”, and “poor”.

Roadway Pavement:

- a) Current roadway pavement condition: _____; Describe current pavement issues and how the project will address them: _____
- b) Average Daily User Volume: _____

Bicycle/Pedestrian/Other Facility:

- a) Describe current condition issues and how the project will address them: _____
- b) Average Daily User Volume: _____

8. Bridge Improvements:

- a) Current bridge structural condition (from CDOT): _____; Describe current condition issues and how the project will address them: _____
- b) Other functional obsolescence issues to be addressed by project: _____
- c) Average Daily User Volume: _____

9. Other beneficial variables identified for specific types of projects and calculated by the sponsor:

- a) _____
- b) _____

10. Disbenefits or negative impacts identified for specific types of projects:

- a) Increase in VMT? Y/N? If yes, describe scale of expected increase: _____
- b) Negative impact on vulnerable populations: _____
- c) _____

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 4, 2018	Informational	6

SUBJECT

Discussion of TIP Regional Share project application scoring, recommendations, and approval process.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

At the March 26 TIP Policy Work Group (TPWG), members discussed the concepts of how the Regional Share project scoring, recommendation, and approval process could work. The notion is to have an impartial system in place to review and recommend Regional Share projects to the DRCOG Board for inclusion into the draft TIP. The process must be viewed by Board Directors as authentic, objective, and having integrity so project recommendations considered by the DRCOG Board are the output of a bona fide process. It is important to note the process will have to be conducted in a relatively short period of time (one to two months).

The TPWG discussion focused on an approval process that has a parallel scoring process. An outline of the generalized process is described below:

1. All Regional Share project applications are submitted by the subregions, CDOT, and RTD to DRCOG staff.
2. DRCOG staff will review all applications to confirm eligibility.
3. All eligible applications are scored:
 - a. by a Review Panel for Part 2-A, *Regional Significance of Proposed Project*. Possible Review Panel members could be the Transportation Advisory Committee (TAC), the TPWG, or an ad hoc group of regional stakeholders.
 - b. by DRCOG staff for the remaining 3 sections of the application (Part 2- B, C, D).
4. Scores from the Review Panel and DRCOG staff (3a and 3b above) will be combined and presented to the Review Panel. The Review Panel will identify the top scoring projects representing 150% of available funds (unfunded top projects are placed on a waiting list). Project sponsors for those projects will be invited to present their projects to the Review Panel. The Review Panel will make a funding recommendation to the TAC.
5. The panel's list of recommended projects will go through the DRCOG transportation committee process (TAC, RTC, and DRCOG Board).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drco.org; or Ron Papsdorf, Director, Transportation Planning & Operations, at 303-480-6747 or rpapsdorf@drco.org.




2020-2023 TIP Regional Share

Application Approval Process


Presented by:
Ron Papsdorf
Director, Transportation and Operations

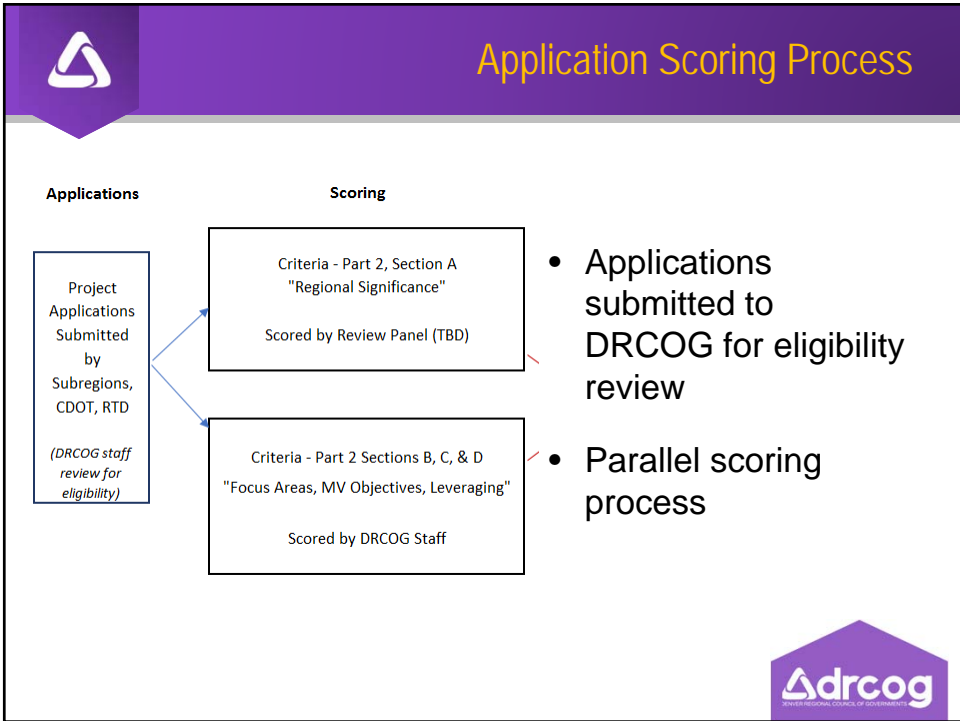
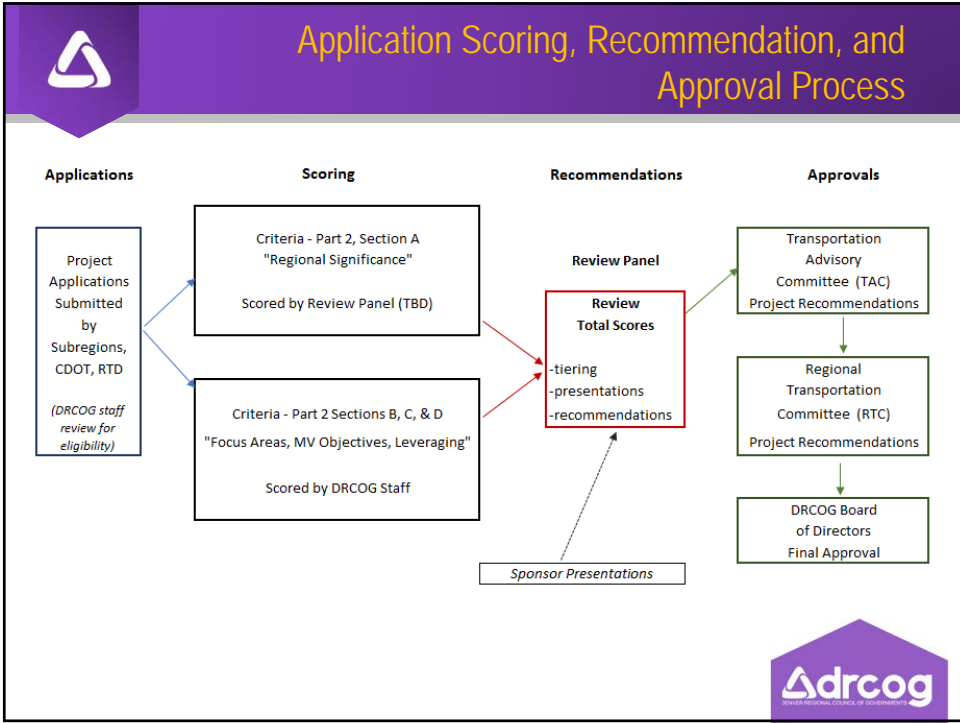
Board Work Session
April 4, 2018



Regional Share Application Process

Process Concepts	
Concepts for the review and recommendation of Regional Share applications	Impartial
	Authentic
	Objective
	Integrity

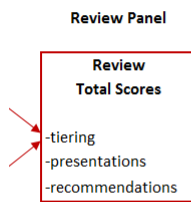






Application Recommendation/Approval Process

Recommendations



Sponsor Presentations

Approvals

Transportation
Advisory
Committee (TAC)
Project Recommendations

Regional
Transportation
Committee (RTC)
Project Recommendations

DRCOG Board
of Directors
Final Approval

- Scores combined and presented
- Projects discussed and identified
- Sponsor presentations
- Recommendations to TAC



Review Panel Representation

- Review Panel Options:
 - Transportation Advisory Committee
 - TIP Policy Work Group
 - Regional Stakeholders



QUESTIONS/COMMENTS