

WELCOME TO  
**VISION 2035**



**DENVER**  
**SOUTH**

TRANSPORTATION



## OVERVIEW AND OBJECTIVES

The Vision 2035 plan is a match-funding program of Denver South, a non-profit economic development and transportation management organization representing a coalition of local stakeholders surrounding the I-25 corridor and Southeast Light Rail Line south of Denver.

This coalition—including Arapahoe and Douglas counties; the cities of Centennial, Greenwood Village, Lone Tree; the City and County of Denver; the Southeast Public Improvement Metropolitan District (SPIMD), and the regional business community—was formed to provide political and economic resources to meet the corridor’s transportation and economic development needs.

Together, we promote working relationships between the partners to identify and develop regional transportation solutions that will enhance mobility, drive economic development, and establish a high-quality visual aesthetic as a key element of our regional brand.

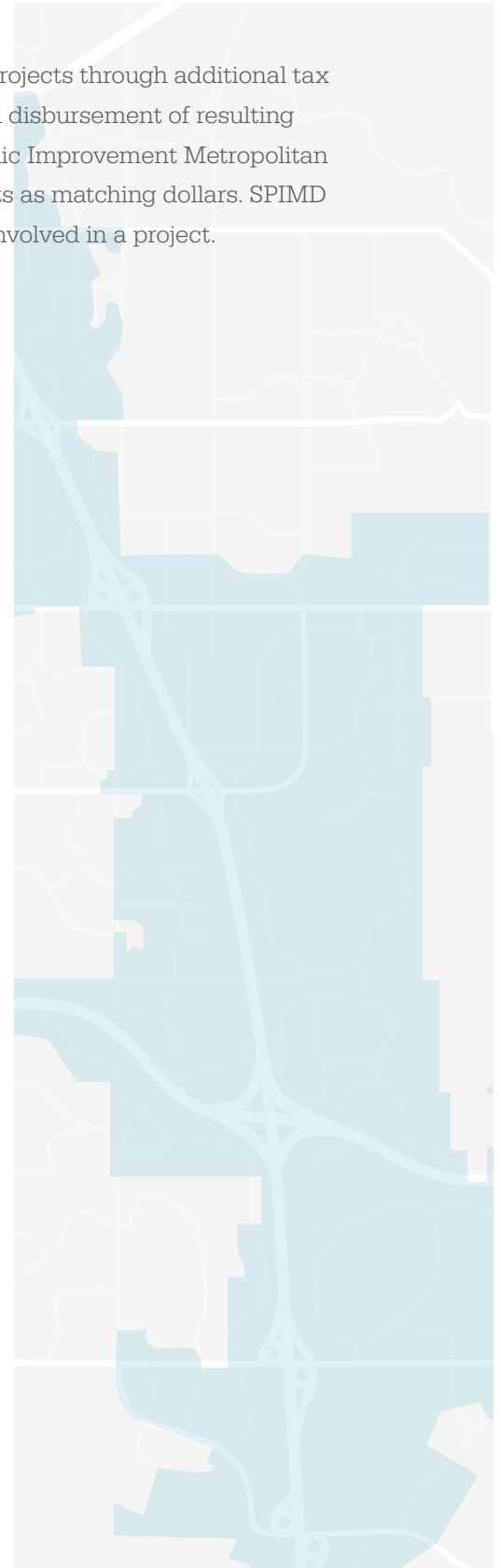
The goal of the Vision 2035 plan is to foster growth of employment and the local tax base, enhance quality of life, and provide competitive advantages for businesses as they recruit and retain employees. We aim to achieve this balance by improving mobility, relieving congestion, increasing transit ridership, and maximizing highway, interchange, and arterial road capacity. The Vision 2035 plan promotes regional collaboration, proactive planning, and investment in infrastructure and efficiencies.

# HOW IT WORKS

Vision 2035 funding supports regionally beneficial local government projects through additional tax dollars from area commercial and retail businesses. Tax collection and disbursement of resulting funds is done through a local special district called the Southeast Public Improvement Metropolitan District (“SPIMD”). This funding is made available to local governments as matching dollars. SPIMD funding cannot exceed that of the local government or governments involved in a project.

## Highlights of the Vision 2035 plan include:

- › Periodic urban corridor planning studies that look ahead 15 to 20 years to identify transportation and mobility needs to address future growth and development
- › Arterial transportation planning studies at each zone (where appropriate) to identify and prioritize specific capital projects.
- › Promotion and participation in the funding of capital projects to increase capacity through Zone and Regional Projects (major capital improvements) and through Special Projects (local improvements and initiatives).
- › Promotion of Innovative Projects that support principles identified through studies of mobility in the corridor including development of first- and last- mile solutions, technology applications or other means to increase traffic efficiency, support for development of residential units in Denver South to reduce highway trips, support for development of public infrastructure and amenities that contribute to desired employee/resident ambiance (including local pedestrian and bike connections, possible parks and event centers/spaces.) These projects may also include Transportation Demand Management (TDM) programs such as transit rider incentives.
- › Promotion of projects to add mass transit to and from the corridor from the east, west, and south. Work with RTD and CDOT to formulate and support plans for transit.
- › Encouragement of third party (e.g. RTD, CDOT, district, federal and state government, private interest) investments in corridor transportation programs to provide increased benefits with a focus on regional system improvements.
- › Promotion of mobility within Denver South through financial support of pilot programs and ongoing operations of successful solutions.



# VISION 2035 FUNDING SUMMARY

Vision 2035 funding is made available with, at minimum, an equal match by local governments. The following table reflects Denver South funding only. Matching funds must be contributed by the local government and do not include additional project monies from federal or state governments or by local special districts. "Authorized To-Date" column includes all Vision 2035 project approvals through 2019.

PROJECTS	NEW FUNDING	TOTAL AVAILABLE	AUTHORIZED TO-DATE	REMAINING FUNDING
BELLEVIEW (ZONE)	\$2.0M	\$6.00M	\$1.56M	<b>\$4.44M</b>
ORCHARD (ZONE)	\$2.0M	\$6.00M	\$0.00M	<b>\$6.00M</b>
ARAPAHOE (ZONE)	\$2.0M	\$6.00M	\$3.30M	<b>\$2.70M</b>
DRY CREEK (ZONE)	\$2.0M	\$6.00M	\$2.35M	<b>\$3.65M</b>
COUNTY LINE (ZONE)	\$2.0M	\$6.00M	\$3.43M	<b>\$2.57M</b>
LINCOLN (ZONE)	\$2.0M	\$6.00M	\$3.05M	<b>\$2.95M</b>
RIDGEGATE (ZONE)	\$2.0M	\$6.00M	\$5.40M	<b>\$0.60M</b>
REGIONAL PROJECTS*	\$5.00M	\$12.00M	\$5.65M	<b>\$6.35M</b>
INNOVATION PROJECTS	\$5.50M	\$5.50M	\$0.00M	<b>\$5.50M</b>
SPECIAL PROJECTS**	\$2.5M	\$4.0M	\$1.50M	<b>\$2.50M</b>
OPERATIONAL PROJECTS***	\$5.0M	\$5.0M	\$0.00M	<b>\$5.00M</b>
<b>TOTALS</b>	<b>\$32.00M</b>	<b>\$68.5M</b>	<b>\$26.3M</b>	<b>\$42.2M</b>

\* Regional Projects were previously referred to as Bonus Pool Projects.

\*\* Special Project Funding is provided each year at \$0.25M, however unused funds beyond \$0.5M are not carried forward.

\*\*\* Operational Project Funds are provided each year at \$0.5M, but if unused in a year, are not carried forward.

# FURTHER DEFINITION OF QUALIFYING PROJECTS

## ZONE PROJECTS

Zone Projects are major projects to be utilized for Interchange Improvements or to improve capacity on arterials that connect to interchanges. Zone Projects may also be used to improve access to light rail to facilitate greater ridership. Zone Projects should be identified through arterial studies at each interchange, and arterial studies themselves are also funded as Zone Projects. If Zone Projects' funding or some portion thereof is not used at an interchange, and there are not pre-applications for specific projects at the interchange, the funding may be diverted for other projects at the discretion of the Southeast Public Improvement Metropolitan District ("SPIMD"). However, the commitment to funding in that zone shall remain. Zones include Belleview, Orchard, Arapahoe, Dry Creek, County Line, Lincoln and RidgeGate. The Jamaica Interchange on E-470 may be considered as a zone project for either the County Line Zone or the Lincoln Zone or shared as appropriate.

## REGIONAL PROJECTS

Regional Projects, previously referred to as Bonus Pool Projects, are primarily projects that provide significant benefits beyond a particular zone. That is, projects that benefit transportation or transit corridor-wide or at a minimum, beyond a single zone. Transit projects that bring riders to and from the corridor or portions of the corridor from nearby residential areas such as Parker or Highlands Ranch are Regional Projects. Projects that provide for greater funding participation (such as funding participation by CDOT, RTD, FHWA or other governments) will generally qualify as Zone or Regional Projects. If a project is located within a zone but would also qualify as a Regional Project, Zone Project funding will be considered primary but can be supplemented with Regional Project funding.

Regional Projects, in cases as Denver South may determine, may include participation in projects located outside the corridor which directly improve major access to the corridor. Similarly, mass transit projects associated with arterial corridors that directly access the corridor may qualify for studies of mass transit and funding of facilities such as bus stops or reversible lanes.

## INNOVATION PROJECTS

Innovation Projects are projects that meet the principles for development that came from the latest I-25 Urban Corridor Study (2016) and the Denver South Framework (2020) and shall include first- and last-mile solutions, local transit, technology projects that improve roadway capacity, regional bike-ways, and primary pedestrian pathways. Projects that promote additional corridor residential development, development of or access to event centers, and multi-use projects suited to live/work/play lifestyles will also be considered. Pilot Projects that evaluate benefits that align with the principles of the Corridor Study and Framework will also qualify. First- and last-mile mobility throughout the corridor has been identified as a key goal of Denver South and related pilot projects will be considered for priority funding in the Innovation Projects category.

# QUALIFYING PROJECTS CONTINUED

## SPECIAL PROJECTS

Special Projects are those brought forward by local governments that are within the Denver South boundaries but are not directly connected with the arterials that access the interchanges. These projects can be roadway, sidewalk or multi-modal projects local governments deem important. These cannot be projects associated with improvements required of new development.

## OPERATIONAL PROJECTS

Operational projects are for purposes of participation in the operational costs for last mile solutions, for residence to place of business mobility within the corridor, or for circulator shuttles operating within the corridor. Any type of project that improves mobility or lessens transportation trips in the corridor has the potential to qualify for these funds, however, Denver South funding is limited. The desire is to have improved mobility to and from each of the light rail stations in the Corridor and, once established, Denver South funding should be reasonably uniform throughout the Corridor. As these solutions develop, Denver South will need to evaluate its resources and determine the level of funding that can be provided on an annual basis for operations. This plan proposes up to \$500,000 annually which could be made available for this purpose on a matching basis with local government entities.

# APPLICATION AND PROCEDURAL REQUIREMENTS

- 1 All project applications by local governments should begin with consideration by the Denver South Transportation Management Association (TMA) Technical Committee.
- 2 The Technical Committee shall engage with the project applicant and the stakeholders in the area and make a recommendation to the TMA Board for each application and provide a basis for the recommendation.
- 3 The TMA Board acts on each project brought forward for consideration. The TMA Board, however, has no obligation to follow the recommendation of the Technical Committee.
- 4 The TMA Board action is a recommendation to SPIMD to fund the project per the terms of the application.
- 5 Following the formal recommendation for funding by the TMA Board, SPIMD will consider funding the project at its next meeting. An approval by SPIMD authorizes funding and initiates a contract with the project applicant(s) as appropriate. SPIMD has ultimate funding authority but seldom acts outside the recommendation of the TMA Board.
- 6 In cases where timing is critical to a project moving forward, the applicant shall indicate so in its application with an explanation of the need for expediency, and if warranted the Denver South Chief Executive Officer may help facilitate the schedule to the extent reasonably practical.

# ADDITIONAL ORGANIZATIONAL MANAGEMENT

## DENVER SOUTH PROJECT ADVOCACY

In some cases, a Regional Project or Innovation Project may be identified by Denver South staff that is considered to be of value to the corridor but where no local government has stepped forward to evaluate the project, or take the lead for project management. In this case, Denver South may use internal funding to further evaluate the project and then present it to the TMA Technical Committee and the TMA Board in support of funding participation by the local governments, and project management by one or more local governments. In the case where the local government funding is achieved but no local government will take on project management, the TMA Board may direct staff to provide management for the project, but only in the case where the local government declines, and where the project is deemed to have widespread benefit.

## PROJECT EVALUATION AND PRIORITIZATION

Whenever projects are competing for funding approvals where requests exceed the available funding from Denver South, the TMA Technical Committee shall evaluate the projects and make a recommendation to the TMA Board to prioritize the projects. The TMA Board, however, will make the final recommendation regarding funding.

# SUPPORT FOR ECONOMIC DEVELOPMENT AND COMMITMENT TO QUALITY

The ultimate goal of the Vision 2035 Plan is to support economic development throughout Denver South by promoting business access through transportation, transit and local mobility improvements and through local collaboration, proactive planning, and investment in infrastructure and efficiencies. This plan also is intended to maintain and extend the quality of development in public areas in the corridor by providing and maintaining landscaping at the discretion of Denver South, and by creating a high-quality image and brand that is displayed throughout.





For further definition of qualifying projects, a breakdown of available funds per zone for Zone Funding, and additional information, please visit [www.denver-south.com/vision2035](http://www.denver-south.com/vision2035).

