

# 2016-2021 TIP Policy

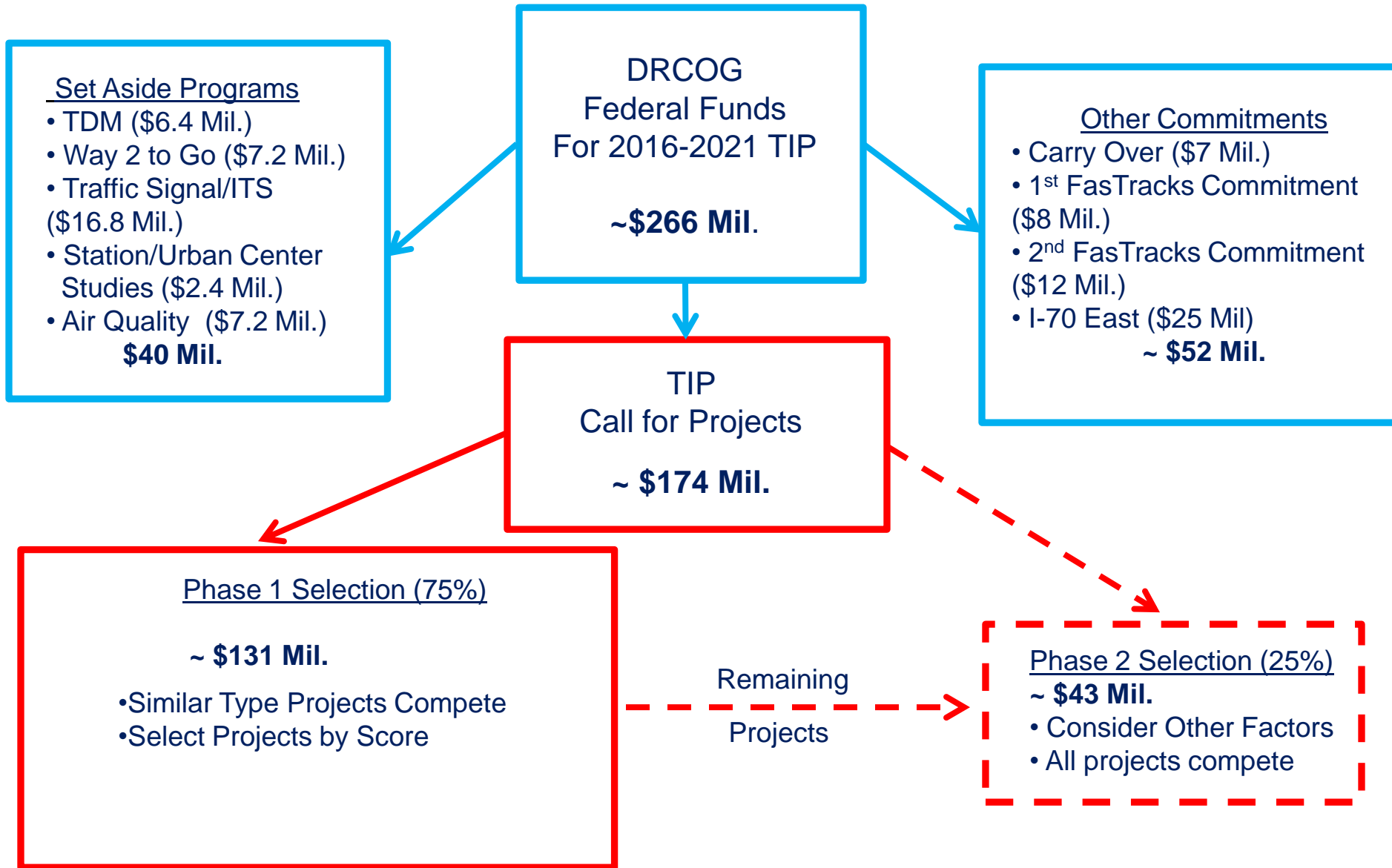
## Second Phase Selection

November 12, 2014



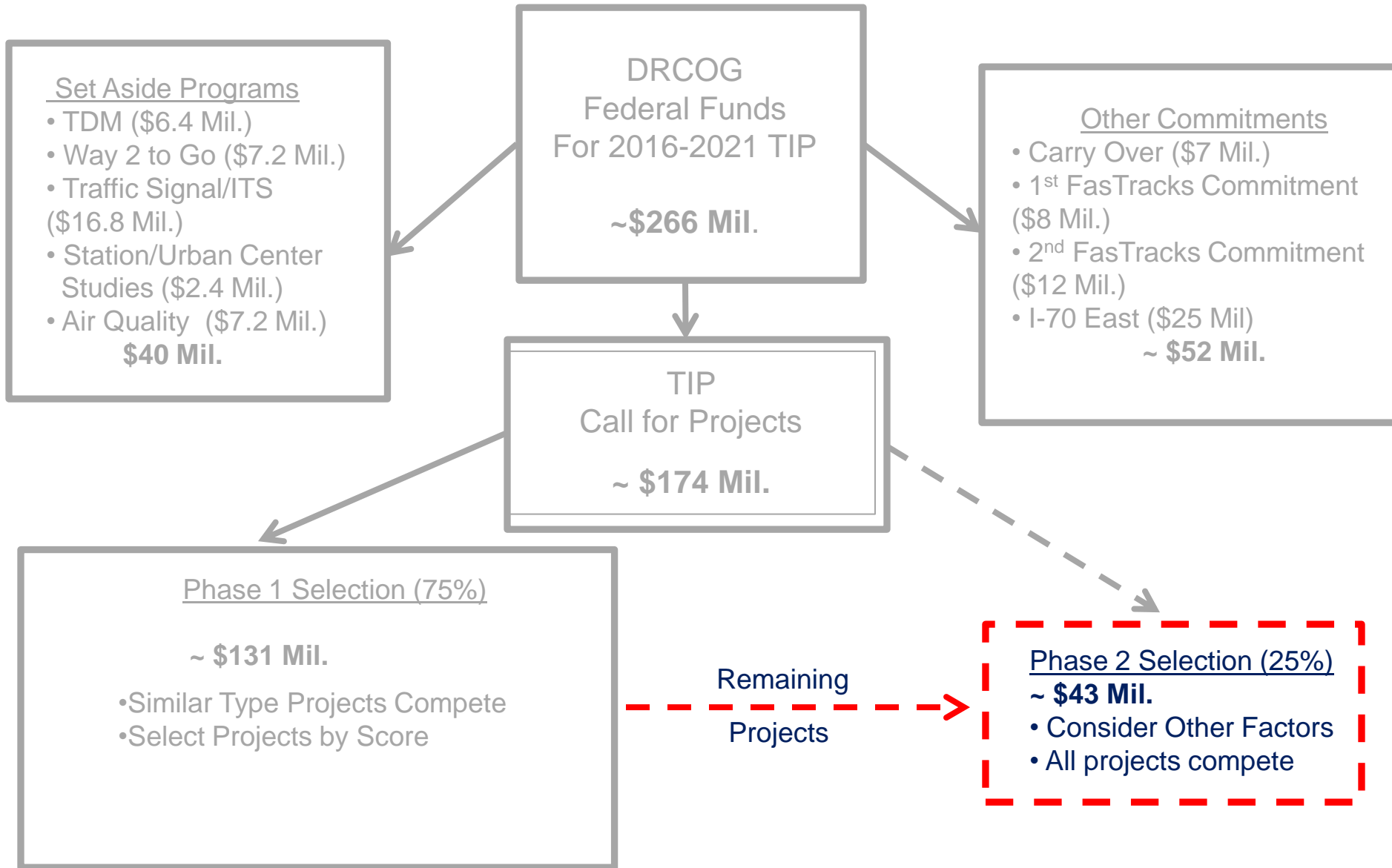
# 2016-2021 TIP - Project Selection and Targets

All values are 4-year totals of DRCOG federal funds - CMAQ, STP-Metro, and TAP



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# Second Phase Selection

## MVIC Recommendation:

- Very Small Communities
- County Funding Equity Status and Ratio
- TIP Score
- Multi-Jurisdictional Projects
- Projects Not Eligible in First Phase (Studies and “Other Enhancement” projects)
- Number of Sponsor Projects Selected in First Phase
- First-Last Mile

# Second Phase Selection

## MVIC Recommendation:

### Tier 1

- Very Small Communities
- County Funding Equity Status and Ratio

### Tier 2

- TIP Score
- Multi-Jurisdictional Projects
- Projects Not Eligible in First Phase (Studies and “Other Enhancement” projects)
- Number of Sponsor Projects Selected in First Phase
- First-Last Mile Connection

# MVIC Recommendation

- Very Small Communities

- Communities with less than \$10 million in annual net sales tax value

Sheridan

Lafayette

Superior

Frederick

Federal Heights

Firestone

Fort Lupton,

Edgewater

Erie

Dacono

Mead

Castle Pines

Bennett

Nederland

Cherry Hills Village

Morrison

Hudson

Lyons

Foxfield

Lochbuie

Larkspur

Columbine Valley

Lakeside

Deer Trail

Ward

Bow Mar

Jamestown

Mountain View

# MVIC Recommendation

- County Funding Equity Status and Ratio
  - Proxy for return on investment (ROI)
  - Expenditures: DRCOG funds (2008-2019)
    - Historical (2008-2011)
    - Programmed (2012-2015)
    - First Phase Projects from new TIP (2016-2019)
  - Contributions:
    - Population
    - Employment
    - VMT
    - State HUTF Disbursement to Counties

**Table 1 (2008-2019) MVIC Recommended**

**Draft Equity Calculations for Second Phase Selection of the 2016-2021 TIP  
DRCOG Only Expenditures vs. County Revenue Contributions**

(Does not yet include First Phase selected projects for 2016-2019)

	(all figures in \$1,000s)								
<b>TIP Expenditures (DRCOG Only)</b>	Adams	Arapahoe	Boulder	Broomfield	Denver	Douglas	Jefferson	Weld	Regional Total
<i>DRCOG Selected Historic Funds</i>									
<b>2008-2011</b>	\$43,169	\$35,695	\$23,106	\$37,549	\$89,395	\$8,530	\$20,788	\$2,600	\$240,832
<i>DRCOG Programmed</i>									
<b>2012-2015</b>	\$62,116	\$27,285	\$37,414	\$29,368	\$58,563	\$11,586	\$35,098	\$100	\$261,530
DRCOG Selected 1st Phase for 2016-2019 (TBD)	?	?	?	?	?	?	?	?	?
<b>Total</b>	\$105,285	\$62,980	\$60,520	\$66,917	\$127,958	\$20,116	\$55,886	\$2,700	\$502,362
Expenditures as a % of the Regional Total	21.0%	12.5%	12.0%	13.3%	25.5%	4.0%	11.1%	0.5%	100%
Contribution as a % of the Regional Total	15.5%	19.2%	10.1%	2.0%	23.4%	9.4%	18.6%	2.0%	100%
Expenditure % / Contribution %	135%	65%	120%	676%	109%	43%	60%	27%	
<i>Equity Status</i>	Over	Under	Over	Over	Even	Under	Under	Under	



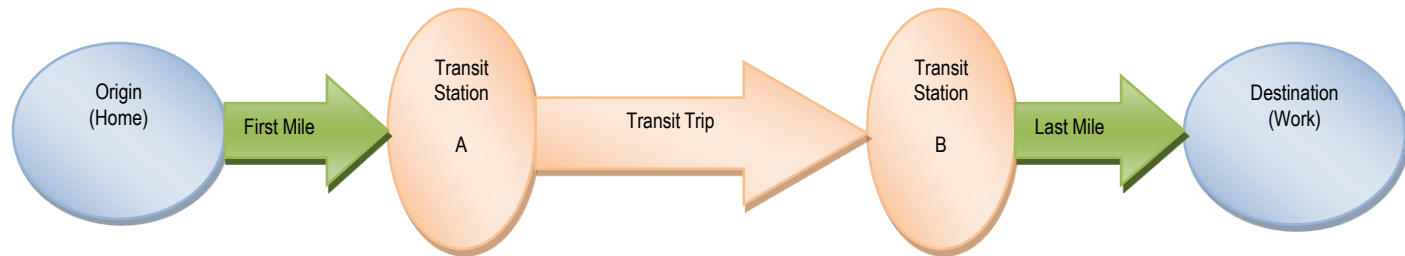


# MVIC Recommendation

- TIP Score
  - From First Phase
- Multi-Jurisdictional Projects
  - Cross the geographic boundary of two or more DRCOG jurisdictions
  - Funding partners?
- Projects not eligible in First Phase
  - Studies and Other Enhancement Projects

# MVIC Recommendation

- Number of Sponsor Projects Selected in First Phase
  - Also note: amount of funds awarded and total number of projects submitted by the sponsor
- First-Last Mile Connection



- Expands quality of access to transit
- Must be safe, intuitive and universally accessible

# First-Last Mile Connection

Bike (bike path, multi-use path) and/or Pedestrian projects that physically touch transit property or stop or eliminate a barrier that impedes patrons from accessing transit (Bicycle/Pedestrian projects)

Roadway projects that include bike (bike path, multi-use path) and/or pedestrian facilities that physically touch transit property or stop or eliminate a barrier that impedes patrons from accessing transit (Roadway Capacity, Roadway Operational Improvement and Roadway Reconstruction projects)

Shuttle/Circulator projects that services transit (Transit Service projects)

- Projects must provide a connection to a destination (residential development, school, office, shopping, dining, park, recreational facility) or fill a gap connecting to a destination within a one mile buffer from a transit property



# QUESTIONS/DISCUSSION

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