



AGENDA
DRCOG Board Work Session
Wednesday, August 2, 2017
4 p.m.
1290 Broadway
First Floor Boardroom



1. Call to Order
2. Roll Call
3. Summary of June 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 TIP set-asides for the draft 2020-2023 TIP
(Attachment B) Douglas W. Rex, Acting Executive Director
6. Discussion of TIP Regional Share policy items
(Attachment C) Douglas W. Rex, Acting Executive Director
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
June 7, 2017

Directors present:

Bob Roth, Chair	Aurora
Eva Henry	Adams County
Aaron Brockett	Boulder
David Beacom	Broomfield
Tera Radloff	Castle Pines
Laura Christman	Cherry Hills Village
Rick Teter	Commerce City
Anthony Graves (Alternate)	Denver
Kevin Flynn (Alternate)	Denver
Roger Partridge	Douglas County
Steve Conklin	Edgewater
Daniel Dick	Federal Heights
Lynette Kelsey	Georgetown
Scott Norquist	Glendale
Saoirse Charis-Graves	Golden
Ron Rakowsky	Greenwood Village
Stephanie Walton (Alternate)	Lafayette
Shakti	Lakewood
Phil Cernanec	Littleton
Wynne Shaw	Lone Tree
Colleen Whitlow	Mead
John Diak	Parker

Participating via Webex:

Jeff Baker	Arapahoe County
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Others present: Doug Rex, Director, Transportation Planning & Operations, Jeanne Shreve, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Kent Moorman, Thornton; Danny Herrmann, CDOT; Tom Reed, Denver International Airport; and DRCOG staff.

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

Summary of May 3, 2017 Board Work Session

The summary was accepted as presented.

Public Comment

No public comment was received.

Discussion of return on investment evaluation for the 2020-2023 Transportation Improvement Program Call for Projects

Dan Jerrett, DRCOG Economist, provided an overview of a potential method for including return on investment in the overall approach to evaluate TIP projects. The return on investment for transportation projects can be both quantitative and qualitative. Staff shared

the proposed methodology, which is based on current approaches used by other DOTs and MPOs. The proposed approach uses a two-dimensional approach: first, approximately calculating the value of benefits across areas (economic, environmental, social, public health, and overall quality of life), then measured against known costs of each project to determine an overall ROI or cost-benefit ratio. Second, evaluate each project in relationship to adopted regional goals and outcomes. Staff noted that the proposed methodology will be applied to currently funded projects to see what the outcome might be.

Member input included:

- A comment was made that we should begin by identifying system-wide principles. The methodology should be simple enough to explain to others.
- A question was asked if staff would be looking at other area's case studies and bring information back to the group. Staff noted that the proposed methodology would be applied to previous projects as a test. It was noted that some research has been done on what other areas are doing. A request was made to share results from the research.
- Members expressed agreement with having a cost-benefit ratio process.

Discussion of regional/subregional funding targets for the 2020-2023 Transportation Improvement Program Call for Projects

Doug Rex presented information on the proposed regional/subregional funding targets. The TIP Policy Work Group white papers recommend funds in the regional pot be used to fund "transformative" projects, those with a regional benefit. The Work Group further recommended the funding should primarily supplement CDOT or RTD projects. He noted the Work Group's recommendation is for a 70 percent subregional, 30 percent regional share. Examples of potential dollars for subregions, based on population and employment, were presented.

Member comments included:

- A comment was made the preferred split identified at the TIP Work Group meeting was 80/20.
- Some members expressed concern with a large amount of the funding going to subregional, and thought the regional pot should be larger. Others thought a larger amount should be allotted to subregional.
- The subregional projects should be subject to criteria, and go through a cost benefit analysis.
- A request was made to take previously funded TIP projects through the dual model process and provide the information to the Board.
- Members discussed ideas regarding regional and subregional projects at length.

Other Matters

Mr. Rex noted the next Work Session is scheduled for July 5, 2017

The work session ended at 5:49 p.m.

ATTACH B

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303 480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
August 2, 2017	Information	5

SUBJECT

TIP set-asides from the *2016-2021 TIP Policy Document* to incorporate into the draft 2020-2023 TIP.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

[July 24, 2017](#) – TIP Policy Work Group

SUMMARY

The [2016-2021 TIP Policy](#) document defined five off-the-top set-asides in the current TIP. The TIP Policy Work Group (TPWG) discussed the merits of each current set-aside and developed a recommendation for set-asides to fund in the 2020-2023 TIP. The set-asides proposal and federal funding allocations are shown in Table 1. Four of the set-asides are derivations of current programs. One (Human Service Transportation) is a proposed new set-aside. Other recommended changes of note are:

- The *Community Mobility Planning and Implementation Set-Aside* would combine the existing *STAMP/UC (Station Area Master Plan/Urban Centers)* and *TDM (Transportation Demand Management) Set-Asides* and allow for a broader range of small infrastructure projects.
 - Small infrastructure projects would increase from \$1.6 million to \$2.8 million.
- The Regional Traffic Operations Program would have a greater emphasis on emerging and advanced technologies and would increase from \$16.8 million to \$20 million.
- The Way to Go Program would increase from \$7.2 million to \$8.8 million to continue program growth and improved vehicle miles traveled reduction, and to replace alternate, dwindling funding.

Table 1: 2020-2023 TIP Recommended Set-Asides	
Proposed Set-Asides	<u>4-Year Federal Funding Allocations for the 2020-2023 TIP</u>
Community Mobility Planning and Implementation	<p style="text-align: center;">\$4,800,000</p> <p style="text-align: center;"><i>(Combination of the current STAMP/UC Set-Aside and small infrastructure projects from the current TDM Set-Aside)</i></p> <ul style="list-style-type: none"> • \$2,000,000 for small area planning and/or transportation studies • \$2,800,000 for small infrastructure projects <hr/> <ul style="list-style-type: none"> ➤ Small infrastructure projects must have been previously recognized in a study or local plan to be eligible. ➤ Includes first/last mile-type projects. ➤ Separate solicitations will be used for the studies and infrastructure projects.
TDM Services	<p style="text-align: center;">\$13,400,000</p> <p style="text-align: center;"><i>(Rebranded to include the TMA partnerships and TDM projects)</i></p> <ul style="list-style-type: none"> • \$8,800,000 for the Way to Go program • \$2,800,000 for 7 regional TMAs partnership @ up to \$100,000/year • \$1,800,000 for TDM projects <hr/> <ul style="list-style-type: none"> ➤ Project solicitations will be used to select TDM projects.
Regional Transportation Operations and Technology (traffic signals and ITS)	<p style="text-align: center;">\$20,000,000</p> <ul style="list-style-type: none"> • Approximately one fourth for DRCOG Traffic Signal Program (staff and consultant costs) <hr/> <ul style="list-style-type: none"> ➤ Includes advanced emerging technology projects. ➤ Approximately three-quarters will be available for project solicitation.
Air Quality Improvement	<p style="text-align: center;">\$7,200,000</p> <p>Regional Air Quality Council (RAQC) would receive:</p> <ul style="list-style-type: none"> • \$4,800,000 for vehicle fleet technology • \$1,800,000 for the Ozone Aware Outreach Program • \$600,000 in FY20 for an ozone SIP modeling study <hr/> <ul style="list-style-type: none"> ➤ Project solicitations will be used for the vehicle fleet technology.

Table 1: 2020-2023 TIP Recommended Set-Asides	
Proposed Set-Asides	<u>4-Year Federal Funding Allocations for the 2020-2023 TIP</u>
Human Service Transportation <i>(new recommended set-aside)</i>	<p style="text-align: center;">\$4,000,000</p> <p>DRCOG would receive:</p> <ul style="list-style-type: none"> • \$4,000,000 to improve service and mobility options for vulnerable populations by funding underfunded/underserved trips and rolling stock expansion. <hr/> <ul style="list-style-type: none"> ➢ All funding will be distributed via project solicitation. ➢ Additional details are outlined below.
Proposed 4-Year Federal Funding Total	\$49,400,000

Below are additional details for the recommended new *Human Service Transportation Set-Aside*:

Human Service Transportation Set-Aside

- The purpose of the *Human Service Transportation Set-Aside* would be to provide a dedicated funding source to improve service and mobility options for vulnerable populations (older adults, low-income individuals, veterans, and individuals with disabilities). This includes funding to address identified gaps such as the following:
 - Underfunded/Underserved Trips – Currently underfunded/underserved trips include those to support daily living activities (store, bank, church, family visits, etc.), and urgent, after-hours, and weekend trips.
 - Rolling Stock Expansion – The older adult population in the Denver region is growing and additional vehicles will be needed to keep up with increasing demand. Currently, expansion vehicles are underfunded through existing funding sources.
- Funding would be allocated to DRCOG, which would work with Area Agencies on Aging and transportation providers to fund prioritized service and capital projects. This funding would complement FTA 5310 and Older Americans/Coloradans Act dollars by funding identified needs that are underfunded/underserved by those sources. This dedicated funding would be coordinated with other funding sources to reduce duplication (clients whose trips are paid for with different funds riding on the same bus, rather than separate vehicles) and provide more trips. In addition to FTA 5310 and Older Americans/Coloradans Act, DRCOG staff would also explore leveraging this funding with others like Medicaid, Social Security, and Temporary Assistance for Needy Families (TANF) to create an integrated and coordinated pot of funding dedicated to human service transportation with the goal of providing more needed service to vulnerable populations.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Acting Executive Director, at 303 480-6747 or drex@drcog.org.

ATTACH C

To: Chair and Members of the Board of Directors
 From: Douglas W. Rex, Acting Executive Director
 303 480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
August 2, 2017	Information	6

SUBJECT

Discussion of TIP Regional Share policy items: 1) Framework for definition of eligible programs and projects; 2) Percentage of available funds designated for the Regional Share and Subregional Share.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

[July 24, 2017](#) – TIP Policy Work Group

SUMMARY

The DRCOG Board directed the TIP Policy Work Group (TPWG) to develop recommendations based on the premise of following a TIP dual model project selection process. The process will involve two project selection elements: a single Regional Share call for projects administered by DRCOG, and eight Subregional Share calls for projects administered by county-based forums. As outlined in Attachment 1, all project selection recommendations will ultimately come to the Board for final approval within the 2020-2023 Transportation Improvement Program (TIP).

Board Members are asked to provide direction on the following two topics prior to bringing them to the full DRCOG Board this summer for action.

1) Regional Share Framework (program and project eligibility definition)

On July 24, the TPWG recommended the program and project eligibility components outlined in the Draft Regional Share Framework for the 2020-2023 TIP (Attachment 2). The framework first describes the types of regional programs to be eligible for Regional Share funding. It then defines specific types of eligible projects as identified in network maps associated with DRCOG’s [2040 Metro Vision Regional Transportation Plan](#). The framework notes any referenced map updated or amended prior to the TIP call for projects in 2018 will replace the applicable map in this framework document.

Following Board action on the Regional Share Framework, the TPWG will develop specific Regional Share evaluation criteria to be incorporated into a transparent project application and selection process. Base criteria will also be established for the Subregional Share processes.

2) Percentage of available funds for Regional Share

The June Board Work Session discussed a proposal by the TPWG to designate a minimum of 30 percent of available funds to the Regional Share (and 70 percent to the Subregional Share). For illustrative purposes, Attachment 3 shows the estimated funding amounts (four-year totals) based on the 30 percent Regional Share and 70 percent

Subregion Share allocation proposal. Estimates are also provided for each individual subregion (counties) based on population, employment, and person miles traveled.

PREVIOUS DISCUSSIONS/ACTIONS

[June 7, 2017](#) – DRCOG Board Work Session

PROPOSED MOTION

N/A

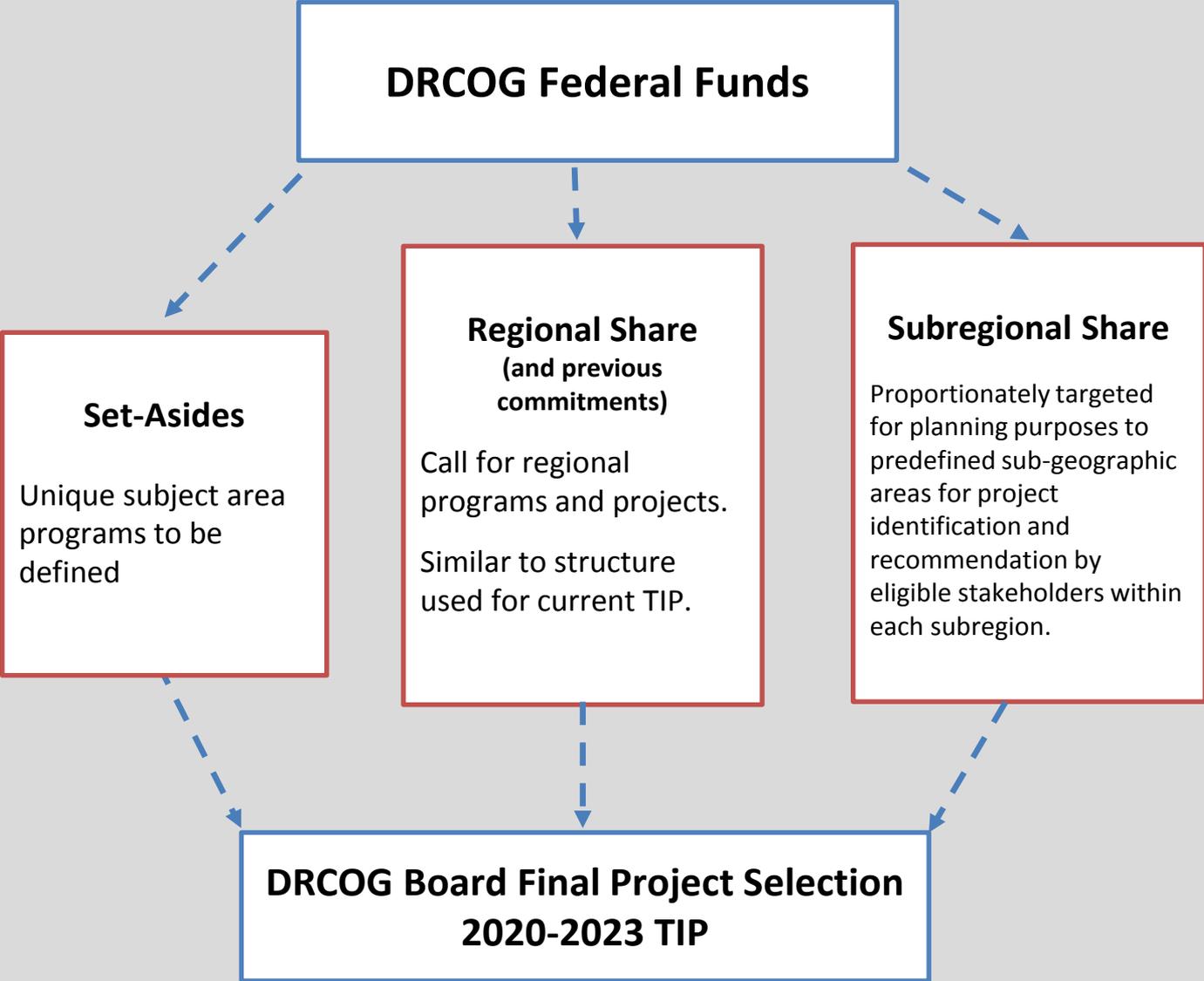
ATTACHMENT

1. Dual Model Concept
2. Draft Regional Share Framework for the 2020-2023 TIP
3. Example Estimates of 4-Year Funding for Regional and Subregional Shares

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org.

Attachment 1: Dual Model Concept



DRAFT Regional Share Framework for the 2020-2023 TIP

Purpose and General Rules

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/programs should directly address established TIP Focus Areas through a systems approach focused on enhancing regional connections, regardless of travel mode. Regional programs or projects should connect communities, greatly improve mobility and access, and provide a high return on investment to the region consistent with DRCOG’s Metro Vision Plan and 2040 Metro Vision Regional Transportation Plan. Funds that remain unallocated from the Regional Share Call for Projects will be added to the total Subregional Share allocation before being distributed to each subregion.

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). Proposed studies, initiatives, and other efforts which cover the entire region will also be eligible. 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.

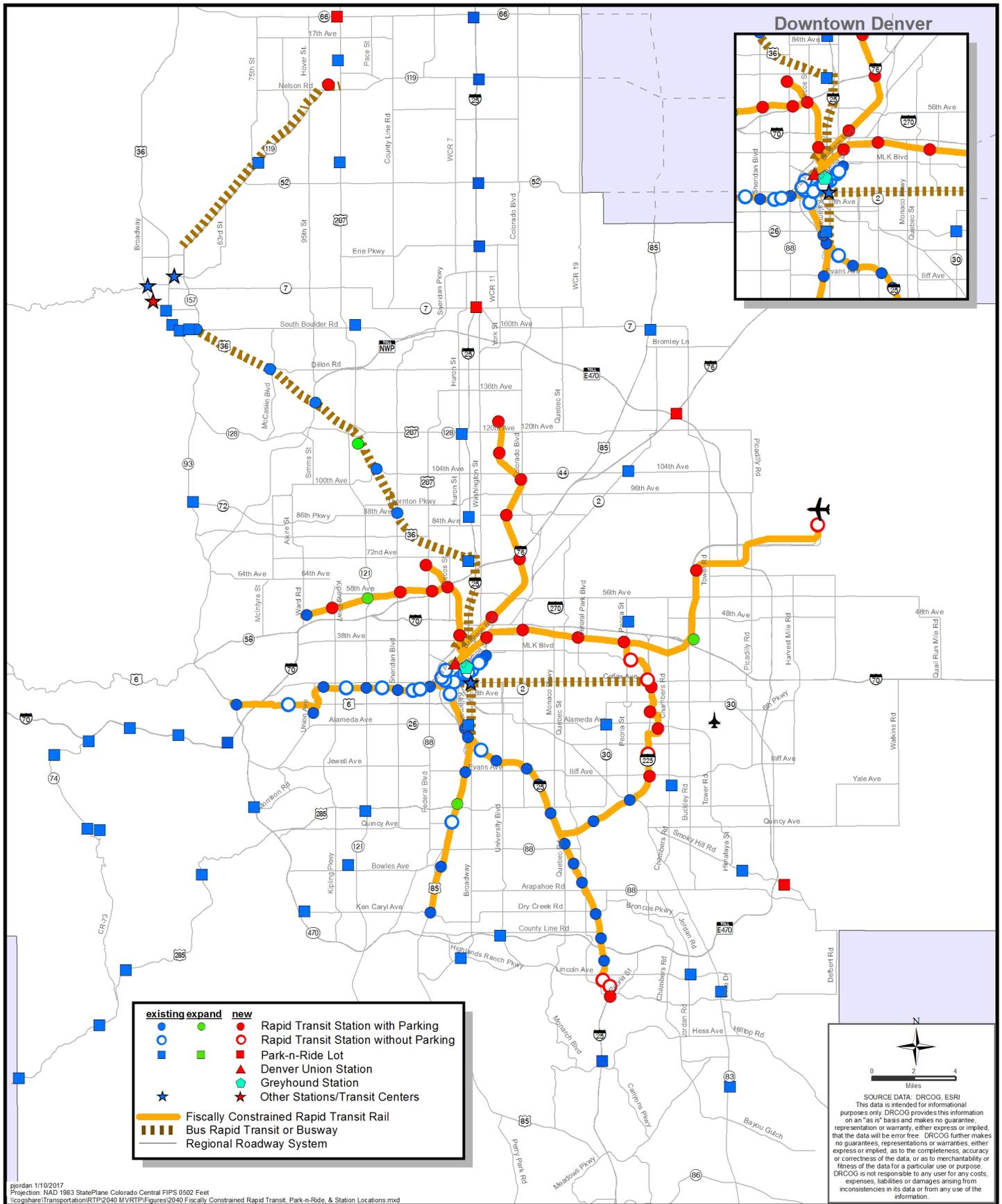
2. Projects Eligible for Regional Share

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.

Table 1: Project Categories Eligible for Regional Share Funding (stand-alone reconstruction projects are <u>not</u> eligible)	
2040 MVRTP Eligible Networks <i>Specific project attributes such as start and end points, alignment, service levels, and number of lanes are subject to revision through future environmental studies.</i>	Eligible Projects Reference Maps/Table <i>(as adopted at time of TIP Call for Projects in 2018)</i>
Regional Rapid Transit <i>(rail and BRT/busway guideway corridors)</i>	Figure 6.2 of 2040 MVRTP
Key Multi-Use Trails and Regional Corridors	Figure A* <i>*Placeholder map until updated in early 2018 through the DRCOG Active Transportation Plan</i>
Freeways on Regional Roadway System <i>(stand-alone tollways are <u>not</u> eligible: E-470, NW Parkway, Jefferson Parkway)</i>	Figure B* <i>* Capacity projects identified on Figure A are eligible. * Operational projects that benefit freeway mainlines (red lines on Figure A) are eligible.</i>
Regional Managed Lanes System	Figure 6.3 of 2040 MVRTP
Rail Freight System <i>(new railroad grade separations that improve operations on the designated Regional Roadway System)</i>	Figure 7 of Appendix 5 of 2040 MVRTP
For fiscally constrained roadway and rapid transit capacity project details, see Appendix 4 of the 2040 MVRTP.	

Figure 6.2

2040 Fiscally Constrained Rapid Transit, Park-n-Ride, & Station Locations



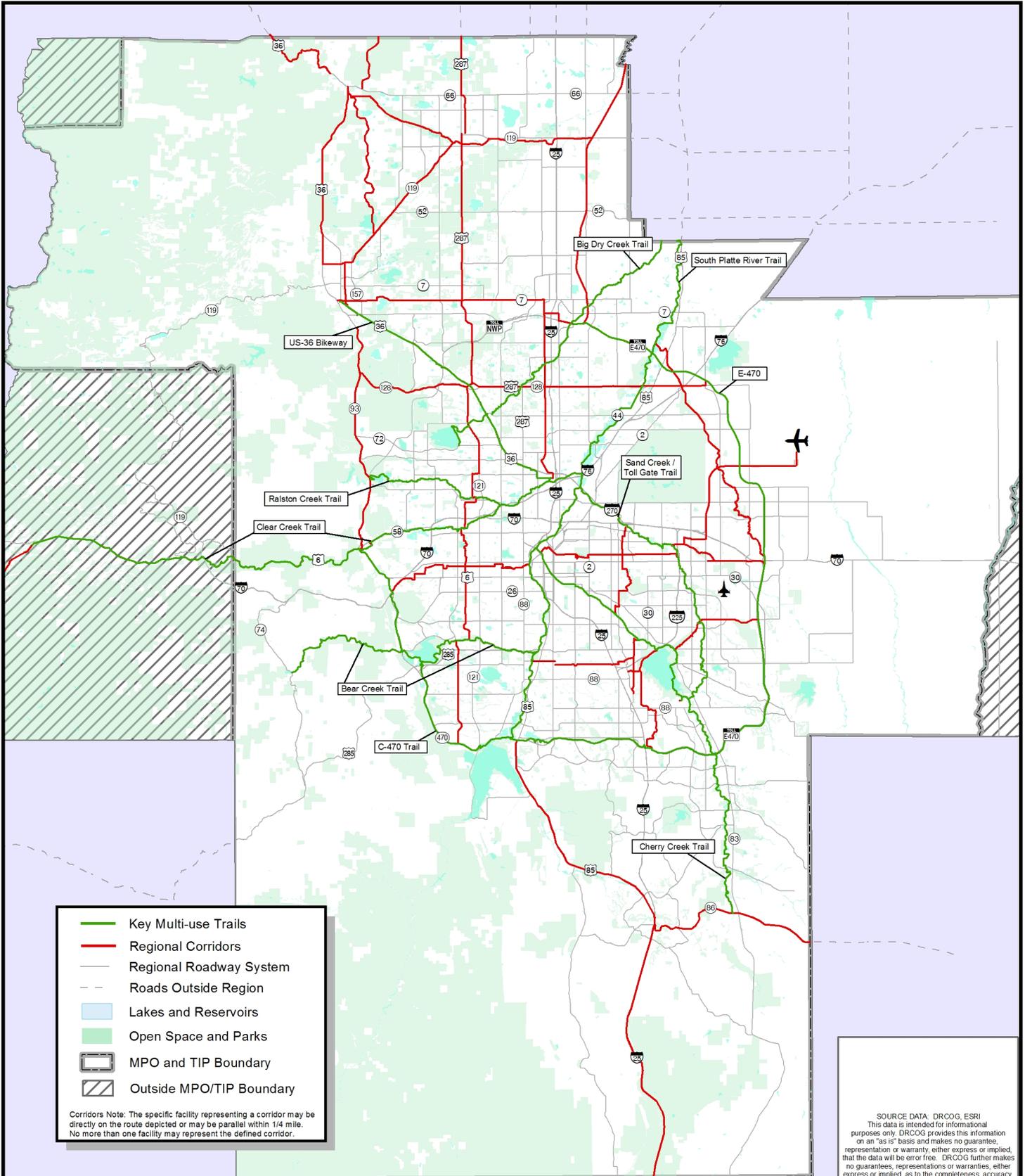
Jordan 1/10/2017
 Projection: NAD 1983 StatePlane Colorado Central FIPS 5002 Feet
 \\cogshare\Transportation\RTP\2040 MVRTP\Figures\2040 Fiscally Constrained Rapid Transit, Park-n-Ride, & Station Locations.mxd

0 2 4
 Miles

SOURCE DATA: DRCOG, ESRI
 This data is intended for informational purposes 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 guarantees, representations or warranties, 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.

Figure A

Figure A TIP Eligible Bicycle Corridors



Legend:

- Key Multi-use Trails
- Regional Corridors
- Regional Roadway System
- - - Roads Outside Region
- Lakes and Reservoirs
- Open Space and Parks
- MPO and TIP Boundary
- Outside MPO/TIP Boundary

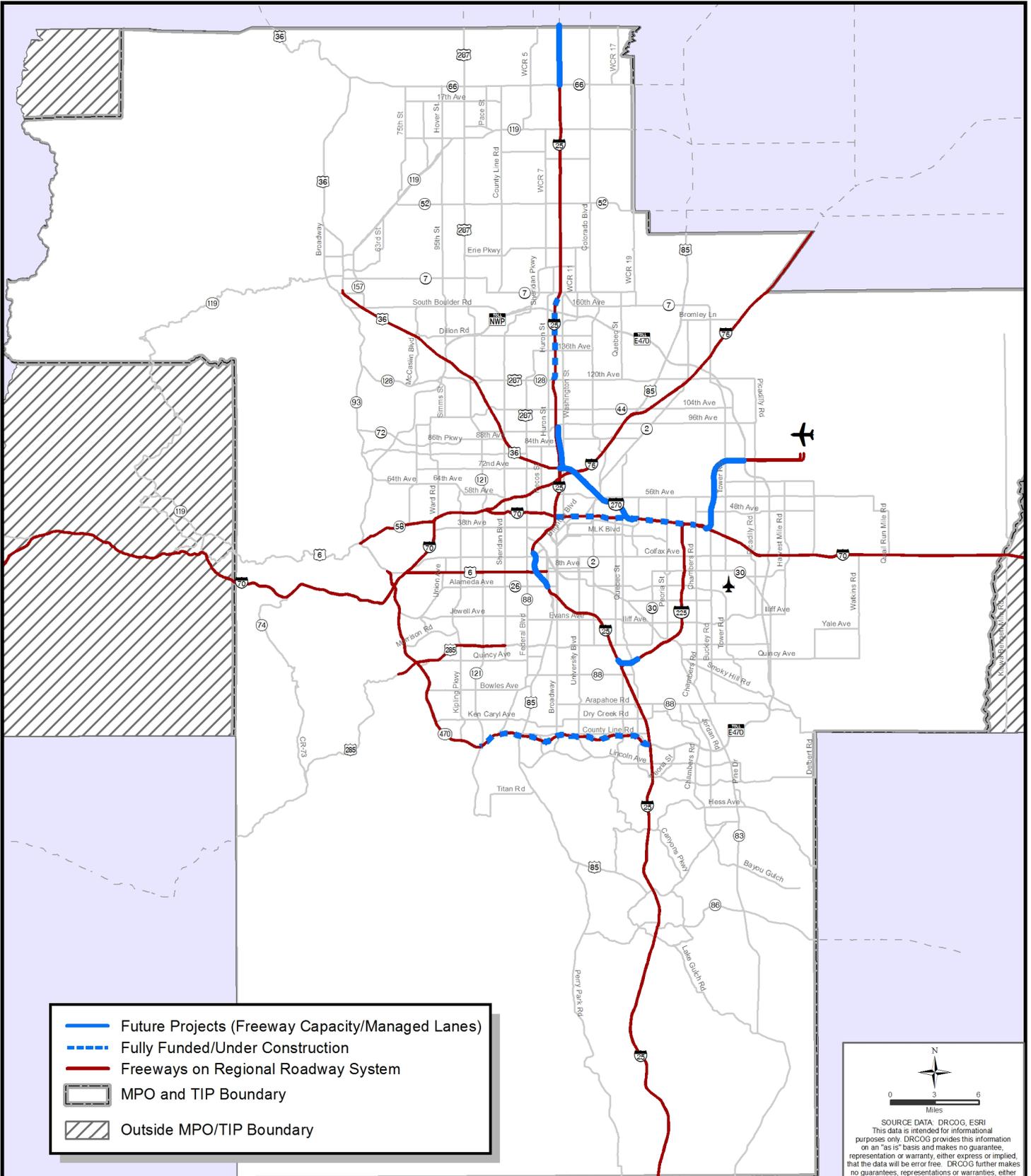
Corridors Note: The specific facility representing a corridor may be directly on the route depicted or may be parallel within 1/4 mile. No more than one facility may represent the defined corridor.

SOURCE DATA: DRCOG, ESRI
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Figure B



Figure B Fiscally Constrained RTP Regionally Funded Freeway Capacity Projects



p Jordan 7/26/2017
 Projection: NAD 1983 StatePlane Colorado Central FIPS 5002 Feet
 \\copshare\Transportation\RTP\2040 MVRTP\Figures\Staging of Fiscally Constrained Freeway Projects 2016 Amend -2040 MVRTP v2.mxd

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Figure 6.3

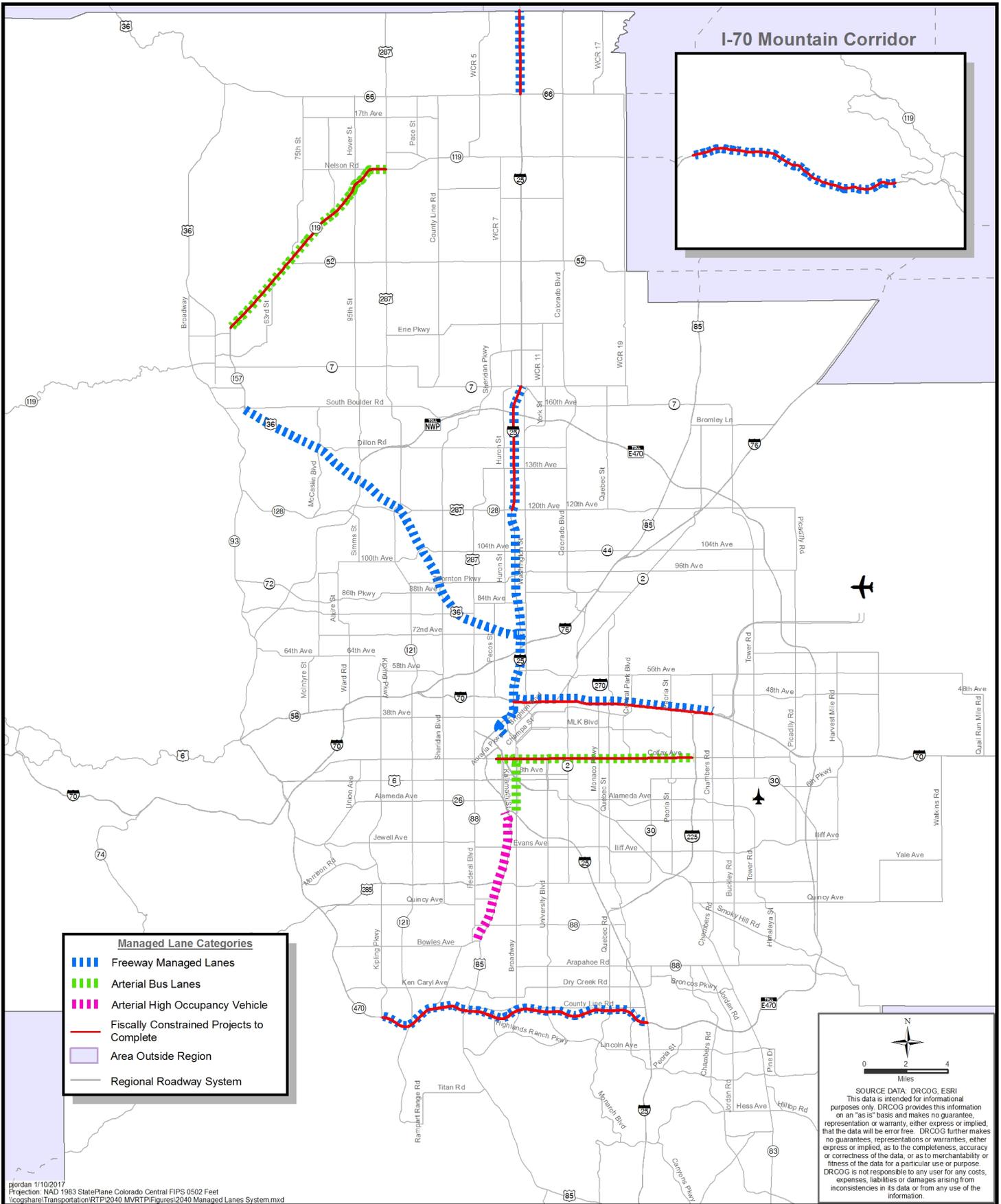
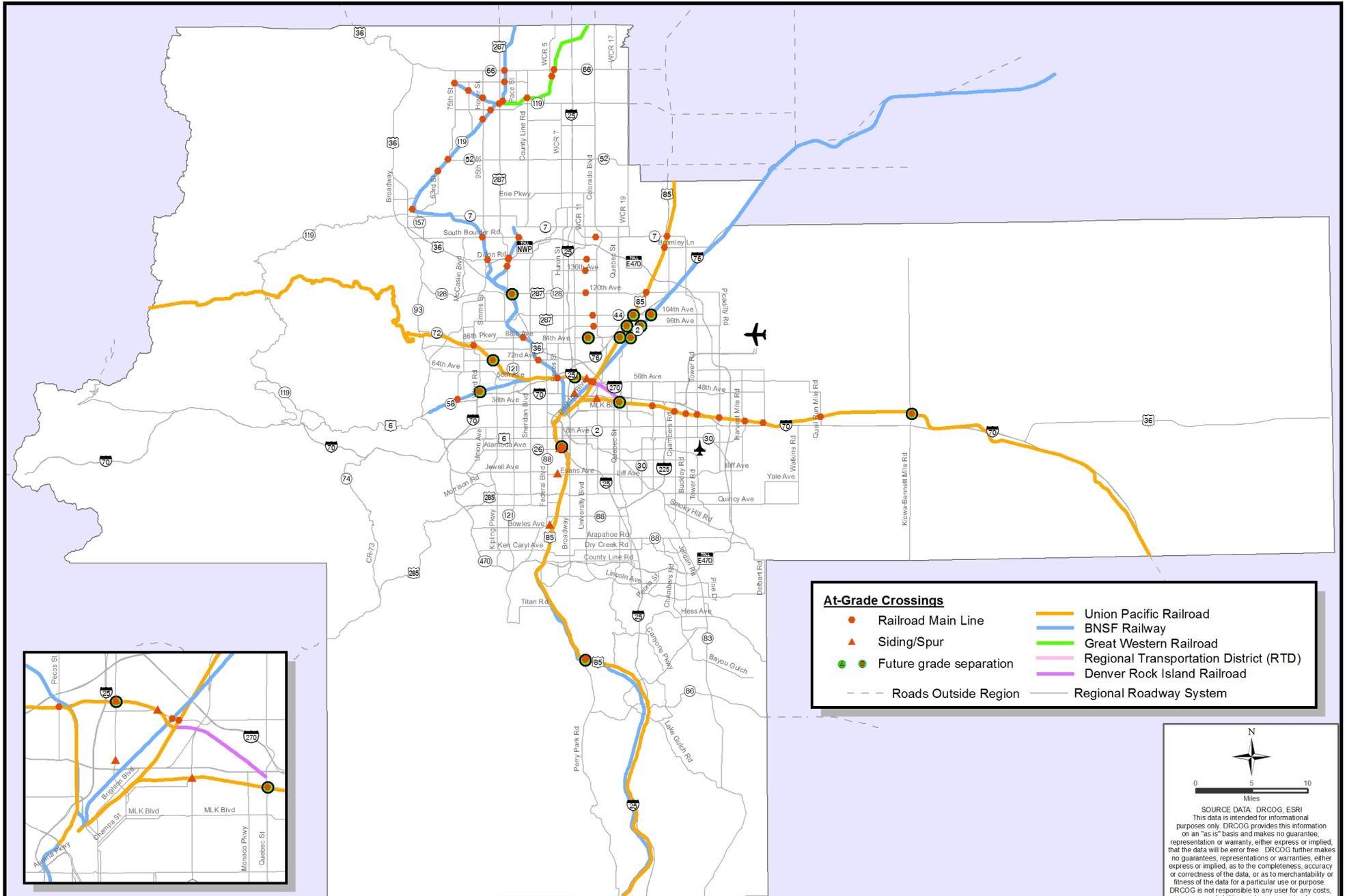


Figure 7 Appendix 5

At-Grade Railroad Crossings on the Regional Roadway System



At-Grade Crossings

- Railroad Main Line
- ▲ Siding/Spur
- Future grade separation
- Roads Outside Region
- Union Pacific Railroad
- BNSF Railway
- Great Western Railroad
- Regional Transportation District (RTD)
- Denver Rock Island Railroad
- Regional Roadway System

N

Miles

SOURCE DATA: DRCCOG, ESRI
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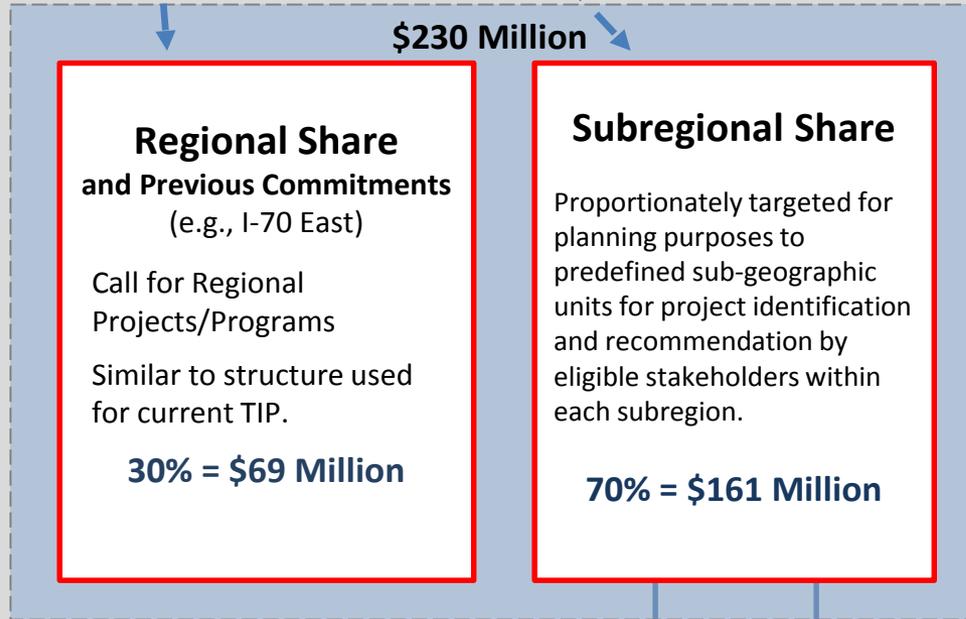
Example Estimates of 4-Year Funding for Regional and Subregional Shares

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

Set-Asides
(As Proposed)

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

~\$50 Million (Proposed)



Example County Allocations		
4-Year Federal Total (Subregional Share 70% of Total)		
Counties	Avg of 2015 Pop & Employ, and 2016 PMT	
		<i>4-Year Funding (in Millions)</i>
Adams	15.20%	\$ 24.5
Arapahoe	19.25%	\$ 31.0
Boulder	9.96%	\$ 16.0
Broomfield	2.34%	\$ 3.8
Denver	24.15%	\$ 38.9
Douglas	9.97%	\$ 16.0
Jefferson	16.81%	\$ 27.0
SW Weld	2.31%	\$ 3.7
	100%	\$161 Million