

AGENDA
DRCOG Board Work Session
Wednesday, May 3, 2017
4 p.m.
1290 Broadway
First Floor Boardroom

1. Call to Order
2. Roll Call
3. Summary of March 1, 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 initial evaluation criteria for coordinated growth management initiative(s)
(Attachment B) Brad Calvert, Director, Regional Planning & Development
6. Discussion of focus areas for the 2020-2023 Transportation Improvement Program
(Attachment C) Steve Cook, Manager, Transportation Planning and Operations
7. Discussion of regional share framework for the 2020-2023 Transportation Improvement Program
(Attachment D) Douglas W. Rex, Director, Transportation Planning and Operations
8. 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
March 1, 2017

Directors present:

Herb Atchison, Vice Chair	Westminster
Randy Wheelock	Clear Creek County
Robin Kniech	City and County of Denver
Bob Roth	Aurora
Aaron Brockett	Boulder
Laura Christman	Cherry Hills Village
Rick Teter	Commerce City
Steve Conklin	Edgewater
Lynette Kelsey	Georgetown
Saoirse Charis-Graves	Golden
Ron Rakowsky	Greenwood Village
Shakti	Lakewood
Wynne Shaw	Lone Tree
Ashley Stolzmann	Louisville
Colleen Whitlow	Mead
John Diak	Parker
Rita Dozal	Superior
Heidi Williams	Thornton

Others present: Doug Rex, Director, Transportation Planning & Operations, Bryan Weimer, Arapahoe County; Jamie Hartig, Douglas County; Glenda Lainis, Thornton; and DRCOG staff.

Board Vice Chair Herb Atchison facilitated the work session. The session began at 4:01 p.m.

Summary of February 1, 2017 Board Work Session

The summary was accepted as presented.

Public Comment

No public comment was received.

Discussion of process to evaluate coordinated growth management initiatives

Brad Calvert provided background information for this topic. The current UGB/A process was reviewed.

Member comments included:

- Growth issues related to transportation and affordable housing – lack of workforce housing and lack of transit options to get people to jobs.
- Access to water will be a key to future growth.
- Businesses are concerned with locating to areas that lack affordable housing. Housing prices in the 1990s were very different from housing prices today.
- Some communities will never be able to have affordable housing.

Board Work Session Summary

March 1, 2017

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- The job market has diversified since the 1990s, which means different types of development related to employment.
- Adding roadway capacity in dense urban areas costs more, and there's the issue of lack of right-of-way.
- The cost of retrofitting existing infrastructure for growth impacts the cost of new housing.
- The loss of affordable housing in flood plains. Many affordable housing units were not replaced after the 2013 floods.
- DRCOG should be a resource for members – providing proactive ways to forecast needs, creating links to relevant information, more consultative to members, less recordkeeper.
- Additional map overlays were requested, to provide information on housing types, business types, housing plus transportation costs, level of transportation infrastructure, land that may be better suited for development, a heat map concept.

Other Matters

No other matters were discussed.

The work session ended at 4:59 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 #
May 3, 2017	Informational	5

SUBJECT

Work session participants will review regional growth and land consumption trends and provide feedback on initial evaluation criteria for coordinated growth management initiative(s).

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Background

In March 2013, the Board opted to delay member requests for additional urban growth boundary/areas (UGB/A) until after the adoption of Metro Vision. Since that time the Board has been briefed on the existing UGB/A program, requested additional technical information detailing growth trends, and discussed and adopted a revised Metro Vision plan that highlights the importance of a coordinated approach to growth management without speaking directly to the existing UGB/A program.

March Work Session

In March, staff provided background information on circumstances that shaped the current UGB/A initiative, which has been in place for 20 years. DRCOG staff also presented high-level information about where and how the region is forecasted to grow over the next two decades. At the March meeting, the Directors provided initial feedback on key growth and development issues facing the region and described key attributes of any initiative designed to collectively understand and manage growth in the region.

Today’s Discussion

In May, staff will share data requested at the 2016 Board workshop, as well as other data and observations about growth in the region over the past few decades. Directors will also provide additional feedback on desired attributes of a regional growth management initiative as called for in the adopted Metro Vision plan – this could mean the UGB/A initiative as it exists today, the current UGB/A initiative with revisions, or a new approach altogether.

Items of Note in Staff Presentation

- See slides 12 and 13 for information requested at the August 2016 Board workshop. The results from the most recent run of DRCOG’s Development Type model are preliminary. A final, official data set would require several additional months to accommodate and reflect local review.

- Please note that the staff presentation includes both polling and discussion questions (see slides 21-29). These questions will be used to solicit feedback from Directors at the work session.

Next Steps

The March and May work sessions will shape Board evaluation of regional growth management initiatives. Over the summer, staff will share recent Board feedback with an ad hoc technical committee of local government planners and regional stakeholders. Based on this input, the technical committee will identify and evaluate current collaborative growth management approaches, programs and initiatives in our region and from other regions across the country.

DRCOG staff will bring back preliminary recommendations from the technical group in the next few months. As noted previously, these initial recommendations could suggest that the UGB/A program remain in place largely as it exists today; the current UGB/A program remains, but with revisions; or a new initiative or initiatives aimed at coordinated growth management efforts.

PREVIOUS DISCUSSIONS/ACTIONS

August 6, 2016 – Board workshop discussion of the anticipated UGB/A discussion expected next year ([slides available online](#))

[October 5, 2016](#) – Work session discussion of how to best use future work sessions to consider urban growth boundary/area (UGB/A) policy and process improvements

[November 2, 2016](#) – Work session review of annexation issues in UGB/A policy

[January 4, 2017](#) – Work session review of staff proposed revisions to the draft Metro Vision plan, including numerous revisions related to UGB/A

[March 1, 2017](#) – Work session discussion on the evaluation of regional growth management initiative(s)

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

Link – [Adopted Metro Vision plan](#) (see Outcome 2)

Link – [Metro Vision Growth and Development Supplement](#) (full document – see Extent of Urban Development section for current UGB/A policy)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org; Brad Calvert, Regional Planning and Development Director at 303-480-6839 or bcalvert@drcog.org.



Regional Growth Management Initiative

May Work Session
Additional Guidance

Presented by:
Brad Calvert

May 3, 2017



Timeline

March

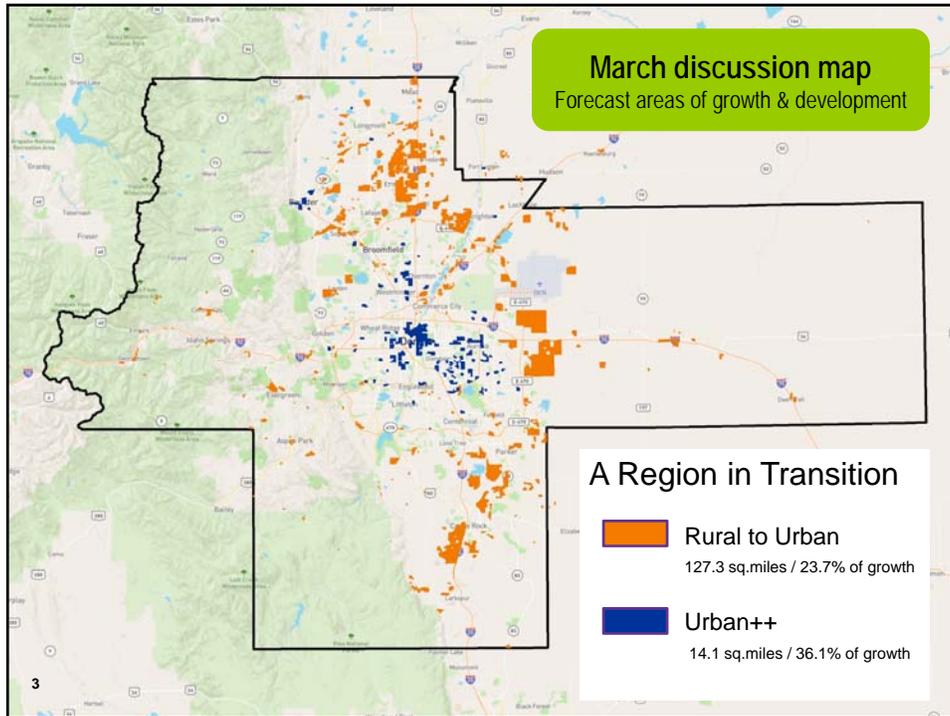
- Return to Regional Growth Management Initiative for 1st time since Metro Vision revisions

Current

- Analysis follow up
- Polling questions and guidance

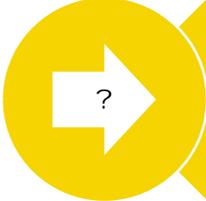
Next

- Work with planning directors to compare examples of other regional growth initiatives



 **Analysis follow-up**

 **Our region is booming again.**

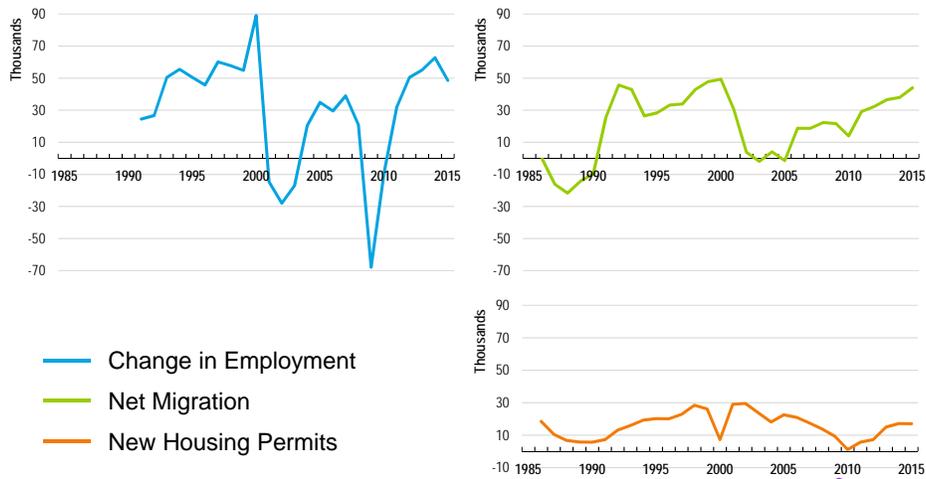
 **This boom is different, so far, and may indicate several lasting trends.**

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Year-on-year drivers of growth

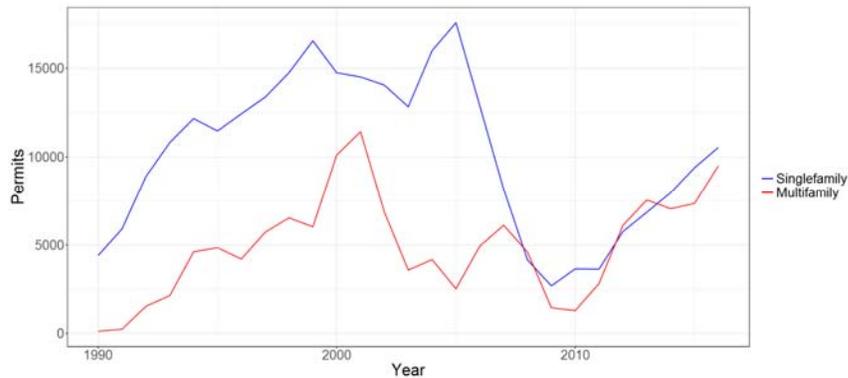


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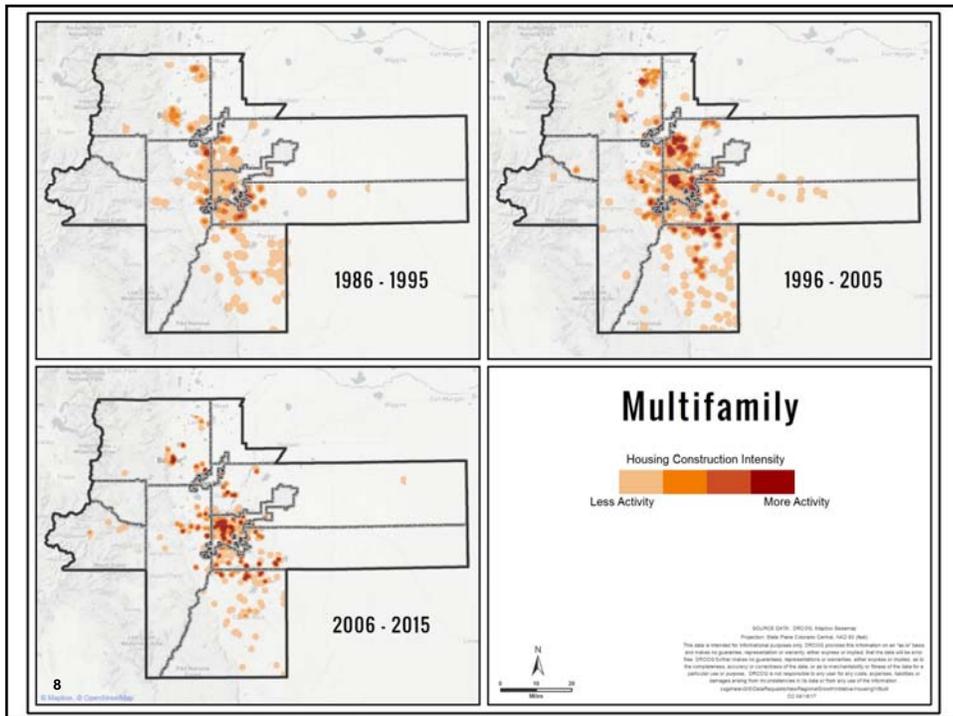
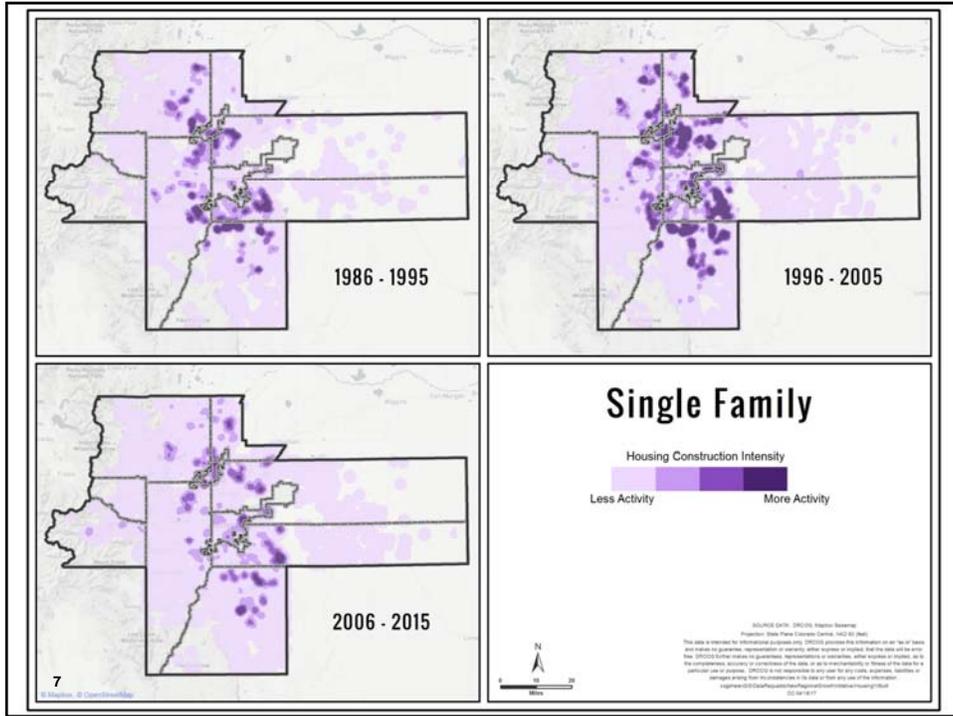
Housing starts remain lower than past booms

Multifamily construction is taking up a larger share of all starts



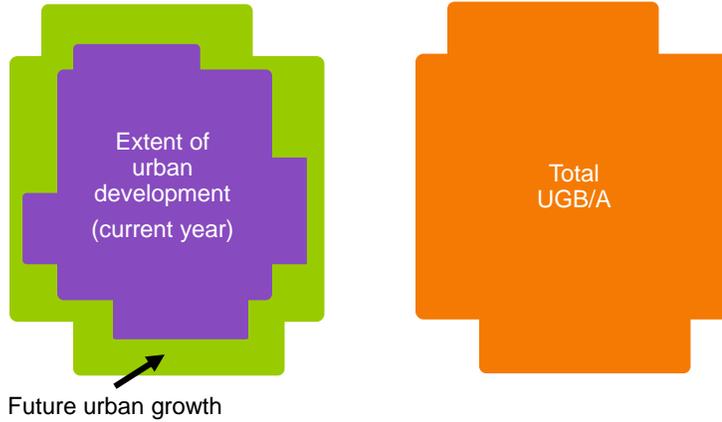
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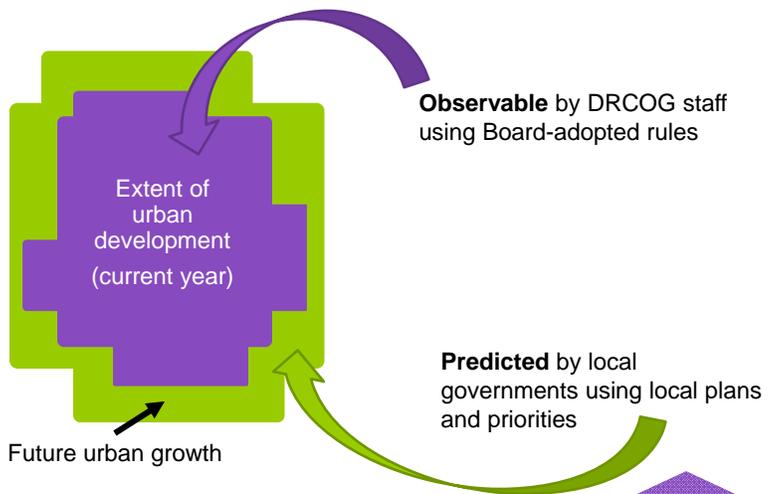
How the historic initiative sees this activity



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How the historic initiative sees this activity

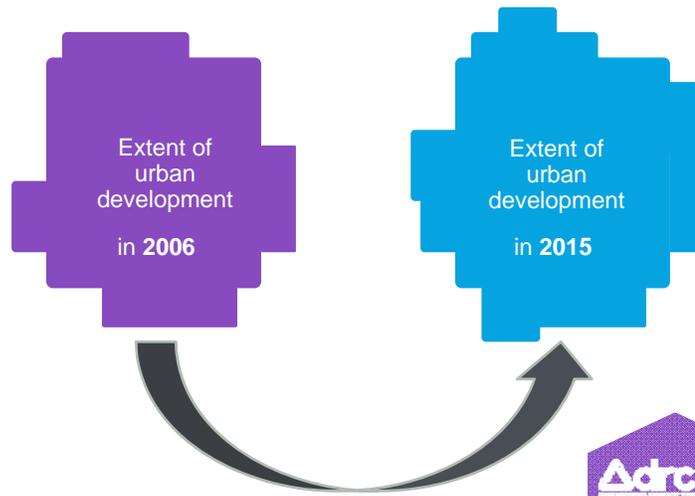


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DRCOG staff's task

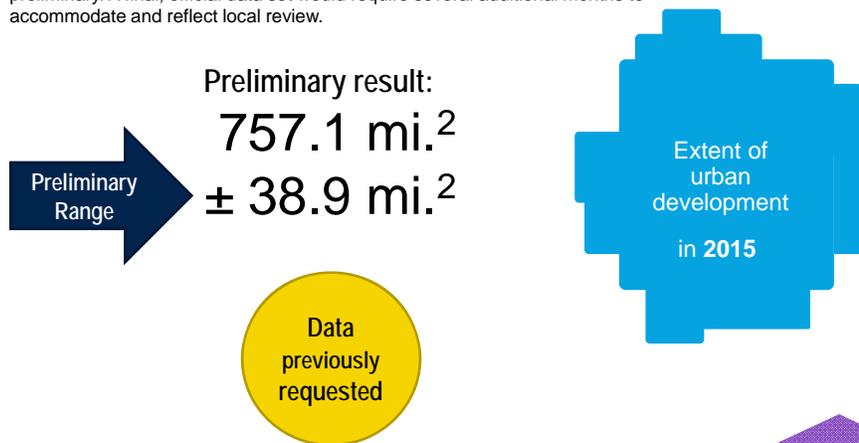


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How big is this new "footprint"?

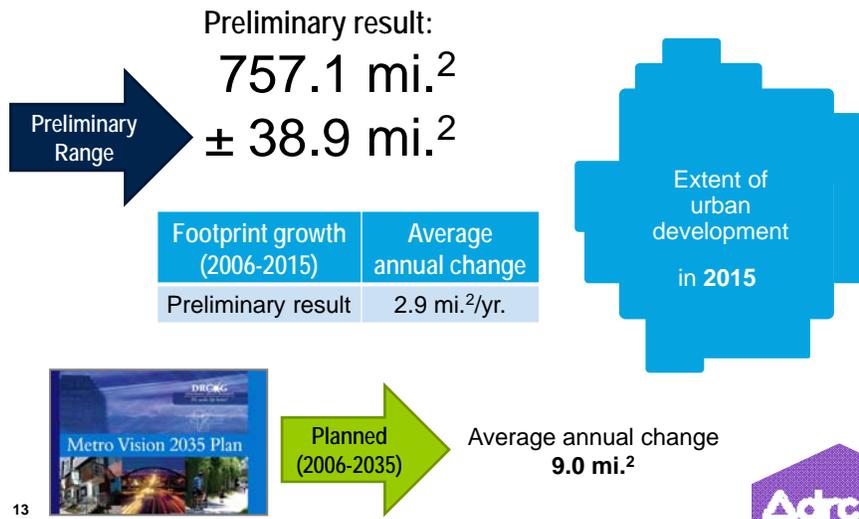
Note: The results from the most recent run of DRCOG's Development Type model are preliminary. A final, official data set would require several additional months to accommodate and reflect local review.



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What does this preliminary result mean?

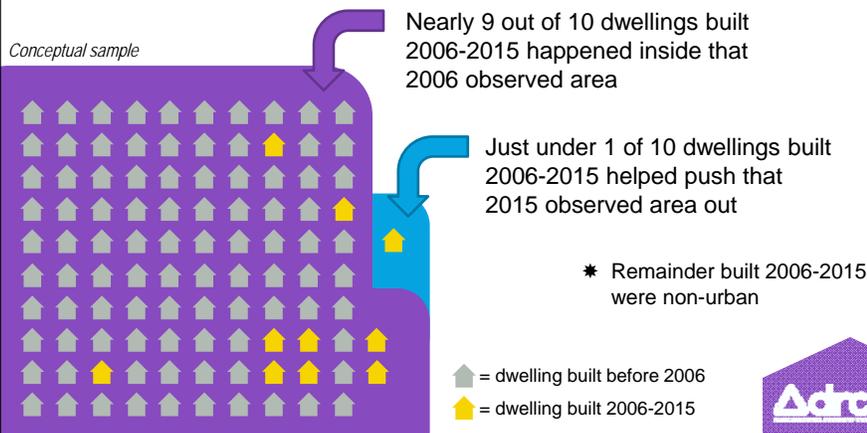


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Q: What does the "footprint" analysis obscure?

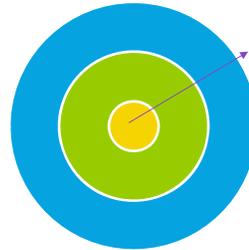
A: Significant development activity in areas already observed as urban in 2006





Job decentralization at first glance...

Distance to Union Station	Growth 2009-2014	
	Share	Rate
0 to 5 miles	13.0%	7.0%
5 to 10 miles	31.9%	16.0%
10 to 20 miles	34.1%	15.0%
Over 20 miles	21.0%	16.7%
Overall	100.0%	13.5%

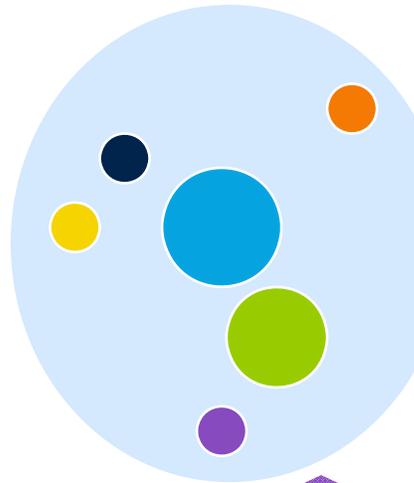


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...is actually job polycentralization

Example employment concentrations	Growth 2009-2014	
	Share	Rate
Boulder Centers (Downtown, University Hill, BVRC)	3.3%	12.8%
Central Business District	5.6%	7.4%
Cherry Creek / Glendale	2.8%	24.6%
DIA	1.7%	17.6%
Federal Center	2.9%	39.0%
Fitzsimons Aurora	6.1%	56.8%
Highlands Ranch	1.0%	16.6%
Ridgegate	0.6%	82.2%
Stapleton	4.2%	23.4%
Tech Center / I-25 Corridor	9.7%	14.2%
US 36 / Interlocken	2.6%	22.6%
All example concentrations	40.5%	13.6%
All other employment	59.5%	12.1%



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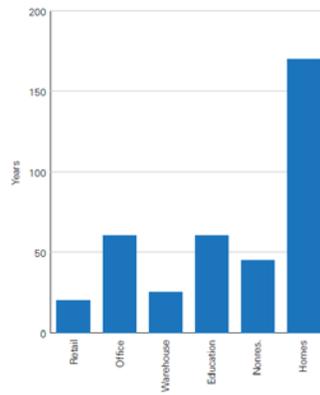




Recent trends: Which ones might last?

- Multifamily as significant share of new dwellings
- Greenfield development in pre-2006 subdivisions
- Infill and redevelopment
 - Brownfield redevelopment
 - Greyfield redevelopment
 - Adaptive reuse
 - Infill on sites previously skipped
- Job polycentralization

Figure 3.1: Life Span of Major Building Types



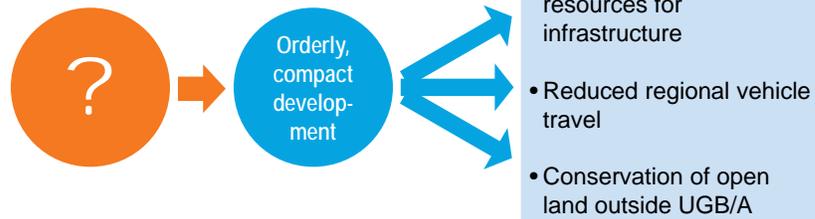
Source: Arthur C. Nelson, based on Commercial Buildings Energy Consumption Survey (2006).





Starting point: Metro Vision outcome

Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated growth areas.



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Keypad polling



- **Not** a formal or binding vote
- A pulse of the room to help:
 - Guide staff
 - Generate discussion here

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Poll: Pick three (3)

What should be the primary purpose of a regional growth management initiative?

- 1) Limit growth of the region's footprint
- 2) Preserve open land
- 3) Ensure a compact urban form
- 4) Encourage development and investment in existing communities
- 5) Help focus future infrastructure investments
- 6) Help take advantage of existing infrastructure with available capacity
- 7) Assist in regional understanding of local growth priorities
- 8) Communicate local growth priorities to neighboring jurisdictions

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Big picture discussion:

WHAT WOULD SUCCESS LOOK LIKE?



Poll: Pick two (2)

What would this initiative help do, regionally?

- 1) Prioritize infrastructure decisions
- 2) Understand local growth priorities
- 3) Limit urban growth in areas with limited infrastructure
- 4) Sub-regional collaboration and coordination
- 5) Keep track of the region's urban footprint
- 6) Maximize the benefits of growth and minimize potential negative effects
- 7) Meet regional targets (e.g. air quality, VMT reduction, etc.)

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Poll: Pick two (2)

What would this initiative help do, locally?

- 1) Communicate growth plans to DRCOG
- 2) Communicate growth plans to neighboring jurisdictions
- 3) Communicate growth plans to the private sector/development community
- 4) Communicate growth plans locally (businesses, residents, etc.)
- 5) Prepare for near-term growth (existing communities and new development)
- 6) Prepare for longer-term growth (new urban development)
- 7) Understand potential growth impacts

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Big picture discussion:

WHAT WOULD SUCCESS LOOK LIKE?



Poll: Pick two (2)

What are the top two words you would use to describe **DRCOG staff** role with a potential regional growth initiative?

- | | |
|-----------------|-----------------|
| 1) Consultant | 6) Manager |
| 2) Accountant | 7) Meter-reader |
| 3) Facilitator | 8) Modeler |
| 4) Communicator | 9) Librarian |
| 5) Analyst | 0) Observer |



Poll: Pick two (2)

What are the top two words you would use to describe **DRCOG Board** role with a potential regional growth initiative?

- | | |
|-------------------|-------------|
| 1) Designator | 6) Director |
| 2) Budgeter | 7) Supplier |
| 3) Grantor | 8) Balancer |
| 4) Representative | 9) Debater |
| 5) Prioritizer | 0) Approver |

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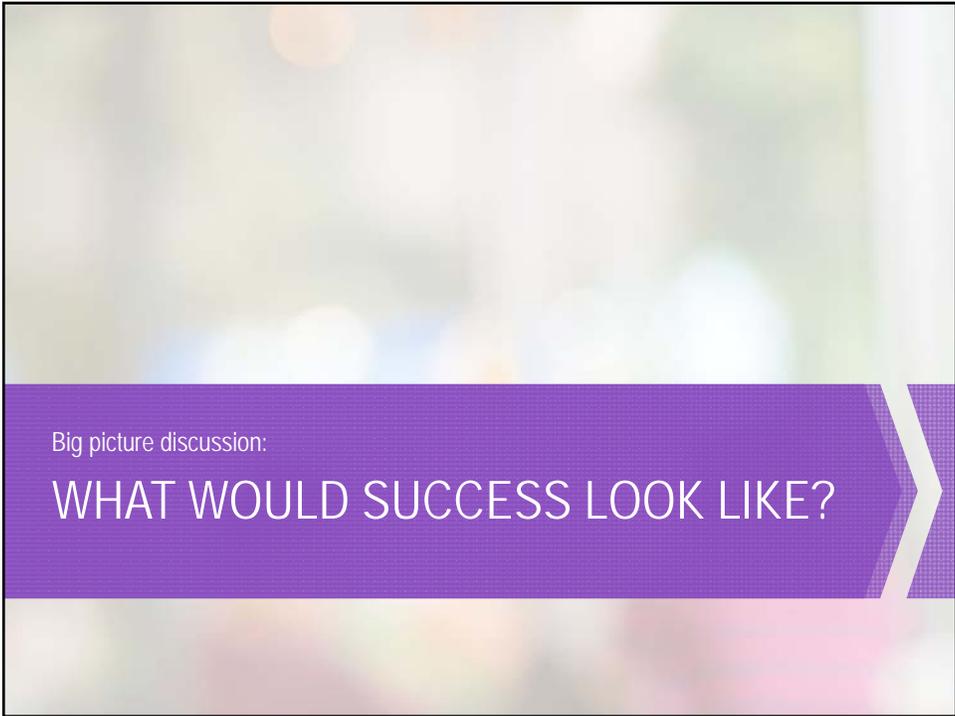
Poll: Pick two (2)

What are the top two words you would use to describe **local staff** role with a potential regional growth initiative?

- | | |
|-----------------|-------------------|
| 1) Planner | 6) Client |
| 2) Grantee | 7) Manager |
| 3) Reporter | 8) Documenter |
| 4) Updater | 9) Superintendent |
| 5) Collaborator | 0) User |

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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 #
May 3, 2017	Informational	6

SUBJECT

Discussion on TIP Policy Work Group topic: Methods for developing TIP Focus Areas for the 2020-2023 TIP call for projects.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In February, the DRCOG Board of Directors acted to accept the TIP Review Work Group's white paper entitled *Recommended Funding and Project Selection Framework for the 2020-2023 Transportation Improvement Program*. The report highlighted the key characteristics of the recommended Regional/Subregional Dual Model framework for the allocation of funds associated with the 2020-2023 TIP. The Board also directed the TIP Review Work Group (renamed the TIP Policy Work Group) to continue its discussions and develop the draft 2020-2023 TIP Policy based on this framework.

The TIP Policy Work Group (TPWG) met on April 24 to begin discussions about 2020-2023 TIP Focus Areas. As a test for initiating discussion, each Work Group member completed a poll, regarding the most important transportation-related Metro Vision objectives to be addressed in the new TIP. The purpose of the poll was **NOT** to specifically define TIP Focus Area(s) or any policy regarding project eligibility or evaluation criteria, but to see if the results could provide a basis for starting the discussion. Three specific sets of objectives were polled (via Survey Monkey):

- 1) the Metro Vision Regional Objectives – the TPWG was asked to pick their top three (of nine);
- 2) the Metro Vision Supporting Objectives – asked to pick their top five (of twenty);
- 3) and a composite of Metro Vision Objectives grouped by “Theme” - asked to pick their top three (of eight themes)

The results were tabulated (Attachment 1) and shared with the TPWG. The Work Group discussed the results and noted that certain objectives or themes rose to the top (top two objectives in Question 1; top five supporting objectives in Question 2; top 2 themes in Question 3). The TPWG also noted that further definition of topics imbedded within each of the objectives would be helpful (e.g. maintenance, multimodal, etc.).

Once the TIP Focus Areas are defined, it must then be decided how to reflect focus areas within the TIP policies (e.g., project eligibility, evaluation criteria, scoring points, project types, or set-aside pools).

The TIP Policy Work Group has the following questions for the Board:

- 1) What does the Board think of the Metro Vision objective polling process as a method to kick off the focus area discussion? Would the Board like to complete the poll themselves?
- 2) How do you believe the TIP Focus Areas should be incorporated into the TIP policy and the project selection process?

PREVIOUS DISCUSSIONS/ACTIONS

[February 15, 2017](#) – Board accepted the TIP Review Workgroup’s second white paper and directed the TIP Review Work Group to continue and develop the draft 2020-2023 TIP Policy document based on the Regional/Subregional dual model framework for the Board’s consideration.

PROPOSED MOTION

N/A

ATTACHMENTS

1. Results of TIP Policy Work Group objectives poll
2. Metro Vision Objectives and Narratives (with transportation components)
3. Staff presentation

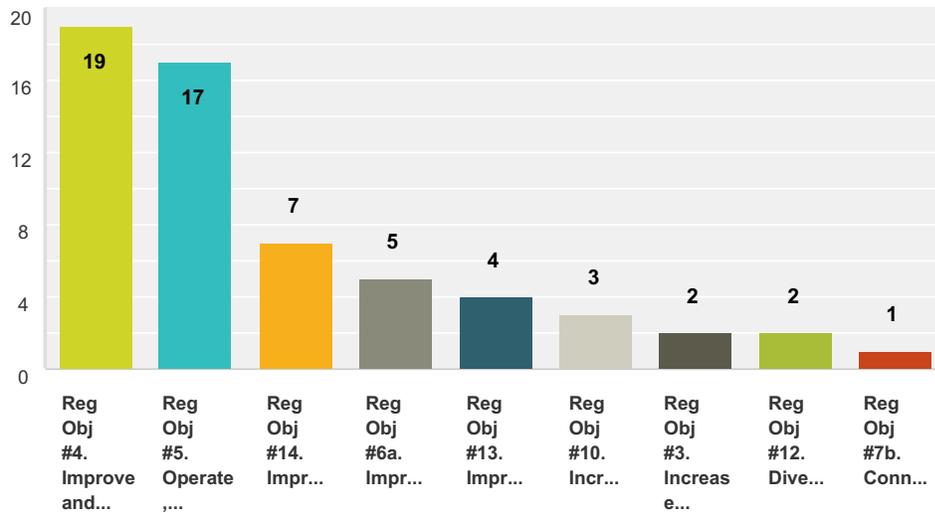
Link: [Metro Vision](#) plan

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Acting Executive Director, at 303 480-6747 or drex@drcoq.org; or Steve Cook, Transportation Modeling and Operations Manager, at 303-480-6749 or scook@drcoq.org.

Q1 What are the 3 most important Metro Vision REGIONAL Objectives for the 2020-2023 TIP to address?

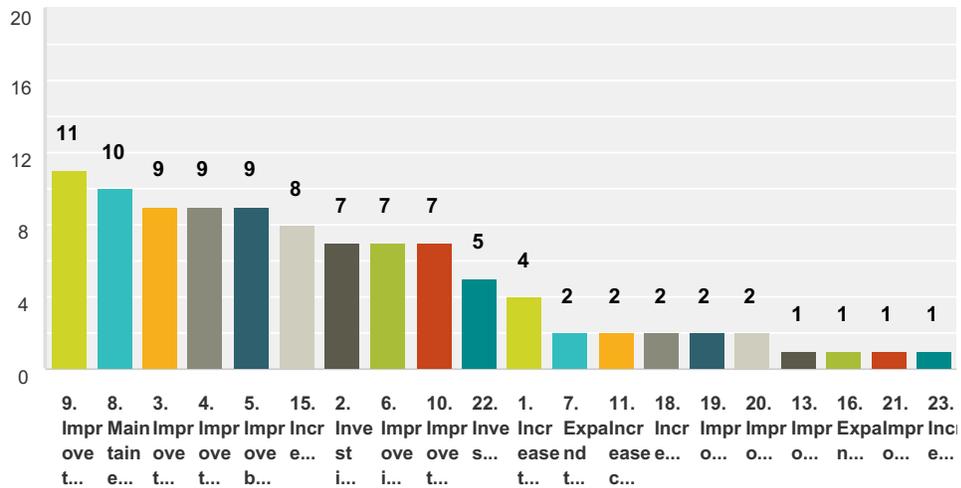
Answered: 20 Skipped: 0



Answer Choices	Responses	
Reg Obj #4. Improve and expand the region's multimodal transportation system, services and connections.	95%	19
Reg Obj #5. Operate, manage and maintain a safe and reliable transportation system.	85%	17
Reg Obj #14. Improve the region's competitive position.	35%	7
Reg Obj #6a. Improve air quality and reduce greenhouse gas emissions.	25%	5
Reg Obj #13. Improve access to opportunity.	20%	4
Reg Obj #10. Increase access to amenities that support healthy, active choices.	15%	3
Reg Obj #3. Increase housing and employment in urban centers.	10%	2
Reg Obj #12. Diversify the region's housing stock.	10%	2
Reg Obj #7b. Connect people to natural resource and recreation areas.	5%	1
Total Respondents: 20		

Q2 What are the 5 most important Metro Vision SUPPORTING Objectives for the 2020-2023 TIP to address?

Answered: 20 Skipped: 0



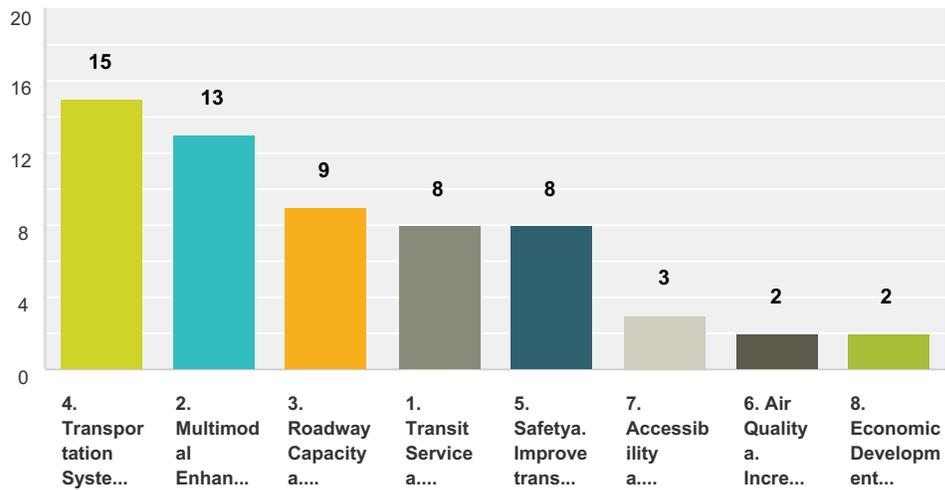
Answer Choices	Responses
9. Improve transportation system performance and reliability. (supporting Reg Obj #5)	55% 11
8. Maintain existing and future transportation facilities in good condition. (supporting Reg Obj #5)	50% 10
3. Improve the capacity of the multimodal regional roadway system. (supporting Reg Obj #4)	45% 9
4. Improve the region's comprehensive transit system, including the timely completion of the FasTracks program. (supporting Reg Obj #4)	45% 9
5. Improve bicycle and pedestrian accessibility. (supporting Reg Obj #4)	45% 9
15. Increase safe and convenient active transportation options for all ages and abilities. (supporting Reg Obj #10)	40% 8
2. Invest in multimodal enhancements along corridors. (supporting Reg Obj #3)	35% 7
6. Improve interconnections of the multimodal transportation system within and beyond the region for people and freight. (supporting Reg Obj #4)	35% 7
10. Improve transportation safety and security. (supporting Reg Obj #5)	35% 7
22. Invest in the region's infrastructure to ensure the region remains globally competitive. (supporting Reg Obj #14)	25% 5
1. Increase transit service and ridership within and to urban centers. (supporting Reg Obj #3)	20% 4
7. Expand travel demand management services and strategies. (supporting Reg Obj #4)	10% 2
11. Increase collaboration with local and regional partners on air quality initiatives. (supporting Reg Obj #6a)	10% 2
18. Increase opportunities for diverse housing accessible by multimodal transportation. (supporting Reg Obj #12)	10% 2
19. Improve the flow of people, goods, services and information within and through the region. (supporting Reg Obj #13)	10% 2
20. Improve access for traditionally underserved populations. (supporting Reg Obj #13)	10% 2
13. Improve the fuel economy of the region's vehicle fleet. (supporting Reg Obj #6a)	5% 1
16. Expand the regional trail network. (supporting Reg Obj #10)	5% 1
21. Improve access to and from the region's developed and emerging housing and employment centers. (supporting Reg Obj #13)	5% 1

TIP Policy Work Group Poll - April 2017

23. Increase awareness of key regional growth, transportation and economic trends based on the region's shared vision for the future. (supporting Reg Obj #14)	5%	1
Total Respondents: 20		

Q3 What are the 3 most important themes for the 2020-2023 TIP to address?

Answered: 20 Skipped: 0



Answer Choices	Responses
4. Transportation System Performance a. Maintain existing and future transportation facilities in good condition (supporting Reg Obj #5)b. Improve transportation system performance and reliability (supporting Reg Obj #5)c. Improve the flow of people, goods, services and information within and through the region (supporting Reg Obj #13)d. Improve interconnections of the multimodal transportation system within and beyond the region of people and freight (supporting Reg Obj #4)	75% 15
2. Multimodal Enhancements a. Invest in multimodal enhancements along corridors (supporting Reg Obj #3)b. Improve bicycle and pedestrian accessibility (supporting Reg Obj #4)c. Increase safe and convenient active transportation options for all ages and abilities (supporting Reg Obj #10)d. Expand the regional trail network (supporting Reg Obj #10)	65% 13
3. Roadway Capacity a. Improve the capacity of the multimodal regional roadway system (supporting Reg Obj #4)	45% 9
1. Transit Service a. Increase transit service and ridership within and to urban centers (supporting Reg Obj #3) b. Improve the region's comprehensive transit system, including timely completion of FasTracks (supporting Reg Obj #4)	40% 8
5. Safety a. Improve transportation safety and security (supporting Reg Obj #5)	40% 8
7. Accessibility a. Locate health services in accessible areas (supporting Reg Obj #11)b. Increase opportunities for diverse housing accessible by multimodal transportation (supporting Reg Obj #12)c. Improve access for traditionally underserved populations (supporting Reg Obj #13)d. Improve access to and from the region's developed and emerging housing and employment centers (supporting Reg Obj #13)e. Improve multimodal linkages to and between the region's parks, open spaces and developed areas (supporting Reg Obj #7)	15% 3
6. Air Quality a. Increase collaboration with local and regional partners on air quality initiatives (supporting Reg Obj #6a)b. Increase public awareness of air quality issues (supporting Reg Obj #6)c. Improve the fuel economy of the region's vehicle fleet (supporting Reg Obj #6a)d. Expand travel demand management services and strategies (supporting Reg Obj #4)	10% 2
8. Economic Development a. Invest in the region's infrastructure to ensure the region remains globally competitive (supporting Reg Obj #14)b. Increase awareness of key regional growth, transportation and economic trends based on the region's shared vision for the future (supporting Reg Obj #14)	10% 2
Total Respondents: 20	

Metro Vision Objectives and Narratives (with transportation components)

April 13, 2017

Described below are the Metro Vision Regional Objectives with a direct transportation reference or linkage. Regional Objectives #4 and #5 are directly referenced in the 2040 MVRTP.

Regional Objective 3: Increase housing and employment in urban centers.

Collectively, urban centers will increase their share of the region's total housing and employment. The ability for individual urban centers to absorb future growth will vary based on the characteristics of each center. Specific projects and initiatives will establish a network of clear and direct multimodal connections within and between urban centers, as well as key destinations. Public and private partners will direct investment toward programs and infrastructure improvements that help local governments and the private sector develop successful urban centers and multimodal connections.

Supporting Objectives:

1. Increase **transit service** and ridership within and to urban centers.
2. Invest in **multimodal enhancements** along corridors.

Regional Objective 4: Improve and expand the region's multimodal transportation system, services and connections.

The region will continue to invest in a well-connected, multimodal transportation system to improve mobility and accommodate anticipated increases of 1.16 million people and more than 600,000 jobs by 2040. Transportation system investment initiatives may include expanding transit service and coverage, improving on-street and off-street bicycle and pedestrian facilities, widening and adding new roadways, and promoting travel options. The resulting transportation system will increase mobility choices within and beyond the region for people, goods and services.

Supporting Objectives:

3. Improve the capacity of the multimodal regional roadway system.
4. Improve the region's comprehensive transit system, including the timely completion of the FasTracks program.
5. Improve bicycle and pedestrian accessibility.
6. Improve interconnections of the multimodal transportation system within and beyond the region for people and freight.
7. Expand travel demand management services and strategies.

Regional Objective 5: Operate, manage and maintain a safe and reliable transportation system.

The region will optimize the multimodal transportation system to improve the safe and reliable flow of people and goods. System optimization will include projects and initiatives that make the multimodal transportation system's capacity as productive as possible. The multimodal system will require maintenance to continue safe and sound conditions. Safety projects and other related initiatives will reduce fatalities and serious injuries for all travel modes. The region will also increase the deployment of technology and mobility innovations to improve reliability and optimize capacity.

Supporting Objectives:

8. Maintain existing and future transportation facilities in good condition.
9. Improve transportation system performance and reliability.
10. Improve transportation safety and security.

Regional Objective 6a: Improve air quality and reduce greenhouse gas emissions.

Local and regional initiatives will reduce ground-level ozone, greenhouse gas emissions, and other air pollutants. Collaboration with regional partners, such as the Regional Air Quality Council, the Colorado Department of Transportation and the Regional Transportation District will be integral to improving air quality through reductions in ground-level ozone concentrations, carbon monoxide, and particulate matter. Additional initiatives will raise public awareness of the direct role of individual actions in pollutant and greenhouse gas emissions.

Supporting Objectives:

11. Increase collaboration with local and regional partners on air quality initiatives.
12. Increase public awareness of air quality issues.
13. Improve the fuel economy of the region's vehicle fleet.

Regional Objective 7b: Connect people to natural resource and recreational areas.

In addition to local and regional initiatives to preserve, protect and expand open space assets, the region will ensure that residents and visitors may access these amenities. Active and passive open spaces will serve as a key component of the region's overall growth framework, connecting people to open space amenities. Local and regional initiatives will prioritize the completion of missing links in the regional trail and greenways network and improve other multimodal connections to increase park accessibility.

Supporting Objective:

14. Improve multimodal linkages to and between the region's parks, open spaces and developed areas.

Regional Objective 10: Increase access to amenities that support healthy, active choices.

The region will expand opportunities for residents to lead healthy and active lifestyles. The region's streets and roads will be planned, designed, operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation. A mix of well-connected land uses and recreational amenities in communities throughout the region will create places that make active transportation and recreational physical activity safe and part of an everyday routine. Additionally, local and regional initiatives will increase access to healthy food options in low-income neighborhoods and areas with high levels of food insecurity.

Supporting Objectives:

15. Increase safe and convenient active transportation options for all ages and abilities.
16. Expand the regional trail network.

Regional Objective 11: Improve transportation connections to health care facilities and service providers.

The region will support the integration of health care facilities and service providers of all sizes into centers throughout the region—both urban and rural—where residents can access care by walking, biking, driving or using transit. Local and regional initiatives related to transit service, including on-demand and other specialized

services, will increase transit access to health care facilities, social service providers and other retail outlets that offer health services.

Supporting Objectives:

17. Locate health services in **accessible** areas.

Regional Objective 12: Diversify the region's housing stock.

The region will have housing that meets the needs of current and future residents as they progress through the various stages of their lives, including changes in familial status, income, employment and ability level. Local communities and regional partners will pursue initiatives that reduce barriers and expedite the development of housing in desired locations. The supply and range of housing options, including attainable and accessible units, in or near major employment centers will increase.

Supporting Objectives:

18. Increase opportunities for diverse housing accessible by **multimodal transportation**

Regional Objective 13: Improve access to opportunity.

The region will reduce critical health, education, income and opportunity disparities in neighborhoods and communities. The region will capitalize on community, local regional and state amenities by promoting reliable transportation connections to key destinations. Local and regional initiatives will continue to leverage investments in transit by concentrating new housing and employment in centers accessible by transit.

Supporting Objectives:

19. Improve the **flow of people, goods, services** and information within and through the region.
20. Improve **access** for traditionally underserved populations.
21. Improve **access** to and from the region's developed and emerging housing and employment centers.

Regional Objective 14: Improve the region's competitive position.

The region's economic vitality depends on providing a high quality of life in diverse communities. Investments in the region's infrastructure will help ensure the region remains globally competitive by establishing and maintaining the connected multimodal transportation system on which businesses depend for access to local, national and global customers, and an available, desirable workforce. Economic and community development initiatives and activities will assure that the region's infrastructure will support and contribute to the growth of the region's economic health and vitality.

Supporting Objectives:

22. Invest in the region's **infrastructure** to ensure the region remains globally competitive.
23. Increase awareness of key regional growth, **transportation** and economic trends based on the region's shared vision for the future.



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New 2020-2023 Transportation Improvement Program (TIP) Policy Development

TIP Focus Areas

Presented by:
Steve Cook
Transportation Planning
and Operations

Board Work Session
May 3, 2017



New 2020-23 TIP and Call For Projects

- New TIP to be adopted by March 2019
 - Four years of funding to allocate to projects (FY 2020-23)
- Approve TIP Policy Document (the rules) by December 2017
 - TIP Policy Work Group
 - DRCOG administered \$
 - Eligibility of projects
 - Application procedures and submittal information
 - Evaluation criteria
- “Dual” project selection process (DRCOG \$)
 - Regional Share projects
 - Subregional Share projects (county-based)



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Board Focus Areas for 2020-23 TIP & Call For Projects

- TIP Policy Work Group discussed in April
 - Four years of funding to allocate to projects (FY 2020-23)
- Tested a basis for starting discussion on Focus Areas
 - NOT to define Focus Areas
- Use Metro Vision Plan Objectives (adopted in January)
 - Regional Objectives
 - Supporting Objectives
 - Composite Objective “Themes”



Work Group Polling on Metro Vision objectives

- Administered “Survey Monkey” poll
 - Members each identified the most important objectives for the 2020-23 TIP to address
 - Top 3 Regional Objectives
 - Top 5 Supporting Objectives
 - Top 3 Composite Objective Themes
 - Staff tabulated results (20 responses)
- Draft results & outcomes of poll
 - Following slides





Regional Objectives Work Group Poll

Most Important Metro Vision REGIONAL Objectives	Response Count	Response Percent
Reg Obj #4. Improve and expand the region's multimodal transportation system, services and connections.	19	95%
Reg Obj #5. Operate, manage and maintain a safe and reliable transportation system.	17	85%
Reg Obj #14. Improve the region's competitive position.	7	35%
Reg Obj #6a. Improve air quality and reduce greenhouse gas emissions.	5	25%
Reg Obj #13. Improve access to opportunity.	4	20%
Reg Obj #10. Increase access to amenities that support healthy, active choices.	3	15%
Reg Obj #3. Increase housing and employment in urban centers.	2	10%
Reg Obj #12. Diversify the region's housing stock.	2	10%
Reg Obj #7b. Connect people to natural resource and recreation areas.	1	5%
Reg Obj #11. Improve transportation connections to health care facilities & service providers.	0	0%



Supporting Objectives Work Group Poll

Most Important Metro Vision SUPPORTING Objectives	Response Count	Response Percent
9. Improve transportation system performance and reliability. (supporting Reg Obj #5)	11	55%
8. Maintain existing and future transportation facilities in good condition. (supporting Reg Obj #5)	10	50%
3. Improve the capacity of the multimodal regional roadway system. (supporting Reg Obj #4)	9	45%
4. Improve the region's comprehensive transit system, including timely completion of the FasTracks program. (supporting Reg Obj #4)	9	45%
5. Improve bicycle and pedestrian accessibility. (supporting Reg Obj #4)	9	45%
15. Increase safe and convenient active transportation options for all ages and abilities. (supporting Reg Obj #10)	8	40%
2. Invest in multimodal enhancements along corridors. (supporting Reg Obj #3)	7	35%
6. Improve interconnections of the multimodal transportation system within and beyond the region for people & freight. (supporting Reg Obj #4)	7	35%
10. Improve transportation safety and security. (supporting Reg Obj #5)	7	35%
22. Invest in the region's infrastructure to ensure the region remains globally competitive. (supporting Reg Obj #14)	5	25%
1. Increase transit service and ridership within and to urban centers. (supporting Reg Obj #3)	4	20%
7. Expand travel demand management services and strategies. (supporting Reg Obj #4)	2	10%
11. Increase collaboration with local and regional partners on air quality initiatives. (supporting Reg Obj #6a)	2	10%
18. Increase opportunities for diverse housing accessible by multimodal transportation. (supporting Reg Obj #12)	2	10%
19. Improve the flow of people, goods, services and information within and through the region. (supporting Reg Obj #13)	2	10%
20. Improve access for traditionally underserved populations. (supporting Reg Obj #13)	2	10%
13. Improve the fuel economy of the region's vehicle fleet. (supporting Reg Obj #6a)	1	5%
16. Expand the regional trail network. (supporting Reg Obj #10)	1	5%
21. Improve access to and from the region's developed and emerging housing and employment centers. (supporting Reg Obj #13)	1	5%
23. Increase awareness of key regional growth, transportation and economic trends based on region's shared vision for the future. (supporting Reg Obj #14)	1	5%
12. Increase public awareness of air quality issues. (supporting Reg Obj #6a)	0	0%
14. Improve multimodal linkages to and between the region's parks, open spaces and developed areas. (supporting Reg Obj #7b)	0	0%
17. Locate health services in accessible areas. (supporting Reg Obj #11)	0	0%

Composite Objective "Themes" Poll		Response Count	Response Percent
Most Important Composite Objective "THEMES"			
4. Transportation System Performance a. Maintain existing and future transportation facilities in good condition (supporting Reg Obj #5) b. Improve transportation system performance and reliability (supporting Reg Obj #5) c. Improve the flow of people, goods, services and information within and through the region (supporting Reg Obj #13) d. Improve interconnections of the multimodal transportation system within and beyond the region of people and freight (supporting Reg Obj #4)		15	75%
2. Multimodal Enhancements a. Invest in multimodal enhancements along corridors (supporting Reg Obj #3) b. Improve bicycle and pedestrian accessibility (supporting Reg Obj #4) c. Increase safe and convenient active transportation options for all ages and abilities (supporting Reg Obj #10) d. Expand the regional trail network (supporting Reg Obj #10)		13	65%
3. Roadway Capacity a. Improve the capacity of the multimodal regional roadway system (supporting Reg Obj #4)		9	45%
1. Transit Service a. Increase transit service and ridership within and to urban centers (supporting Reg Obj #3) b. Improve the region's comprehensive transit system, including timely completion of FasTracks (supporting Reg Obj #4)		8	40%
5. Safety a. Improve transportation safety and security (supporting Reg Obj #5)		8	40%
7. Accessibility a. Locate health services in accessible areas (supporting Reg Obj #11) b. Increase opportunities for diverse housing accessible by multimodal transportation (supporting Reg Obj #12) c. Improve access for traditionally underserved populations (supporting Reg Obj #13) d. Improve access to and from the region's developed and emerging housing and employment centers (supporting Reg Obj #13) e. Improve multimodal linkages to and between the region's parks, open spaces and developed areas (supporting Reg Obj #7)		3	15%
6. Air Quality a. Increase collaboration with local and regional partners on air quality initiatives (supporting Reg Obj #6a) b. Increase public awareness of air quality issues (supporting Reg Obj #6) c. Improve the fuel economy of the region's vehicle fleet (supporting Reg Obj #6a) d. Expand travel demand management services and strategies (supporting Reg Obj #4)		2	10%
8. Economic Development a. Invest in the region's infrastructure to ensure the region remains globally competitive (supporting Reg Obj #14) b. Increase awareness of key regional growth, transportation and economic trends based on the region's shared vision for the future (supporting Reg Obj #14)		2	10%

Other Items to be Discussed & Clarified	
<ul style="list-style-type: none"> • Definitions of terms within the objectives <ul style="list-style-type: none"> ○ Maintenance ○ others • Objective topics imbedded in all important objectives <ul style="list-style-type: none"> ○ Safety ○ Environmental aspects 	
	



Questions for Board

- What does Board think of the Metro Vision objective polling process as a method to kick off the Focus Area discussion?
 - Would the Board like to complete the poll themselves?
- How should the TIP Focus Areas be incorporated into the TIP Policy and the project selection process?



ATTACH D

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 #
May 3, 2017	Informational	7

SUBJECT

Discussion of the Regional Share funding category for the FY 2020-2023 TIP Policy document.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

At the May Board Work Session, the Board will begin deliberations on the Regional Share element of the Dual Model concept. As you will recall, the premise of the TIP dual project selection model is that it has two project selection elements: a regional element and a subregional element.

The TIP Policy Work Group (TPWG) is in the beginning stages of developing a draft Regional Share framework (Attachment 1) and requests Board input to ensure it is headed in the right direction. The draft Regional Share framework suggests a more open-ended application process and lays out possible project eligibility, purpose of selecting regional projects and outlines evaluation criteria concepts.

Once there is consensus on the framework, the TPWG will develop specific criteria for consideration by the Board to ensure the process is transparent and the applicant understands how projects are ultimately selected.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

[August 19, 2015](#) – Board directed staff to create a work group and develop the TIP white paper.

[February 17, 2016](#) – Board accepted the *2016-2021 TIP Review White Paper* and directed the Work Group to continue investigating its recommendations.

[February 15, 2017](#) – Board accepted the TIP Review Workgroup's second white paper and directed the TIP Review Work Group to continue and develop the draft 2020-2023 TIP Policy document based on the Regional/Subregional dual model framework for the Board's consideration.

PROPOSED MOTION

N/A

ATTACHMENTS

1. Draft Regional Share Framework

Link: [Recommended Funding and Project Selection Framework for the 2020-2023 Transportation Improvement Program](#)

ADDITIONAL INFORMATION

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

DRAFT Regional Share Framework

Purpose/Project Eligibility

Applications are limited to transformative regional projects/programs 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 projects/programs should connect communities; improve mobility and access, while providing a high return on investment to the region consistent with Metro Vision and the *2040 Regional Transportation Plan*.

While all project/program types are eligible, successful applications will be those that can definitively illustrate a “magnitude of benefits” fitting of a regional project.

Criteria Elements

The objective of the regional evaluation criteria is to review and rate the proposed projects/programs against one another. Each applicant is required to provide a problem statement that clearly identifies the transportation problem to be addressed and its impact on the region.

Projects may be evaluated based on the information and responses provided to the questions provided below:

Benefits of the Proposed Project

It will be the applicant’s responsibility to provide evidence of the benefits of the projects. Possible questions to be addressed may include:

- How does the proposed project/program address the transportation problem described in the problem statement? **The applicant must clearly show quantifiable benefits and a positive return on investment.**
- Describe how the project/program will benefit user groups, including environmental justice persons or communities.
- Will the project/program increase economic development?
- How will the project/program improve transportation safety?

Addressing TIP Focus Areas

- How does the project/program address/implement the DRCOG Board-approved TIP Focus Areas?

Consistency with DRCOG Plans

- Describe how the project/program relates to and is consistent with Metro Vision and the *2040 Metro Vision Regional Transportation Plan*.

Partnerships

- Describe established partnerships and match commitments associated with this project.

Project Readiness

- Has this project been vetted through a public process? Is the project/program included in a local plan or policy document?
- Will the project/program be ready to be initiated within the four years of this TIP? Explain.