

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.

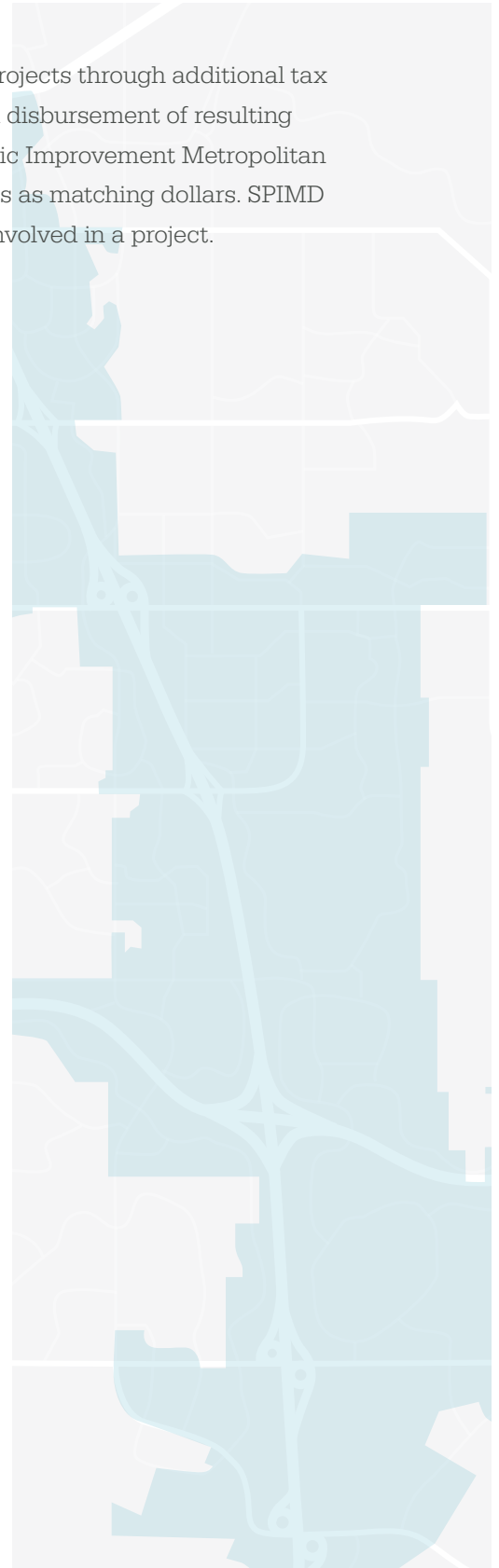
The goal of the Vision 2035 plan is to foster growth of employment and the local tax base, enhance quality of life, and provide competitive advantages for businesses as they recruit and retain employees. We aim to achieve this balance by improving mobility, relieving congestion, increasing transit ridership, 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	\$4.44M
ORCHARD (ZONE)	\$2.0M	\$6.00M	\$0.00M	\$6.00M
ARAPAHOE (ZONE)	\$2.0M	\$6.00M	\$3.30M	\$2.70M
DRY CREEK (ZONE)	\$2.0M	\$6.00M	\$2.35M	\$3.65M
COUNTY LINE (ZONE)	\$2.0M	\$6.00M	\$3.43M	\$2.57M
LINCOLN (ZONE)	\$2.0M	\$6.00M	\$3.05M	\$2.95M
RIDGEGATE (ZONE)	\$2.0M	\$6.00M	\$5.40M	\$0.60M
REGIONAL PROJECTS*	\$5.00M	\$12.00M	\$5.65M	\$6.35M
INNOVATION PROJECTS	\$5.50M	\$5.50M	\$0.00M	\$5.50M
SPECIAL PROJECTS**	\$2.5M	\$4.0M	\$1.50M	\$2.50M
OPERATIONAL PROJECTS***	\$5.0M	\$5.0M	\$0.00M	\$5.00M
TOTALS	\$32.00M	\$68.5M	\$26.3M	\$42.2M

\$26.2M additional local tax dollars contributed to date has been leveraged by local governments to secure further funding, resulting in some \$365M in total transportation investment in the corridor. Key projects include the new Arapahoe interchange, lane widening on I-25 between C/E-470 and Lincoln, and the Southeast Rail Extension through Lone Tree.

* 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.

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.





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.

