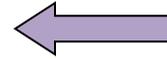


AGENDA
DRCOG Board Work Session
Wednesday, September 6, 2017
4 p.m.
1290 Broadway
First Floor Boardroom



1. Call to Order
2. Roll Call
3. Summary of August 2, 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 Focus Areas for the draft 2020-2023 TIP
(Attachment B) Douglas W. Rex, Acting Executive Director
6. Discussion of Regional Share Definition/Eligibility for the 2020-2023 TIP
(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



BOARD WORK SESSION SUMMARY
August 2, 2017

Directors present:

Herb Atchison, Vice Chair	Westminster
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
David Beacom	Broomfield City and County
Anthony Graves (Alternate)	Denver City and County
Roger Partridge	Douglas County
Libby Szabo	Jefferson County
Bob Roth	Aurora
Aaron Brockett	Boulder
Earl Hoellen (Alternate)	Cherry Hills Village
Rick Teter	Commerce City
Steve Conklin	Edgewater
Daniel Dick	Federal Heights
Saoirse Charis-Graves	Golden
Ron Rakowsky	Greenwood Village
Shakti	Lakewood
Phil Cernanec	Littleton
Wynne Shaw	Lone Tree
Ashley Stolzmann	Louisville
Colleen Whitlow	Mead
John Diak	Parker
Heidi Williams	Thornton

Participating via Webex:

Joe Jefferson	Englewood
Brad Wiesley	Lafayette
Joan Peck	Longmont
Sally Daigle	Sheridan

Others present: Doug Rex, Director, Transportation Planning & Operations, Jeanne Shreve, Adams County; Jamie Hartig, Art Griffith, Douglas County; Kent Moorman, Kevin Forgett, Thornton; Debra Baskett, Westminster; Lizzie Kemp, CDOT; Ken Lloyd, RAQC; Ted Heyd, Bicycle Colorado; and DRCOG staff.

Board Vice Chair Herb Atchison facilitated the work session. The session began at 4:00 p.m.

Chair Atchison asked members to mark their calendars for October 4, a special Board meeting will be held for interviews of the semi-finalists for the Executive Director position. He encouraged all members of the Board to attend the meeting.

Summary of June 7, 2017 Board Work Session

The summary was accepted as presented.

Public Comment

No public comment was received.

Discussion of TIP set-asides for the draft 2020-2023 TIP

Doug Rex briefed members on the work thus far of the TIP Working Group. The working group discussed the merits of each current set-aside, and developed a recommendation for set-asides to fund in the 2020-2023 TIP. The proposed set-asides and federal funding allocations were provided in the agenda packet. Four of the proposed set-asides are derivations of current programs, and one new Human Service Transportation set-aside is proposed by the working group.

Member input included:

- A comment was made that it makes sense to set-aside additional funds in the upcoming TIP cycle for investing in technology and human service transportation.
- A request was made for staff to provide additional information on the successes of the identified set-aside programs.

Mr. Rex asked for direction on bringing this item forward to the Board. Directors agreed that this item should be forwarded to the Board.

Discussion of TIP regional share policy items

Mr. Rex presented the recommendation from the TIP Policy Working Group on TIP regional share. The proposed process involves 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. All project selection recommendations will come to the Board for final approval within the 2020-2023 TIP. Directors were asked to provide direction on the regional share framework (program and project eligibility definition) and percentage of available funds for regional share. A table showing project categories eligible for regional share funding was provided in the agenda packet.

Member comments included:

- Changes are needed to the maps, to remove projects already completed or which are already funded.
- The regional benefit of Peña Boulevard and some other roadways was discussed.
- A suggestion was made to expand the roadway types eligible for regional funding to include major regional arterials. A request was made to have more information on capacities carried on major regional arterials.
- Director Graves expressed concern with the proposed regional split.

Mr. Rex noted that a discussion of focus areas for the upcoming TIP will occur at the Board workshop.

Other Matters

The work session ended at 5:20 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 #
September 6, 2017	Informational	5

SUBJECT

Focus Areas for the 2020-2023 TIP Call for Projects.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Background

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. An important recommendation of the white paper was for the Board to:

“develop specific goals or focus areas that are consistent with Metro Vision and the Regional Transportation Plan for what it hopes to accomplish in the next TIP call for projects.”

2017 Board Workshop

At the Board Workshop held on August 25-26, Board participants went through an exercise to develop a recommendation on focus areas for the 2020-2023 TIP. The exercise, known as Paired Comparison, utilized a list of potential focus areas¹ (Attachment 1) and compared the options in pairs to judge which options were preferred. Paired Comparison was chosen because of its success in comparing different, subjective options where you need to decide on their relative importance.

The exercise resulted in the following Board Workshop recommendation for the 2020-2023 TIP focus areas:

- **Improve mobility infrastructure and services for vulnerable populations** (including improved transportation access to health services).
- **Increase reliability of existing multimodal transportation network**
- **Improve transportation safety and security**

¹ The following potential focus area was also suggested at the Board Workshop and was included in the Pair Comparison analysis: *Enhance long-term mobility while reducing vehicle miles traveled (VMT)*

Next Steps for today's discussion

It is anticipated the recommended focus areas will be considered at the September Board meeting. In the interim, the TIP Policy Work Group (TPWG) would like direction from Board Directors on how the focus areas may be used in the project selection process.

Consideration of the following questions will help the TPWG as it continues to develop project evaluation criteria for the Board's consideration:

- Should the focus areas be used as a litmus test for project eligibility or should focus areas be used more as a guide for investment decisions?
 - If focus areas are a litmus test, how many of the focus areas must be addressed to be considered a qualified project?
- Should the consideration of focus areas involve quantitative evidence, qualitative evidence or both?
- Should the consideration of focus areas be different for Regional Share projects vs. Subregional Share projects?

PREVIOUS DISCUSSIONS/ACTIONS

[May 3, 2017](#)

PROPOSED MOTION

N/A

ATTACHMENT

1. 2017 Board Workshop Handout - Focus Areas 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@drco.org; or Steve Cook, Transportation Modeling and Operations Manager, at 303-480-6749 or scook@drco.org.

Focus Areas for the 2020-2023 Transportation Improvement Program

Background

Federal law charges metropolitan planning organizations (MPOs), such as DRCOG, with the responsibility for developing and approving a Transportation Improvement Program (TIP) that documents how federal transportation dollars are spent in the Denver region, as well as state- and local-funded projects that may significantly affect air quality in the region. Over the past two years, DRCOG staff, board and stakeholders from across the region have laid the groundwork for the fiscal year 2020-2023 TIP, including development of the following documents: *2016-2021 TIP Review White Paper* and *Recommended Funding and Project Selection Framework*. Both documents emphasized the importance of board-established goals that detail what the board hopes to accomplish with the next round of TIP funding – an excerpt from the project selection framework (February 2017) is provided below.

Consistent with its white paper recommendation, the Work Group encourages the Board to develop specific goals or focus areas that are consistent with Metro Vision and the Regional Transportation Plan for what it hopes to accomplish in the next TIP call for projects.

In addition to preparing and adopting the TIP, DRCOG is also charged with developing a long-range regional transportation plan. The board adopted the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) in April 2017. The 2040 MVRTP presents a complete picture of the region's envisioned and financially constrained multimodal transportation system through 2040.

The board also adopted a revised Metro Vision plan in January 2017. Metro Vision outlines broad outcomes, objectives and initiatives to make life better for the region's residents.

As suggested by the TIP Review Work Group, the board will devote time at the 2017 Board Workshop to prioritize focus areas for the 2020-2023 TIP. The following potential focus areas will be discussed at the workshop. Each of the potential focus areas offered below are present in either Metro Vision, the 2040 MVRTP or in both documents – the strategic planning framework for the region's transportation system was originally detailed in Metro Vision and subsequently integrated into the 2040 MVRTP.

Metro Vision and the 2040 MVRTP guide DRCOG's work and establish a shared aspirational framework for the future, including the important role of mobility and transportation investments. As such, *all* the potential focus areas outlined below have been identified by the board as key strategies needed to realize the region's desired future. The board will use the 2017 workshop to identify preliminary focus areas for the upcoming TIP – a set of *near-term* strategic investments that address current needs and set the stage for continued progress toward longer-term outcomes identified in Metro Vision and the 2040 MVRTP.

Potential TIP Focus Areas

Address gaps in the existing multimodal network

The region's multimodal transportation system functions most successfully when gaps or barriers are eliminated, such as first- and last-mile gaps to and from transit. Gaps in facilities, services, information or other aspects can hinder convenient and reliable access to or use of a single mode, as well as seamless connections between modes.

Improve freight and goods movement

Freight and goods are moved by a variety of modes – air, trucking, railroads, pipelines and even drones. The economies of Colorado and the Denver region depend on the efficient and reliable movement of freight and goods within and through the region. In an app-based online economy, an increasing component of freight is small, frequent residential deliveries of packages, groceries and other goods.

Improve mobility infrastructure and services for vulnerable populations

Mobility is a key component of helping vulnerable populations (such as older adults, minority, low-income, individuals with disabilities and veterans) maintain their independence and quality of life. With the region's rapidly aging population (by 2035, one in four people in the region will be at least 65), transportation is also a key component to helping older adults age in place. Improving mobility infrastructure and services for vulnerable populations includes many components, such as specialized transit services, information and assistance (such as DRCOG's Network of Care), convenient travel options and training to use them, and street design and signage.

Improve transportation access to health services

The Denver region is widely recognized as a model of livability and health, but our region is also grappling with increasing rates of chronic illnesses such as diabetes and obesity and a growing older adult population. Improving accessibility to health care through transportation investments can improve the health and wellness of the region's residents, while also supporting a key sector in our region's economy.

Improve transportation safety and security

Safety for all users of the multimodal transportation system – and working toward reducing serious injuries and eliminating fatalities – is of paramount priority to every transportation stakeholder in the region. There are approximately 220 reported traffic crashes per day in the region, resulting in about 70 injuries per day and four traffic fatalities per week (more than 200 annually). Transportation security supports resiliency and addresses potential vulnerabilities and risks, from terrorism to technology (such as hacking) and natural hazards.

Increase affordable transportation and housing options

Housing and transportation are typically the two largest categories of household spending. These costs are also interdependent. The location of housing has a relationship to housing costs, but also affects available mobility choices, and therefore costs. Expanding options for affordable transportation and housing options are key strategies to attract and retain the regional workforce, and provide better access to basic needs and quality-of-life amenities that allow the region's residents to succeed.

Increase reliability of existing multimodal transportation network

Having a consistently reliable multimodal transportation system is essential to the individual user experience and regional traffic flow. Reliability may be addressed as capacity improvements to any of the region's travel modes or through operational improvements such as traffic signal timing, transit service and transportation demand management strategies.

Invest in technology solutions to increase mobility

Transportation-related technology is rapidly evolving, offering great promise for (although uncertain effects on) reducing traffic congestion, improving safety and increasing personal mobility. Technology that delivers real-time information to travelers is significantly affecting commute and non-commute situations alike. Travelers and freight shippers can make better decisions about how they travel (mode), when they travel (time), where and whether they travel (location) and which route they choose (path). Emerging technologies such as connected and autonomous vehicles will also undoubtedly change the way people and freight get around the region in the future.

Maintain existing multimodal transportation network

It is vitally important, and a federal requirement, for the region to maintain the multimodal transportation network (vehicles, facilities and infrastructure) in safe and sound condition. Local and regional transportation agencies implement asset management techniques to measure and allocate funding for repair and maintenance. With the region gaining more than a million people and 600,000 jobs by 2040, maintaining infrastructure while planning for new growth is a key regional challenge.

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 #
September 6, 2017	Information	6

SUBJECT

Further discussion of TIP Regional Share policy items: 1) framework for definition of Regional Share eligible programs and projects; and 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 continue discussion and provide direction on the following two topics prior to bringing them to the full DRCOG Board for action.

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

On July 24, the TPWG recommended program and project eligibility components outlined in the *Draft Regional Share Framework for the 2020-2023 TIP*. Staff has revised the framework to reflect direction provided at the August 2 Board Work Session (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 maps associated with DRCOG’s [2040 Metro Vision Regional Transportation Plan](#). Three maps were revised within the attached framework:

- *Freeway Capacity Project* map now only shows locations with projects currently eligible for the 2020-23 TIP.
- *Managed Lane System* map now only shows locations with projects currently eligible for the 2020-23 TIP.
- *Rapid Transit* map now shows only transit guideway facilities and associated stations.

At the August 2 Board Work Session, direction was also provided to consider the eligibility rules to allow Regional Share funding for projects on Major Regional Arterials (MRAs).

Board members asked staff to prepare maps and discuss definitions and assumptions at this meeting:

- MRAs are one of three types of roadway designations on the DRCOG-approved 2040 Regional Roadway System (RRS). The other types are Freeways/Tollways and Principal Arterials (Attachment 3).
- Locations of eligible MRA “capacity” projects are shown on as Attachment 4.
- Staff also believes the implication of the Work Session discussion was that operational projects on MRAs would be eligible. Definition of project types are as follows:
 - “Capacity” projects include new facilities and widening at least one-mile in length or new interchanges. They must be identified in the Fiscally Constrained RTP.
 - Operational projects include site-specific modifications less than one-mile in length, such as at bottlenecks, intersections, or interchanges. They are not typically identified in the RTP.

Board members also asked staff to provide further information on example Regional Share-eligible projects on freeways, MRAs, and Regional Bicycle Corridors funded in past TIPs (Attachment 5).

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 7 Board Work Session discussed a proposal by the TPWG to designate a maximum of 30 percent of available funds to the Regional Share (and a minimum of 70 percent to the Subregional Share). For illustrative purposes, Attachment 6 shows the estimated funding amounts (four-year totals). Estimates are also provided for each individual subregion (counties) based on population, employment, and person miles traveled.

Follow-up to Last Month’s Discussion

It was requested that staff provide estimated funding amounts with the Regional Share and Subregional Share reversed. For illustrative purposes, Attachment 7 shows the estimated funding amounts (four-year totals) based on a 70 percent Regional Share and 30 percent Subregional Share allocation.

For your information, staff has included further details on how the Puget Sound Regional Council conducts its TIP process (Attachment 8). DRCOG has been using their “dual model” project selection process as a guide for our new TIP.

PREVIOUS DISCUSSIONS/ACTIONS

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

[August 2, 2017](#) – DRCOG Board Work Session

PROPOSED MOTION

N/A

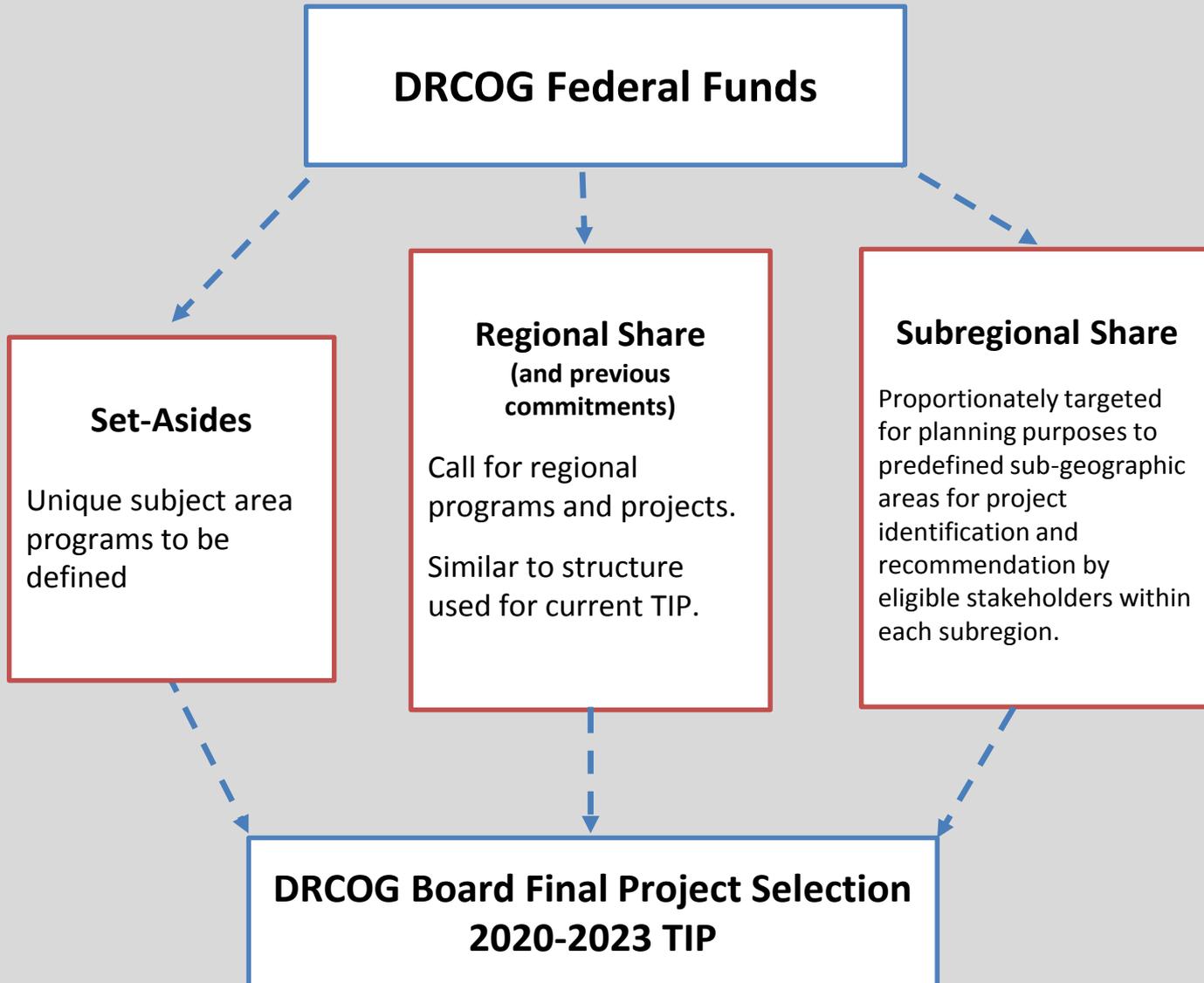
ATTACHMENTS

1. Dual Model Concept
2. Revised Draft of Regional Share Framework for the 2020-2023 TIP (8/30/17)
3. DRCOG 2040 Regional Roadway System (RRS)
4. Major Regional Arterial Capacity Projects Eligible for TIP
5. Regional Share Eligible Projects Previously Funded
6. Example Estimates of 4-Year Funding for 30% Regional and 70% Subregional Shares
7. Example Estimates of 4-Year Funding for 70% Regional and 30% Subregional Shares
8. Information on Puget Sound Regional Council TIP Process
9. Staff presentation

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

(TIP Work Group – 7/24/17 with Revised Maps 8/30/17)

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.

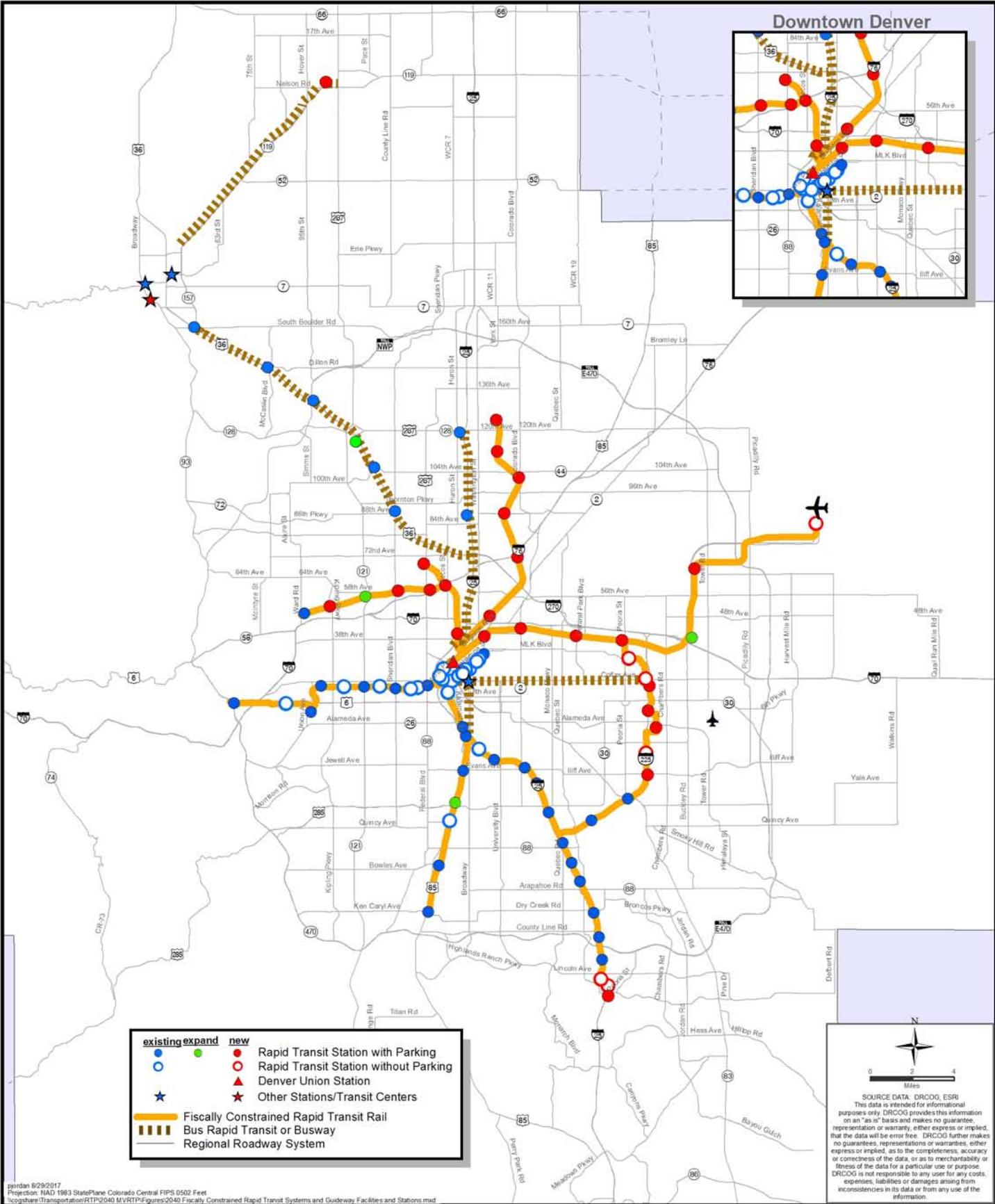
Table 1: Project Categories Eligible for Regional Share Funding (stand-alone reconstruction projects are <u>not</u> eligible)	
2040 MVRTP Eligible Networks <i>Specific project attributes such as start and end points, alignment, service levels, and number of lanes are subject to revision through future environmental studies.</i>	Eligible Projects Reference Maps/Table <i>(as adopted in RTP at time of TIP Call for Projects in 2018)</i>
Regional Rapid Transit <i>(rail and BRT/busway guideway corridors)</i>	Figure A
Key Multi-Use Trails and Regional Corridors	Figure B* <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 C** <i>**Capacity projects identified on Figure C are eligible. Operational projects that benefit freeway mainlines (red lines on Figure C) are eligible.</i>
Regional Managed Lanes System	Figure D
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.	

Attachment 2 - Figure A



2040 Fiscally Constrained Rapid Transit System Guideway Facilities and Stations

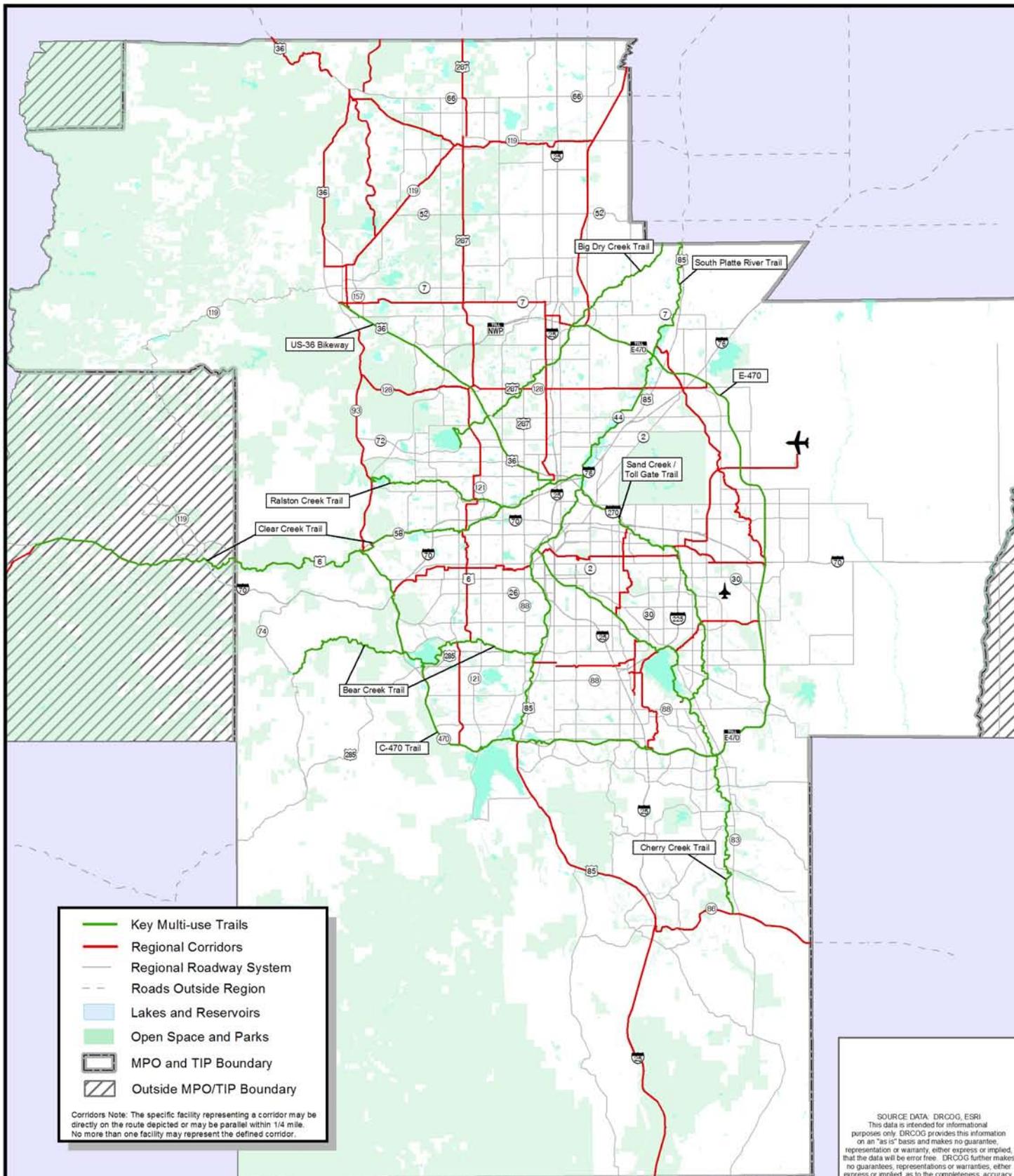
2040 Metro Vision
Regional Transportation Plan



Revised 6/29/2017
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\\gpcshare\Transportation\RTIP\2040 MVRT\Figures\2040 Fiscally Constrained Rapid Transit Systems and Guideway Facilities and Stations.mxd

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.

TIP Eligible Bicycle Corridors



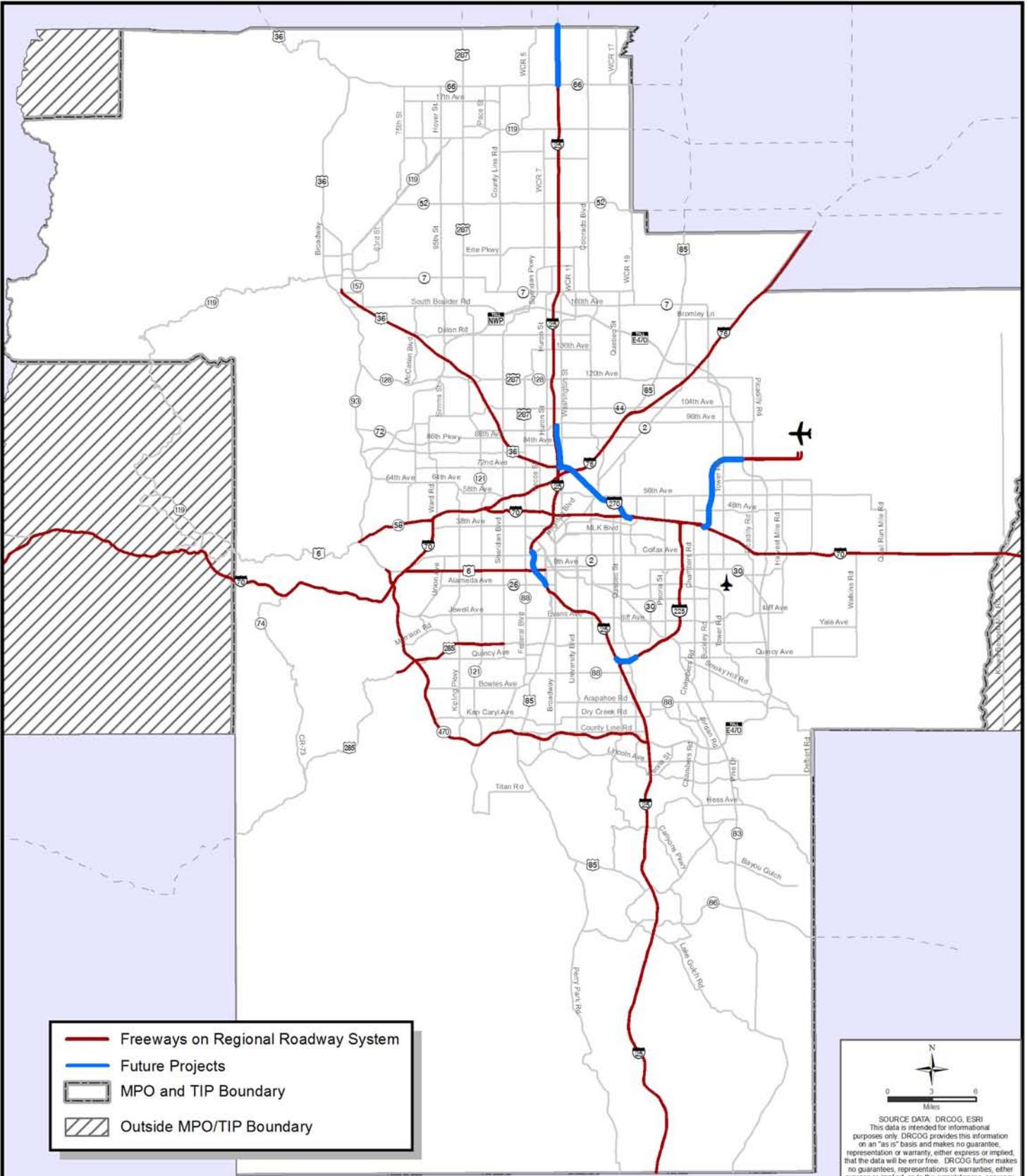
— Key Multi-use Trails
— Regional Corridors
 Regional Roadway System
 Roads Outside Region
 Lakes and Reservoirs
 Open Space and Parks
 MPO and TIP Boundary
 Outside MPO/TIP Boundary

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.

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Fiscally Constrained RTP Regionally Funded Freeway Capacity Projects Eligible for TIP



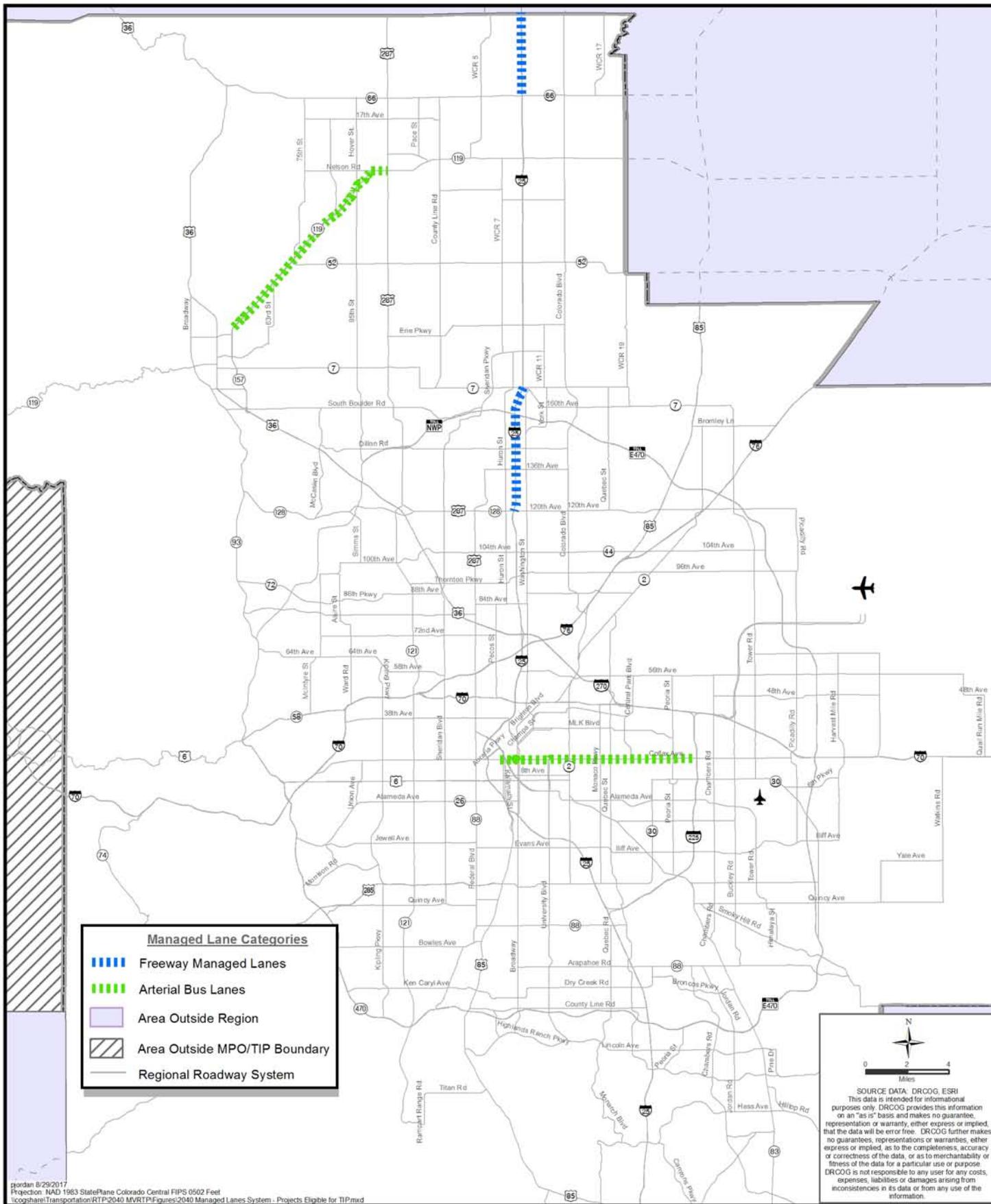
- Freeways on Regional Roadway System
- Future Projects
- MPO and TIP Boundary
- Outside MPO/TIP Boundary

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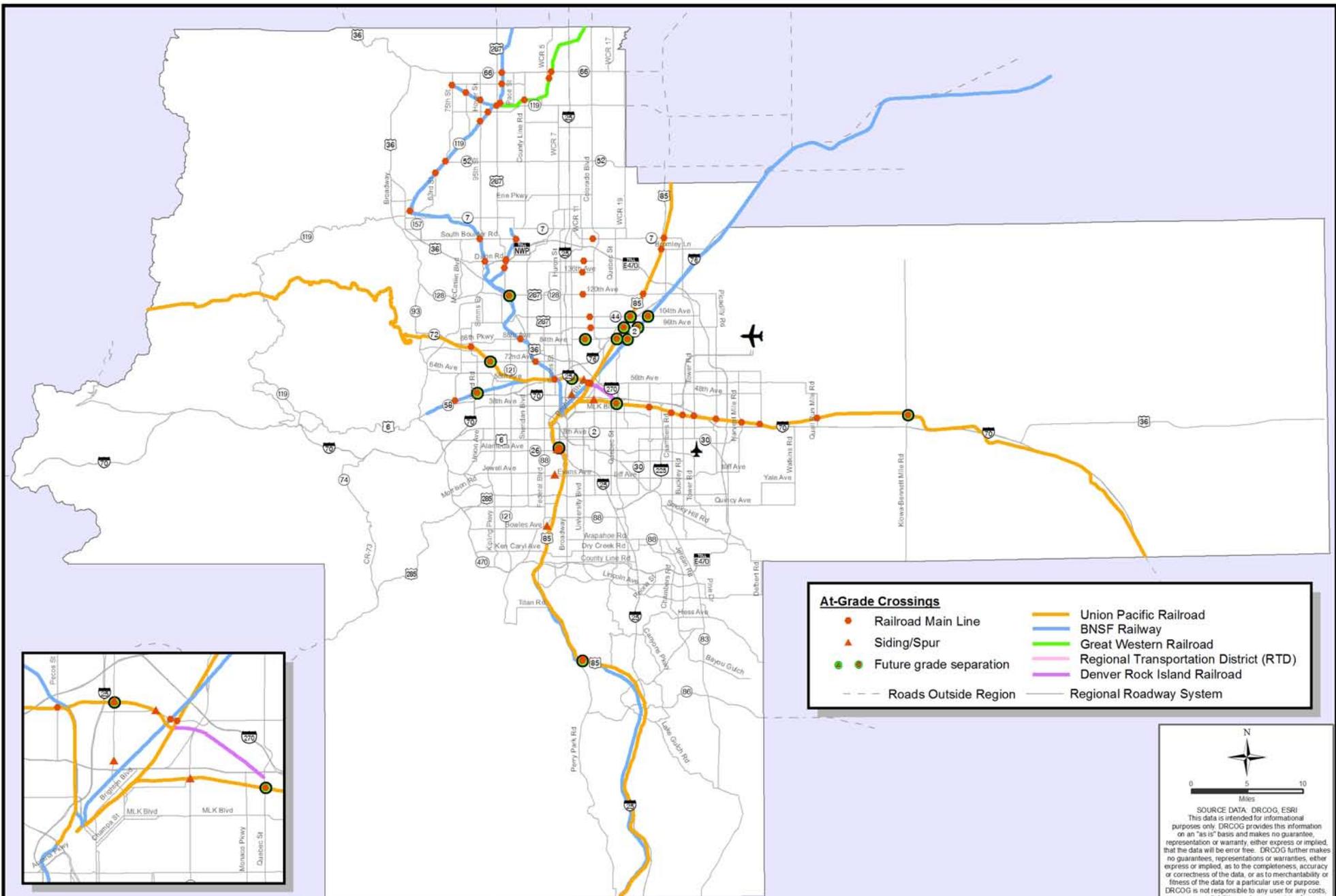
SOURCE DATA: DRCOG, ESRI
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2040 Managed Lanes System Projects Eligible for TIP



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 \coshare\Transportation\RTP\2040 MVRTIP\Figures\2040 Managed Lanes System - Projects Eligible for TIP.mxd

At-Grade Railroad Crossings on the Regional Roadway System



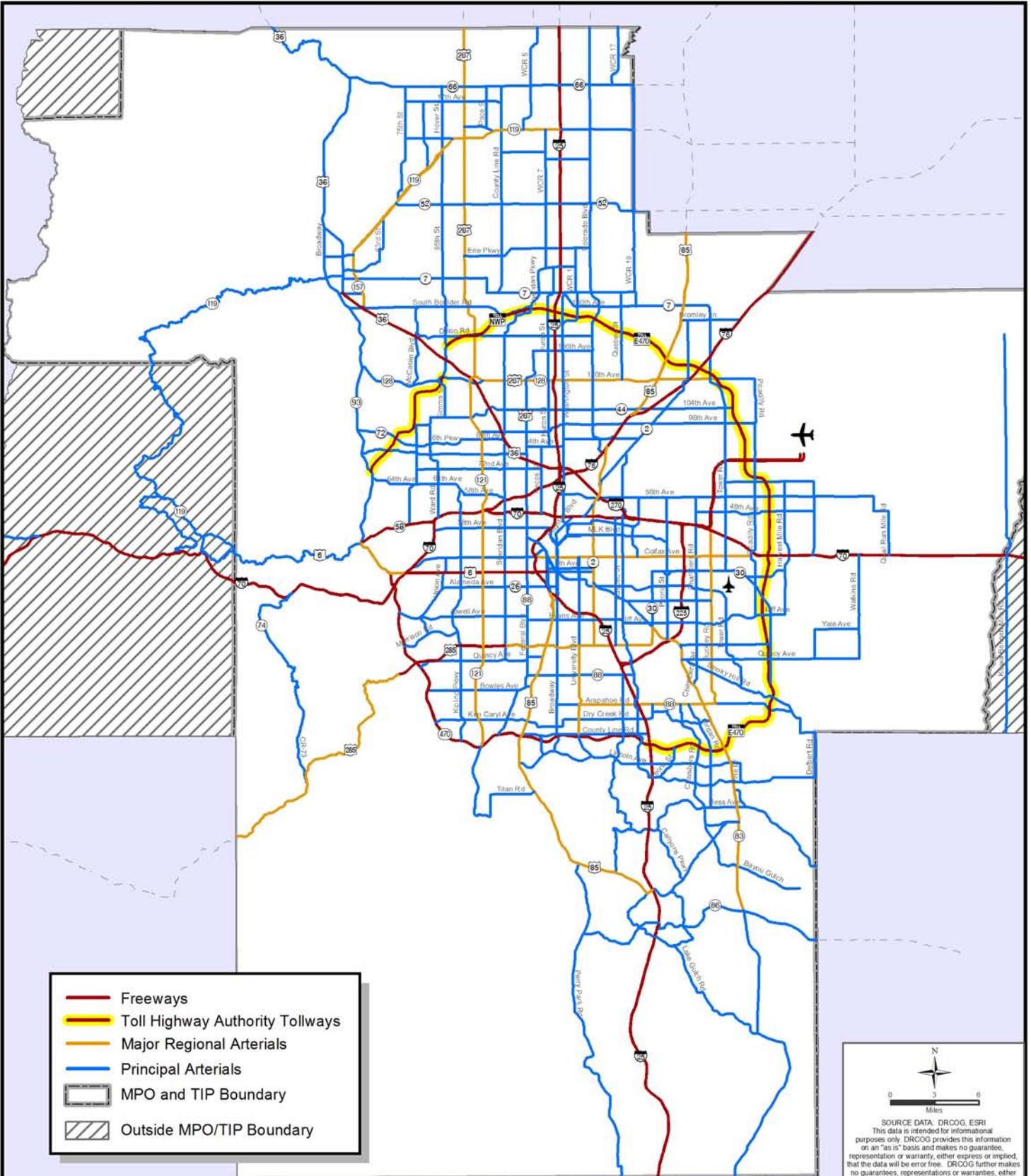
At-Grade Crossings

- 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

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Miles

SOURCE DATA: DRCOG, ESRI
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- Freeways
- Toll Highway Authority Tollways
- Major Regional Arterials
- Principal Arterials
- MPO and TIP Boundary
- Outside MPO/TIP Boundary

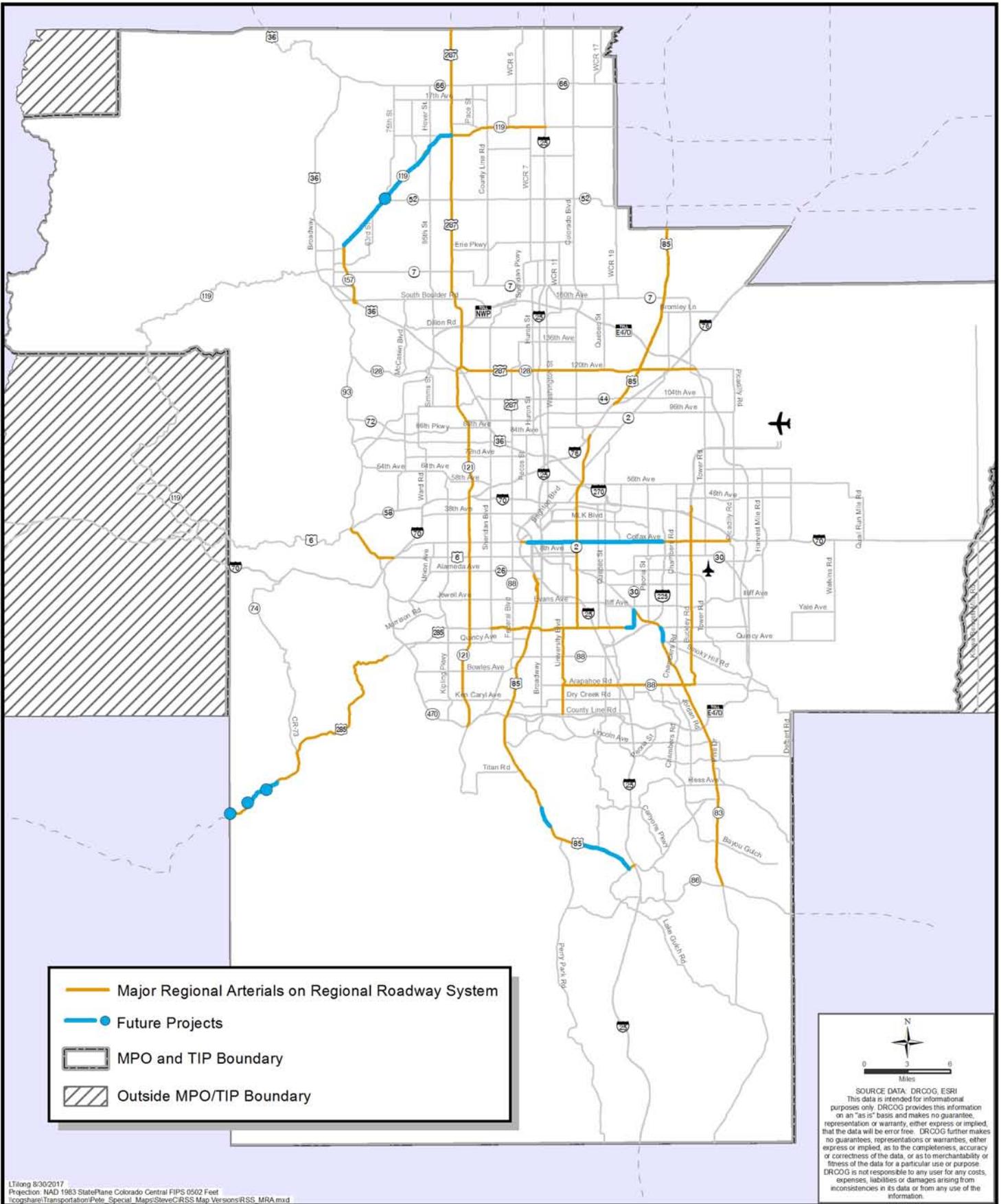
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Fiscally Constrained RTP Regionally Funded Major Regional Arterial Projects (Eligible for TIP)



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Attachment 5 "Regional Share Eligible" Projects Previously Funded

Per TPWG Definition (July 24, 2017) and MRA Projects Added

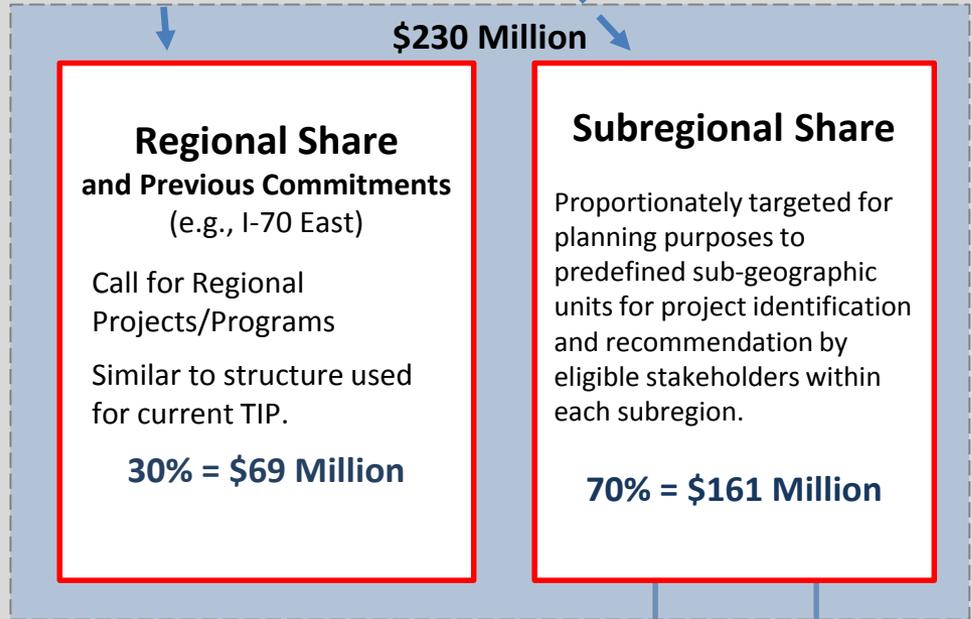
<u>Regional Projects with Funding Added in 2016-2019</u>	<u>DRCOG Federal Amount Funded (1,000's)</u>	<u>TIP Percentage Considered "Regional"</u>
C-470 Multi-use Trail Grade Separation @ Yosemite	\$2,000	
US-6 Path: Colfax to Johnson	\$589	
Lakewood D-10 Multi-use Path	\$1,920	
Aurora Toll Gate Creek Trail	\$5,683	
Aurora 23rd Ave. Bike/Ped Path	\$1,492	
Hwy 79/36 Grade Separation of UPRR	\$1,176	
Central 70 (I-70 East) Project	\$25,000	
First RTD FasTracks Commitment*	\$8,000	
Second FasTracks Corridor Commitments**	\$11,591	
16th St. Mall Reconstruction	\$4,799	
SH-119 BRT NEPA study	\$1,000	
Mobility Choice Blueprint	\$400	
Regional BRT Feasibility Study	\$1,000	
Ozone Modeling Study	\$480	
Total DRCOG-Allocated Funding in TIP	\$288,682	\$65,130
		22.6%
MRA Projects:		
Wadsworth Widening from 35th to 48th	\$25,280	
US-85: Highlands Ranch Pkwy to Blakeland Dr Capacity	\$15,000	
US-85: Blakeland Dr to County Line Operational	\$11,273	
Total DRCOG-Allocated Funding in TIP w/MRAs	\$116,683	40.4%
Regional Projects with Funding Added in 2012-2015		
Tollgate Creek Bike/Ped Bridge and Trail	\$1,214	
Wonderland Underpass Path - Foothills to 30th	\$2,000	
Peoria-Smith Station Bike/Ped Access Improvements	\$397	
SH-119/Airport Rd Underpass	\$915	
S. I-25 Lane Balance (RidgeGate to County Line Rd.)	\$10,400	
US-36 Managed Lanes/BRT (\$25 Million previous not included)	\$15,000	
N. I-25 Managed Lanes	\$5,000	
Peoria/Smith Grade Separation	\$25,000	
First RTD FasTracks Commitment*	\$24,000	
Second FasTracks Corridor Commitments**	\$20,000	
Transportation Model Network Enhancements	\$100	
Total DRCOG-Allocated Funding in TIP	\$292,859	\$104,026
		35.5%
MRA Projects:		
120th Ave Connection	\$20,800	
Wadsworth Widening from 10th to 14th	\$6,240	
Wadsworth Widening from Highland Dr to 10th	\$5,400	
Foothills Pkwy Operations from Diagonal Hwy to Valmont	\$600	
120th Ave and Federal Operational Improvements	\$3,421	
I-25/Arapahoe Interchange - Design	\$4,200	
Arapahoe/Yosemite Operational Improvements	\$3,000	
Total DRCOG-Allocated Funding in TIP w/ MRA's	\$147,687	50.4%

*Board approved in 2006; \$60 million total DRCOG commitment

**Board approved in 2008; \$60 million total DRCOG commitment

Example Estimates of 4-Year Funding for 30% Regional and 70% Subregional Shares

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



Set-Asides (As Proposed)

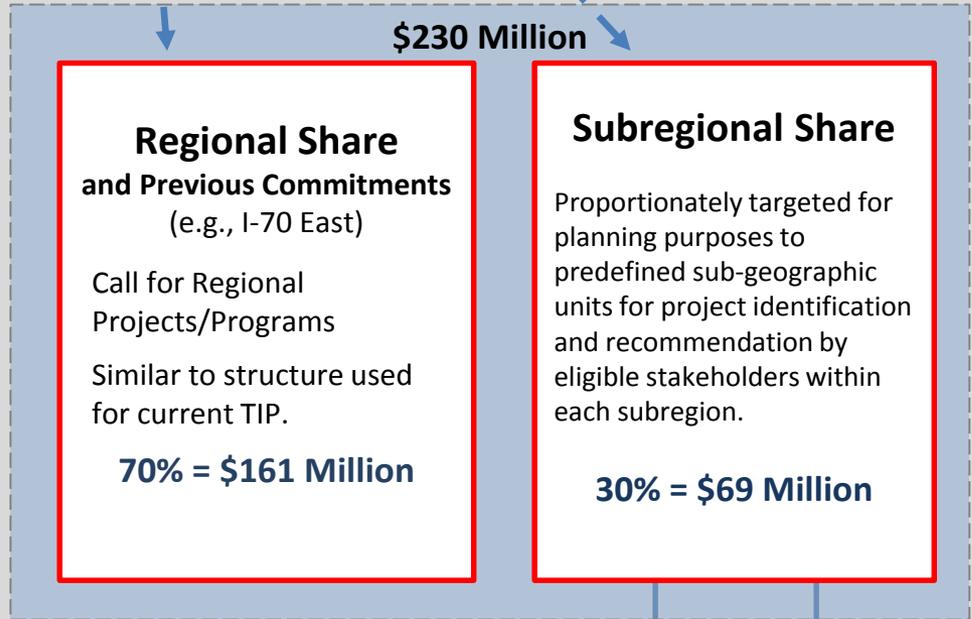
- Community Mobility Planning & Implementation
- TDM Services
- Regional Transportation Operations & Technology
- Air Quality Improvement
- Human Service Transportation

~\$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

Example Estimates of 4-Year Funding for 70% Regional and 30% 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 30% of Total)		
Counties	Avg of 2015 Pop & Employ, and 2016 PMT	
		<i>4-Year Funding (in Millions)</i>
Adams	15.20%	\$ 10.5
Arapahoe	19.25%	\$ 13.3
Boulder	9.96%	\$ 6.9
Broomfield	2.34%	\$ 1.6
Denver	24.15%	\$ 16.6
Douglas	9.97%	\$ 6.9
Jefferson	16.81%	\$ 11.6
SW Weld	2.31%	\$ 1.6
	100%	\$69 Million

Attachment 8

Information on Puget Sound Regional Council (PSRC) TIP Process

- PSRC TIP policy framework is available at the following link:
<https://www.psrc.org/sites/default/files/2016policyframeworkfull.pdf>
- PSRC consists of four counties, 75 cities/towns, six transit agencies, four ports, the State of Washington DOT, and nine tribes. A call for projects is held every two years.
- Applications must center on the adopted policy focus:
 - For regional projects, federal funds are used to support the development of regional growth centers, regional manufacturing/industrial centers and the corridors that serve them.
 - For the subregional process, the centers and corridors noted above are used, as well as additional centers that may be identified through the county-wide process.
- PSRC has set-asides, such as a preservation pilot (20% of STP funds), 10% to bicycle and pedestrian projects, and the Rural Town Centers and Corridors Program (\$3 million), in addition to previous carryover projects. With the exception of the Rural Town Centers and Corridors Program, the set aside funds are proportionately provided to the subregional forums for their consideration.
- The effective rate of the funding split is 34.5% regional and 65.5% subregional.
 - *Note: since most of the set-aside funds revert back to the subregional pool, the effective funding split is different than the 50/50 split suggested in their documentation.*
- Regional projects are intended to be of a regional, high-priority nature.
 - The projects are submitted by subregional forums.
 - There is no minimum federal funding request.
 - Point criteria do not rely heavily on engineering methodologies or precise benefit calculations.
 - PSRC staff review and score applications and prepared recommendations to the Transportation Policy Board for further review and discussion. The Policy Board then makes recommendations to the Executive Board for final approval.
- Within the county-wide process, the subregional forums are responsible for following federal and MPO guidelines when conducting their competitive project selection process. The intent is to fund subregional priorities, while still maintaining a region-wide policy focus.
 - Each forum dictates its process and sets its criteria consistent with applicable federal statute, guidelines, and PSRC policy. PSRC staff reviews applications to ensure eligibility.
 - Point criteria do not rely heavily on engineering methodologies or precise benefit calculations.
 - Funding recommendations are forwarded to the Transportation Policy Board for further review and discussion. The Policy Board then makes recommendations to the Executive Board for final approval.

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

2020-2023 TIP
Regional Share Definition and
Eligibility

Board Work Session
September 6, 2017

Presented by:
Douglas W. Rex

Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Two models

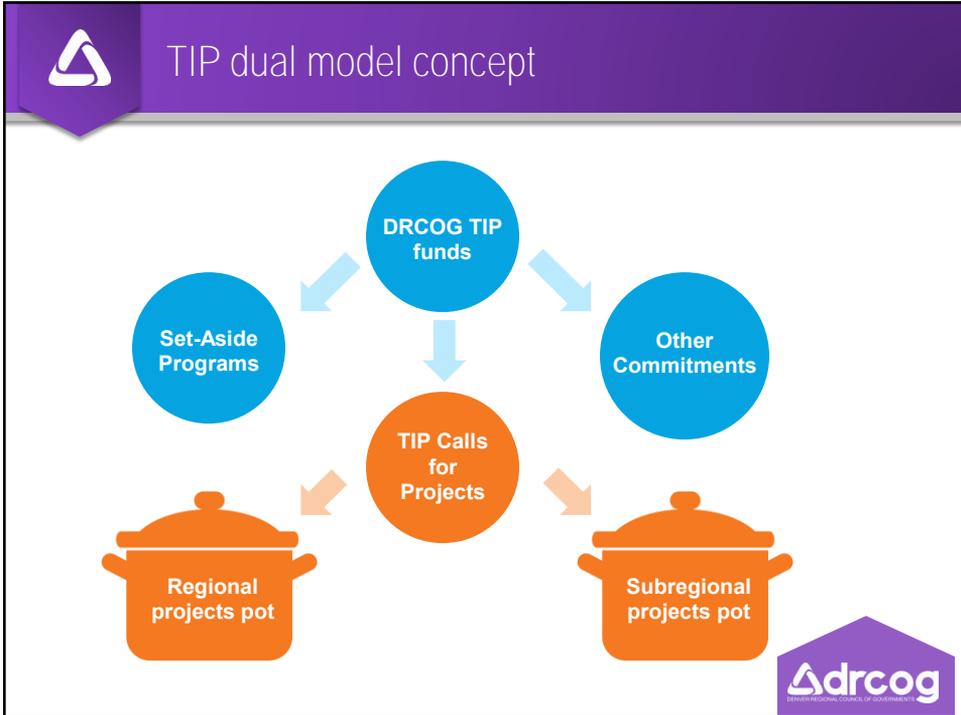
Regional model

- DRCOG's current model
- Centralized process: All applications submitted to MPO

Regional/subregional model (dual model)

- Seattle, Chicago
- Has both regional and subregional allocation elements

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Dual Model – A comprehensive review

Establish TIP Focus Areas

- Responsibility of the Board
- Regional priorities: What would the Board like to do with DRCOG funding to make life better?
- Consistent with Metro Vision and the RTP
- Discussed TIP Focus Areas at Board Workshop

Set-aside Share

- Approved at September Board meeting
- \$49.4 million to programs and pools

The DRCOG logo is in the bottom right corner.



Dual Model – A comprehensive review (cont.)

Regional Share

- Projects providing a significant regional benefit
- Funds primarily used to supplement larger regional projects submitted by regional partners (e.g. CDOT, RTD, public authorities and other entities that qualify for federal funds)
- Simplified application process
 - Must be able to quantify the benefits to the region



Dual Model – A comprehensive review (cont.)

Subregional Share

- Funds proportionately targeted to predefined sub-geographic units for project identification and recommendation
 - Counties to be used
 - Subregional share needs to be “meaningful”
- How should funds be proportionately targeted?
 - Combination of population, employment, PMT

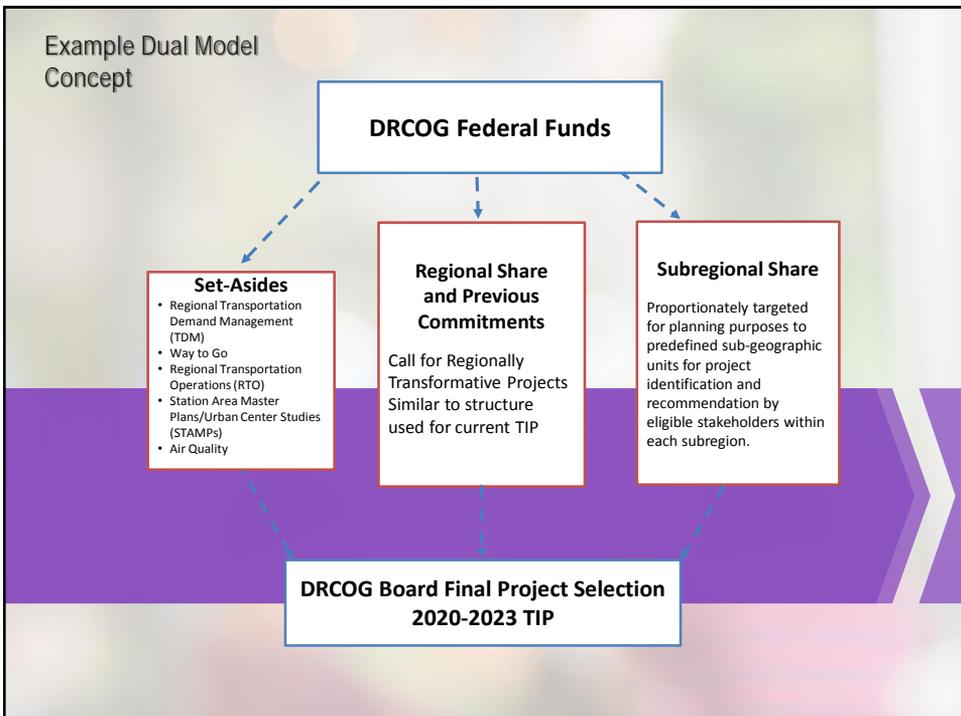




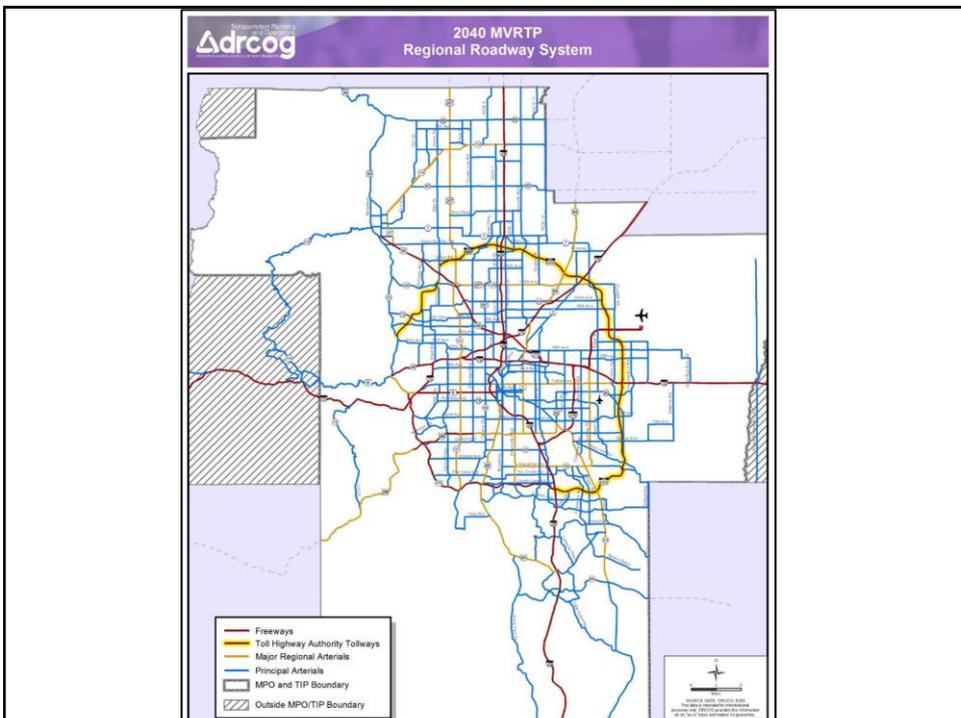
Dual Model – A comprehensive review (cont.)

Subregional Share

- **Governance:**
 - Establishment of subregional “forums” to coordinate a project prioritization process
 - Every local governmental unit within the county is invited to participate
 - CDOT and RTD non-voting
 - Other stakeholders at the discretion of subregional forums
- **Board’s Role:**
 - Process oversight
 - Ultimate decision makers on subregional projects.
 - Make sure projects are consistent with MV, RTP and Focus Areas

REGIONAL SHARE FRAMEWORK DEVELOPMENT

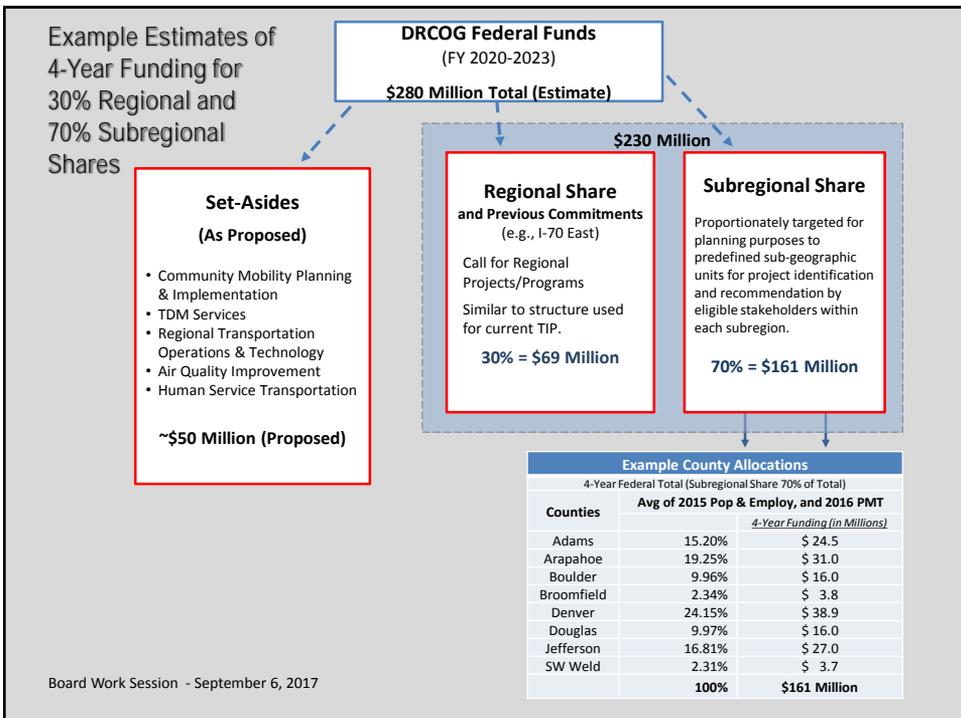


Attachment 9

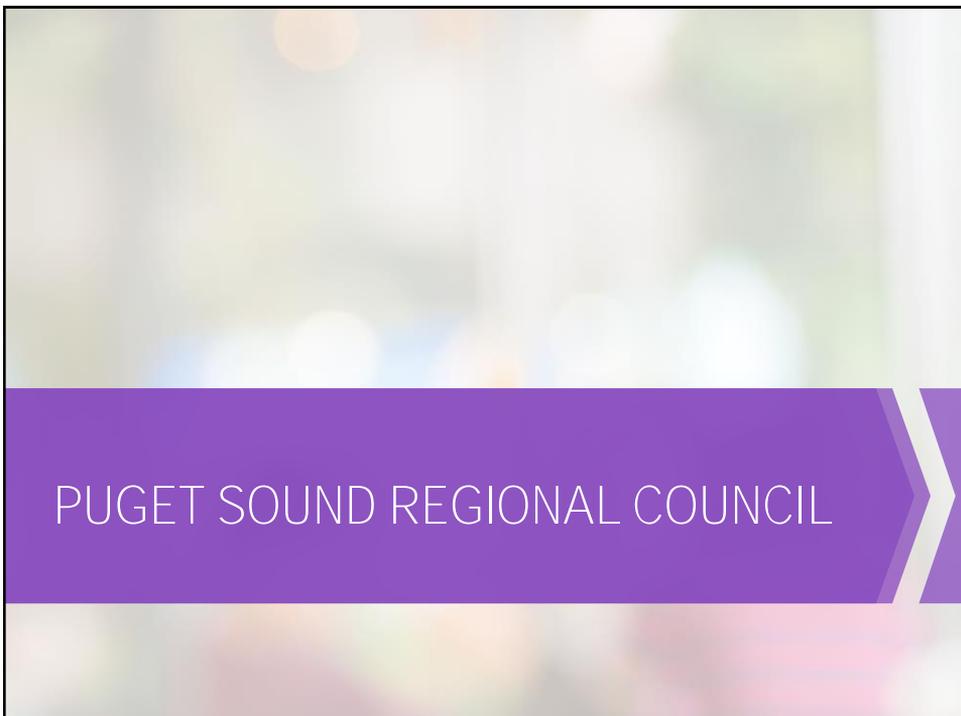
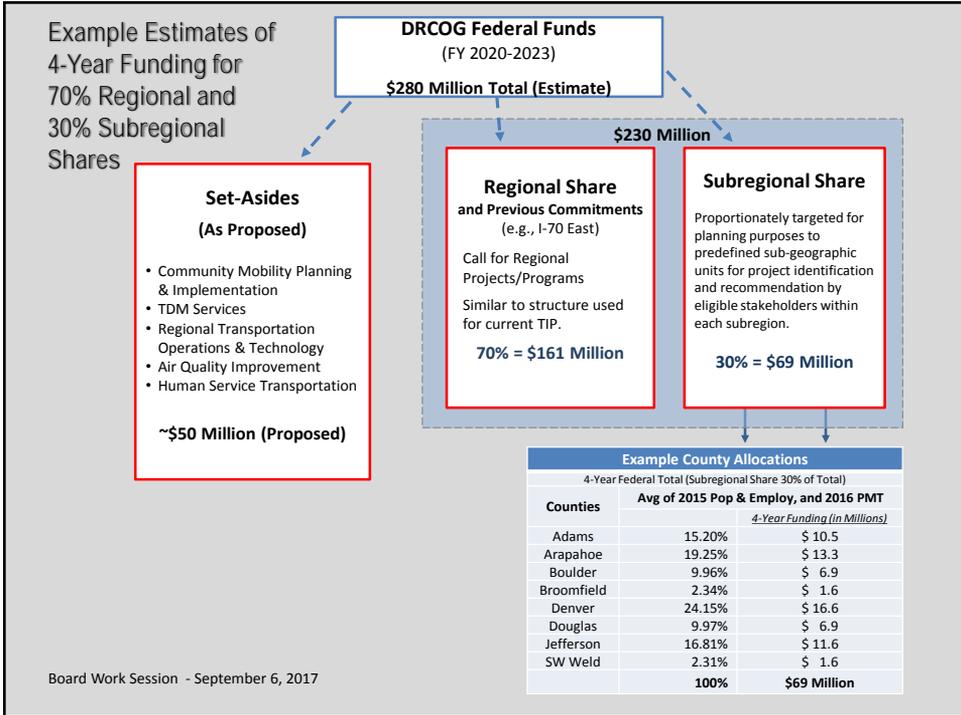
Attachment 5
"Regional Share Eligible" Projects Previously Funded
 Per TPWG Definition (July 24, 2017) and MRA Projects Added

Regional Projects with Funding Added in 2016-2019	DRCOG Federal Amount Funded (1,000's)	TIP Percentage Considered "Regional"
C-470 Multi-use Trail Grade Separation @ Yosemite	\$2,000	
US-6 Path: Colfax to Johnson	\$589	
Lakewood D-10 Multi-use Path	\$1,970	
Aurora Toll Gate Creek Trail	\$5,683	
Aurora 23rd Ave. Bike/Ped Path	\$1,492	
Hwy 79/36 Grade Separation of UPRR	\$1,176	
Central 70 (I-70 East) Project	\$25,000	
First RTD FasTracks Commitment*	\$8,000	
Second FasTracks Corridor Commitments**	\$11,591	
16th St. Mall Reconstruction	\$4,799	
SH-119 BRT NEPA study	\$1,000	
Mobility Choice Blueprint	\$400	
Regional BRT Feasibility Study	\$1,000	
Ozone Modeling Study	\$480	
Total DRCOG-Allocated Funding in TIP	\$288,682	\$65,130 22.6%
MRA Projects:		
Wadsworth Widening from 35th to 48th	\$25,280	
US-85: Highlands Ranch Pkwy to Blakeland Dr Capacity	\$15,000	
US-85: Blakeland Dr to County Line Operational	\$11,273	
Total DRCOG-Allocated Funding in TIP w/MRAs	\$116,683	40.4%
Regional Projects with Funding Added in 2012-2015		
Tollgate Creek Bike/Ped Bridge and Trail	\$1,214	
Wonderland Underpass Path - Foothills to 30th	\$2,000	
Peoria-Smith Station Bike/Ped Access Improvements	\$397	
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 **Board approved in 2008; \$60 million total DRCOG commitment



Attachment 9





Puget Sound Regional Council Model

Focus Area

- Regional projects
 - “...to support the development of centers and the corridors that serve them.”
- Subregional projects
 - Regional centers noted above, as well as additional centers identified through the subregional process.

Set-asides

- Preservation Pilot (20% of available STP funds)
- Bicycle and pedestrian (10% of available funds)
- Rural Town Centers and Corridors Program (\$3 million)



Puget Sound Regional Council Model

Funding Split

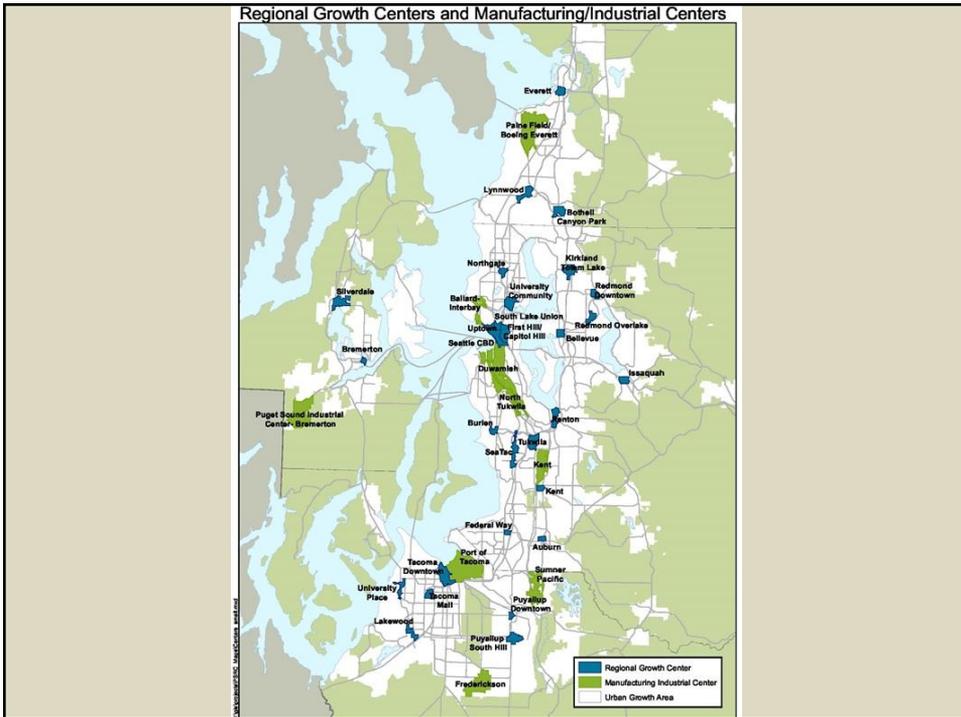
- Majority of set-asides revert back to the Subregions
- The effective rate:
 - Regional = 34.5%
 - Subregional = 65.5%

Other Notes

- Regional projects
 - Submitted by subregional forums
 - No minimum federal funding request
- Subregional projects
 - Each forum responsible for selection program



Attachment 9



QUESTIONS/COMMENTS