



Board Officers

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Jennifer Schaufele, Executive Director

AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, April 2, 2014
4:00 p.m.
1290 Broadway
First Floor Boardroom

- 
- 
1. Call to Order
 2. 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.
 3. Summary of March 5, 2014 Meeting
(Attachment A)

ACTION ITEMS

4. *Move to recommend to the Board of Directors proposed amendments to Metro Vision 2035.
(Attachment B) Brad Calvert, Senior Planner, Regional Planning and Operations
5. *Move to recommend to the Board of Directors the 2013 Cycle 2 Amendments to the Fiscally Constrained 2035 Metro Vision Regional Transportation Plan, and the associated 2013 Amendment Cycle 2 DRCOG CO and PM-10 Conformity Determination, and the 2013 Amendment Cycle 2 Denver Southern Subarea 8-Hour Ozone Conformity Determination, concurrently
(Attachment C) Jacob Riger, Transportation Planning Coordinator, Transportation Planning and Operations
6. *Move to recommend to the Board of Directors the gap closure evaluation criteria for regionally funded roadway capacity projects for the 2040 RTP.
(Attachment D) Steve Cook, MPO Planning Manager, Transportation Planning and Operations
7. *Move to provide staff direction regarding the process to be used for developing the 2016-2021 Transportation Improvement Program (TIP).
(Attachment E) Douglas W. Rex, Director, Transportation Planning and Operations

***Motion Requested**

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

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ACTION ITEMS (cont.)

8. *Move to recommend to the Board of Directors improvements to the Transportation Improvement Program (TIP) as agreed to during the meeting.
(Attachment F) Douglas W. Rex, Director, Transportation Planning and Operations

INFORMATIONAL ITEMS

9. Regional Housing Strategy
(Attachment G) Brad Calvert, Senior Planner, Regional Planning and Operations

ADMINISTRATIVE ITEMS

10. Other Matters
11. **Next Meeting – May 7, 2014**
12. Adjournment

SUMMARY OF METRO VISION ISSUES COMMITTEE MEETING
March 5, 2014

MVIC Members Present: Elise Jones – Boulder County; Eva Henry – Adams County; Nancy Sharpe – Arapahoe County; Bob Roth – Aurora; Sue Horn – Bennett; Suzanne Jones – Boulder; Cathy Noon – Centennial; Doug Tisdale – Cherry Hills Village; Tim Mauck – Clear Creek County; Robin Kniech – Denver; Jack Hilbert – Douglas County; Marjorie Sloan – Golden; Phil Cernanec – Littleton; Jackie Millet – Lone Tree

Others present: Mac Callison – Aurora; Art Griffith, Joe Fowler – Douglas County; Bryce Matthews – Parker; Jeff Sudmeier, Danny Herrmann – CDOT; Ted Heyd – Bicycle Colorado; Anne Marie Pettinato, Citizen, and DRCOG staff.

Call to Order

The meeting was called to order at 4:05 p.m.; a quorum was present.

Public Comment

Ted Heyd, Bicycle Colorado, provided comment on the Colorado Department of Transportation's (CDOT) update of the Statewide Transportation Plan. As part of the public outreach, CDOT conducted preliminary statewide surveys. Approximately 583 were returned from metro area residents. He noted that of 583 responses received, 54 percent of respondents selected increasing bike/pedestrian options and 33 percent selected increase transit options/reducing congestion as their priorities. He further noted that on the question of focusing use of limited resources, 66 percent listed "offer more choices for travel (including transit, bike/ped)," and 40 percent selected maintain the existing system.

Summary of February 5, 2014 Meeting

The summary was accepted as submitted.

Consent Item

Evaluation Criteria and solicitation process for regionally funded roadway capacity projects for the 2040 Regional Transportation Plan (2040 RTP)

Suzanne Jones **moved, seconded** by Robin Kniech, to remove this item from consent. The motion **passed** unanimously.

Suzanne Jones noted concern with the gap closure criteria. She felt that a gap "up to 5 miles" seems extremely large. She stated she also thinks the points (15) seem high. Jackie Millet noted for some roadways that might make sense (like C-470). She asked staff to weigh in on why TAC recommended that length. Steve Cook noted there was not a specific discussion at TAC of the number; 5 miles is the length that was in the criteria from the last update. There is no technical basis for the number. Suzanne Jones and Robin Kniech suggested this criterion pertain only to existing roadways. Steve Cook clarified that by saying existing roadways, only lane widening projects would be eligible for gap closure points.

Doug Tisdale **moved, seconded** by Suzanne Jones the gap closure evaluation criteria be amended to read the gap must be less than 3 miles and part of an existing roadway. There was discussion. Some members expressed disagreement with the motion. After discussion, the motion **failed** with 5 in favor and 7 opposed.

Jackie Millet **moved, seconded** by Cathy Noon the gap closure evaluation criteria, amended to include “must be on an existing roadway.” The motion **passed** with 1 opposed

Robin Kniech noted that Denver wants to submit up to 9 projects for scoring. Other counties, such as Arapahoe, would be able to submit as many as 24 projects between the county and cities.

Robin Kniech **moved, seconded** by Doug Tisdale to expand the number of new projects allowed for submittal by Denver to 9, and allows the City and County of Broomfield to submit 4. The motion **passed** unanimously.

Jack Hilbert **moved, seconded** by Doug Tisdale to approve the evaluation criteria and solicitation process for regionally funded roadway capacity projects for the 2040 Regional Transportation Plan (2040 RTP) as previously amended. The motion **passed** with 1 opposed.

Action Item

Move to recommend to the DRCOG Board improvements to the Transportation Improvement Program (TIP) as agreed to during the meeting

Doug Rex distributed a revised Appendix to members. He noted that staff received a comment from jurisdiction staff in the second box under Urban Center criteria that it wasn't clear that the points are all or nothing, staff made a revision to clarify. The first item for action by members is the addition of affordable housing criteria in the second box.

Suzanne Jones **moved, seconded** by Jackie Millet, to accept the staff recommendation on affordable housing. The motion **passed** unanimously.

The second item for action is Urban Growth Boundary. Staff suggests that the language reflect a “modified” UGB. An area entirely surrounded by UGB/A that falls into the listed categories will be considered within the UGB/A for the purposes of evaluating project location (

Doug Tisdale **moved, seconded** by Nancy Sharpe to accept the staff recommendation as proposed in the revised Appendix F. The motion **passed** unanimously.

The final item for action is related to Strategic Corridors. Suzanne Jones noted that she does not think that every highway is strategic. She raised the issue of including the Jefferson Parkway. She noted there is a very tenuous agreement between the affected parties about how the Jefferson Parkway will be shown in the RTP (as a 100 percent locally funded roadway); and stated that Boulder would have issues with showing the proposed Parkway on the strategic corridor map. Elise Jones noted that perhaps only existing roadways should be shown. Cathy Noon noted that using the criteria of being a locally funded roadway would also then apply to E-470. Members asked that the term “strategic” be more clearly defined. Doug Rex noted this map isn't just for awarding points to roadway type projects; these strategic corridors will also be used to award funding to

other types of projects, such as bicycle/pedestrian and transit. Jennifer Schaufele reminded members that it was the Committee's decision to retain the strategic corridors as adopted. MVIC can recommend to the Board that the map be changed. Some members noted that they believe completing the beltway is strategic. Robin Kniech asked how often this map is or could be discussed or revised. Staff replied that this map has been used for at least two TIP cycles but can be amended or edited at any time. Staff further noted that this map could also be adjusted to reflect the result of the Northwest Area Mobility Study (NAMS). There was a recommendation to return the Jefferson Parkway to being a dashed line with "alignment to be determined" as opposed to the solid line as currently shown.

Robin Kniech **moved, seconded** by Suzanne Jones, the proposed TIP strategic corridors include the existing plus FasTracks as indicated in the staff proposal and add the word "existing" to the term freeways, tollways, and arterials and that the map be adjusted accordingly. There was discussion.

Sue Horn asked if making the change would affect any other roadways. Staff noted it would not. Nancy Sharpe asked if the proposal would show the Jefferson Parkway with a dashed line? Robin Kniech noted that she does not believe the Jefferson Parkway has a legal implication on the map, and is not part of the motion. Elise Jones noted that the roadway could be added to the map when it gets built.

After discussion, the motion **passed** with 3 opposed.

Nancy Sharpe and Jack Hilbert noted the Jefferson Parkway should be left on the map with a dashed line.

Jackie Millet **moved, seconded** by Cathy Noon, to change the name of the map to be titled "TIP Strategic Corridors for the Purpose of Scoring Projects Only." The motion **passed** unanimously.

Elise Jones asked what the relationship is between recommendations of the NAMS study and this map. Staff replied it is anticipated the map would be revised to include outcomes not already shown on the map as strategic rapid transit corridors; notably, SH-119, US-287, SH 7, and South Boulder Road. Members felt that the Board should be kept apprised of such changes. Doug Tisdale noted he doesn't feel it's appropriate for staff to make changes to the map without it coming back to the Board. Others felt that this should be considered an administrative change, rather than a policy decision for the Board.

Sue Horn **moved, seconded** by Jackie Millet, to direct staff to make any changes necessary to correspond with RTD changes to the routes. The motion **passed** unanimously.

Metro Vision Point Allocation

Doug Rex noted that the only changes made to the Metro Vision points was to divide the points equally between the Urban Center criteria, and to remove the 1 point for proximity to DIA. The total Metro Vision points available are changed from 26 to 25.

Jackie Millet **moved, seconded** by Doug Tisdale, to accept the scoring as presented by staff. The motion **passed** unanimously.

Benefit criteria for bicycle/pedestrian and transit TIP projects

Staff noted the TAC proposed “indicator units” will provide a more meaningful and representative basis for comparing the likely relative benefits of projects. Jackie Millet asked how short drive-alone trips are determined. Steve Cook noted they are calculated within the travel model. This provides an indication of a good potential for types of trips that could change to bicycle/pedestrian. The data is generated by staff and will be provided to project applicants prior to the application deadline. Elise Jones asked about regional connectivity for bicycle commuting. Steve Cook noted there is a separate criterion for connectivity and missing links, this criterion is purely for calculating user/benefits, and is just one criterion of many for bicycle/pedestrian projects. Commissioner Jones noted that it seems as though the radius used for measurements is from one-half mile to 1.5 miles; in their sector bicycle commuting is often greater than 1.5 miles, its more about connecting communities or employment centers. Where is this captured in the process? Staff noted it is captured in other criteria that will be discussed next month. Cathy Noon asked what census data is being used. Steve Cook noted that five year American Community Survey data is being used.

Robin Kniech **moved, seconded** by Doug Tisdale, to accept the staff recommendation as presented for bicycle/pedestrian and transit. The motion **passed** unanimously.

Elise Jones noted just because a project is built in the proximity of a problem doesn't mean the problem will be solved. She stated her staff feels that some project level evaluation is necessary to determine if a project will solve a problem. Jackie Millet noted she has concerns about funding studies, not knowing whether a project will result or not. Jennifer Schaufele noted that it is difficult to determine if projects that receive funding actually do what they promise. She noted the biggest problem is criteria change with each TIP cycle. Projects are not built before new criteria are selected. Perhaps a better approach will be to develop performance measures through the organizational development process.

Doug Tisdale **moved, seconded** by Jackie Millet, to recommend improvements to the Transportation Improvement Program as agreed to during the meeting pursuant to the various motions on the elemental parts. The motion **passed** unanimously.

Phil Cernanec noted the goal of this process is to have simple language for members to be able to explain reasons for the decisions made.

Informational Item

A conceptual TIP Selection Process

Jennifer Schaufele stated that the work on the TIP criteria has provoked discussion on defining what “regional” means to the Board. There are some substantial projects in the TIP that could be considered regional. Staff believes it is possible for the Board to define what “regional” means, focusing time and funds on those regional projects, with any remaining funds provided to members to invest as they see fit. If members believe that this

is worth pursuing for this TIP cycle, then additional MVIC meetings will likely be necessary, as well as additional work by the TAC and jurisdiction staff. Jackie Millet noted that when she saw the list of projects that received funding in the last TIP cycle, it became apparent that the projects that got funded were not necessarily those that scored the highest number of points. Robin Kniech stated she thinks that regional projects should be those that help advance the region's goals, such as reducing VMT, reducing congestion, etc. Phil Cernanec agreed. He noted that perhaps two pools aren't enough. Doug Rex briefly took members through some slides that show what is currently being done here in the Denver metro area and what some other MPO's are doing. Members agreed to continue to look at this concept.

Next Meeting

The next meeting is scheduled for **April 2, 2014**.

Adjournment

The meeting adjourned at 6 p.m.

ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drco.org

Meeting Date	Agenda Category	Agenda Item #
April 2, 2014	Action	4

SUBJECT

This action concerns recommendation of amendments to the Metro Vision 2035 Plan.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends MVIC endorse the proposed amendments to the Board for consideration.

ACTION BY OTHERS

N/A

SUMMARY

In November 2013 MVIC recommended revisions to urban centers recognized in Metro Vision to the DRCOG Board for the purposes of modeling revised regional land use assumptions. In November 2013 the Board agreed with the MVIC recommendation and directed staff to include proposed urban center amendments in modeling assumptions.

In addition to the previously reviewed urban center amendments, DRCOG staff proposes an amendment to the designation criteria for rural town centers. The proposed amendment would increase the maximum contiguous urban growth boundary/area (UGB/A) associated with a rural town center to three square miles.

A summary of all proposed amendments can be found [here](#).

PREVIOUS DISCUSSIONS/ACTIONS

[November 6, 2013 MVIC Meeting Summary](#)

[November 20, 2013 Board Meeting Summary](#)

PROPOSED MOTION

Move to recommend to the Board of Directors proposed amendments to Metro Vision 2035.

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drco.org or Brad Calvert, Senior Planner, at 303-480-6839 or bcalvert@drco.org

ATTACH C

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 2, 2014	Action	5

SUBJECT

This action concerns adoption of amendments to the [Fiscally Constrained 2035 Metro Vision Regional Transportation Plan \(2035 MVRTP\)](#). Twice annually, DRCOG staff asks partner agencies and local governments for proposed amendments.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the 2013 Cycle 2 amendments to the 2035 MVRTP as they represent fiscally constrained regionally significant changes and were shown not to impact air quality conformity.

ACTION BY OTHERS

March 24, 2014 – TAC recommended approval.

SUMMARY

The proposed amendments to the 2035 MVRTP will be the subject of a public hearing before the DRCOG Board on April 16, 2014. They include CDOT RAMP-funded projects, RTD FasTracks changes, and local government projects. Highlights are:

Regionally Significant Roadway Projects

- C-470 (Douglas County): New managed toll express lanes (RAMP)
- I-70 (Mountain Corridor): Eastbound peak period toll express lane (RAMP)
- US-6/19th Street (Golden): New interchange (RAMP)
- SH-2 (Commerce City): Widening (RAMP)
- Bridge Street/I-76 (Brighton): New interchange
- Arapahoe Road/Jordan Road (Centennial): Grade separation

Rapid Transit Projects (RTD)

- North Metro Rail Line: Extend from 72nd Avenue to 124th Avenue
- I-225 Rail Line: Relocate Montview Station to Fitzsimons Parkway

The [Summary Document for the Public Hearing](#) further describes the proposed 2035 MVRTP amendments.

The amended roadway and transit networks have been modeled for air quality conformity and the results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the air quality conformity documents ([DRCOG CO and PM 10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)).

PREVIOUS DISCUSSIONS/ACTIONS

Board of Directors, [November 20, 2013 - Meeting Summary](#) (approved modeling networks)

PROPOSED MOTION

Motion to recommend to the Board of Directors the *2013 Cycle 2 Amendments to the Fiscally Constrained 2035 Metro Vision Regional Transportation Plan*, and the associated *2013 Amendment Cycle 2 DRCOG CO and PM-10 Conformity Determination*, and the *2013 Amendment Cycle 2 Denver Southern Subarea 8-Hour Ozone Conformity Determination*, concurrently.

ATTACHMENTS

Links:

- [Summary Document of the 2013 Cycle 2 Amendments to the 2035 Metro Vision Regional Transportation Plan](#)
- [DRCOG CO and PM 10 Conformity Determination](#)
- [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org, or Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or jriger@drcog.org

ATTACH D

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 2, 2014	Action	6

SUBJECT

Evaluation criteria for roadway capacity projects for the *Fiscally Constrained 2040 Regional Transportation Plan* (2040 RTP).

PROPOSED ACTION/RECOMMENDATIONS

Reconsider and recommend for the Board's consideration the gap closure criteria for evaluating roadway capacity projects for the 2040 RTP.

ACTION BY OTHERS

MVIC, January 8, 2014 Recommended TAC as the 2040 RTP technical lead to develop the evaluation criteria and process for determining regionally-significant projects.

TAC, January 24, 2014 Unanimously recommended evaluation criteria and process.

MVIC, March 5, 2014 Modified the TAC's Gap Closure criteria and recommended evaluation criteria to the Board.

Board, March 19, 2014 Approved the evaluation criteria.

TAC, March 24, 2014 Recommended asking the MVIC to reconsider the gap closure criteria.

SUMMARY

Last month, MVIC recommended to the Board evaluation criteria for selecting roadway capacity projects for the 2040 RTP. MVIC modified TAC's earlier recommendation regarding specific gap closure criteria by awarding points only to road widening projects that balance the number of lanes; for example, on a road that goes from 4 lanes to 2 lanes and then back to 4 (e.g., US-85 in Douglas County). The modification prohibited new roadway projects from receiving points for closing missing segments in the Board adopted Regional Roadway System.

The Board approved the MVIC recommendation on March 19.

At the March 24 TAC meeting, members discussed the effect the gap closure modification would have on new roadway projects. TAC expressed concern projects, such as those listed below, would not be eligible to receive points although they provide continuity to the Regional Roadway System:

- Martin Luther King Boulevard from Havana Street to Peoria Street
- 6th Avenue Parkway from SH-30 to E-470
- Colorado Boulevard from I-76 to 88th Avenue

TAC requests MVIC reconsider its recommendation to allow the gap criteria to be applied to new roadway projects as well as widening projects.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors the gap closure evaluation criteria for regionally funded roadway capacity projects for the 2040 RTP.

ATTACHMENTS

Table 1 – Proposed project scoring evaluation criteria for the 2040 RTP

Figure 1 – Example locations of new road missing links in the Regional Roadway System

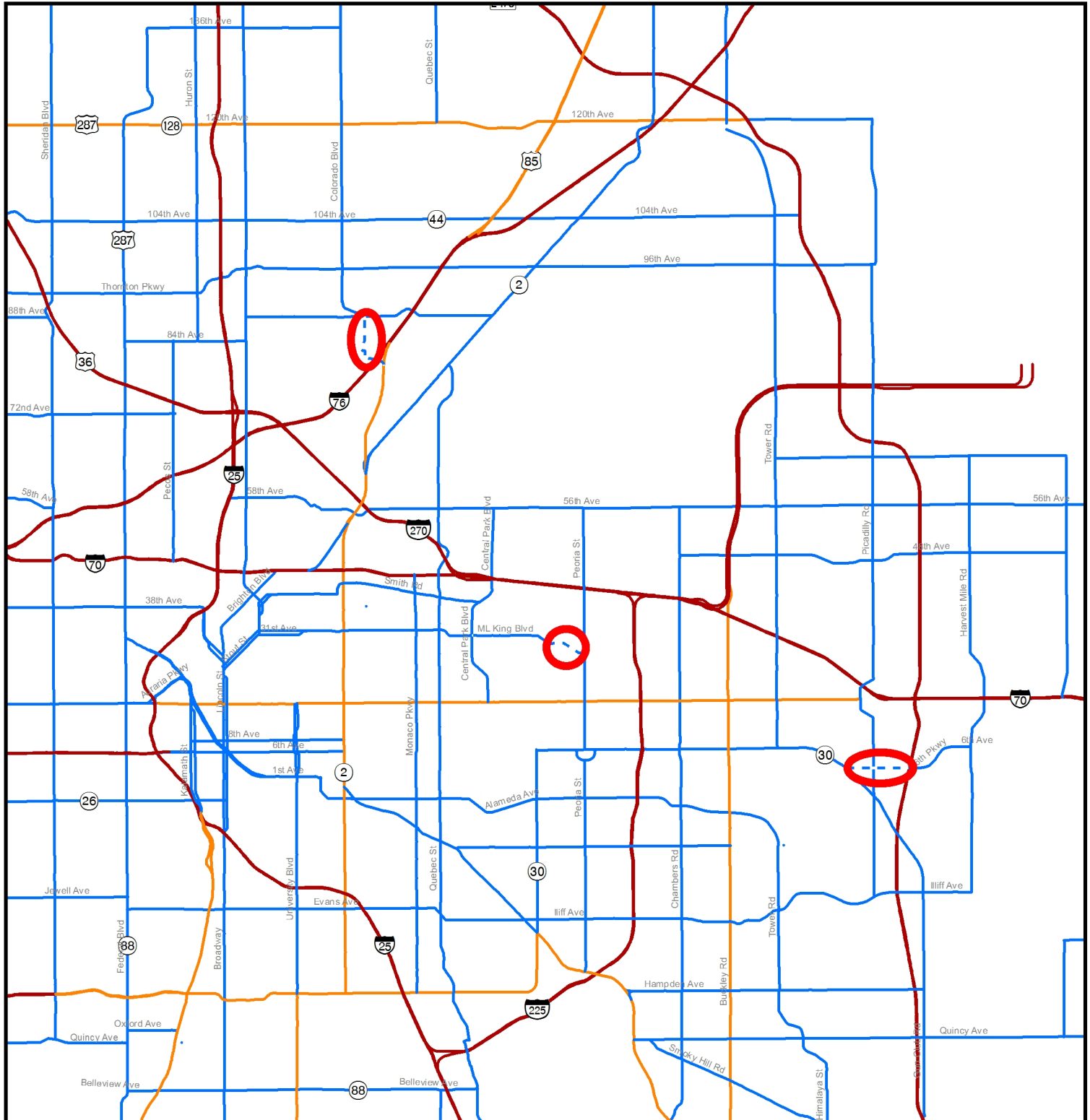
ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org, or Steve Cook, MPO Planning Program Manager, at 303-480-6749 or scook@drcog.org.

Project Scoring Evaluation Criteria for 2040 RTP
Regionally Significant Roadway Capacity Projects
DRCOG Board Approved March 19, 2014

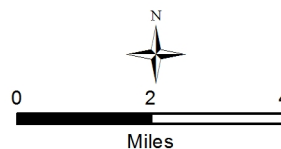
Criteria Category	Point Distribution Process	Maximum Points
1. Congestion Severity (Existing and Future) <i>(current or parallel facility)</i> <i>Existing: Congestion Management Program (CMP) Score</i> <i>Future: 2040 Existing and Committed Network Model</i>	Existing Congestion: Points (0-20) based on CMP score Future Congestion: Points (0-10) based on peak period (6.5 hours) volume/capacity ratio (v/c) > 0.89 Prorate by 1-point increments based on range of values	30
2. Cost per Peak Period Person Mile Traveled (PMT) <i>2040 model run</i>	Project cost divided by peak 6.5 hour PMT (from FOCUS Travel Model) Prorate by 1-point increments based on range of values	17
3. Gap Closure <i>completes all or part of a gap in number of lanes for an existing regional system roadway</i>	15 points if gap is completely closed, 8 points for partial gap closure (min 50% closure) (gap must be < 5 miles)	15
4. Arterial Roadway Spacing <i>proximity to parallel Regional Roadway System facilities</i>	5 points if nearest parallel arterial is > 3 miles away 2 points if > 1.5 miles away	5
5. Regional Roadway System Classification <i>Freeways, MRAs, or NHS-Principal Arterial segments</i>	4 points for freeway 2 points for major regional arterial (MRA) 1 point for principal arterial on National Highway System (NHS)	4
6. Serves Urban Centers/Rural Town Center <i>Proximity to designated Urban Centers/Rural Town Centers</i>	5 points if project is within or touching 3 points for roadway segment project, if within 1/2 mile	5
7. Safety Measure <i>Most recent 3-years of crash data</i>	Based on weighted crash rate (crashes/vmt) (Injury and fatal crashes factored by 5) 8 points to 10% of projects with highest value 4 points to next 15% of projects	8
8. Urban Growth Boundary/Area <i>is project entirely within the UGB/A?</i>	2 points if the project is entirely within the contiguous urban growth boundary area (including preserved land)	2
9. Serve Major Intermodal or High Security Facility <i>DIA, Union Station, GA airports</i> <i>intermodal freight terminals, Buckley AFB</i>	4 points if project is within or touching 2 points if within 1 mile	4
10. Rapid/Frequent Transit Corridor <i>support of major transit corridors</i>	Rapid Transit Tier 1 Corridor: 10 points. 15 mins. or better headway (average weekday peak period) corridor: 5 points	10
		100

Figure 1
Examples of New Roads on the
Regional Roadway System



LEGEND

- Freeways/Tollways
- Major Regional Arterials
- Principal Arterials
- - - Examples of New Roads



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.
Source: DRCOG
Projection: Colorado State Plane, NAD 83
RJ 3/26/2014

ATTACHE

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
April 2, 2014	Action	7

SUBJECT

A conceptual Transportation Improvement Program (TIP) selection process.

PROPOSED ACTION/RECOMMENDATIONS

This action is to provide direction to staff regarding the process to be used to develop the *2016-2021 Transportation Improvement Program (TIP)*.

ACTION BY OTHERS

N/A

SUMMARY

Last month, MVIC discussed a TIP project selection concept that would be a departure from the current DRCOG TIP policy. The proposal would establish two pots of funds—one for projects that are defined as “regional” and a second pot for “locally-selected” projects.

In an effort to provide MVIC with additional details, staff will present a summary of how Seattle has employed the regional/local pool concept for selecting TIP projects.

Please be advised that a decision on maintaining the existing TIP process or moving to a new regional/local selection process will have to be made at the April meeting in order to meet deadlines for the completion of the TIP criteria. Even with a decision to move forward with the new TIP process, additional MVIC meetings will be required to work out the details and process for the distribution of funds and the selection of projects.

PREVIOUS DISCUSSIONS/ACTIONS

[March 5, 2014 MVIC Summary](#)

PROPOSED MOTION

Motion to provide staff direction regarding the process to be used for developing the *2016-2021 Transportation Improvement Program (TIP)*.

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcoq.org; or Douglas W. Rex, Transportation Planning and Operations Director at 303-480-6747 or drex@drcoq.org.

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drco.org

Meeting Date	Agenda Category	Agenda Item #
April 2, 2014	Action	8

SUBJECT

Developing the next *Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

Recommend for the Board's consideration more simple, straightforward policies and procedures for selecting projects in the upcoming 2016-2021 TIP.

ACTION BY OTHERS

On November 20, 2013, the DRCOG Board established MVIC as the lead for the new 2016-2021 TIP.

SUMMARY

Items for today's discussion and action:

1. Metro Vision Strategic Corridors

In January, staff recommended MVIC eliminate the strategic corridor map from future TIP scoring criteria. Our rationale was that strategic corridors are defined only as lines on a map in the last TIP. Strategic corridors are not referenced or defined further in the TIP or even mentioned in any other Board policy documents or plans, e.g., Metro Vision and the Regional Transportation Plan.

MVIC decided to retain strategic corridors, subsequently asking staff to 'smooth' the lines on the map, filling in corridor gaps, etc. Staff made several changes and presented a new map reflecting the existing and planned major arterials, freeways, tollways, and rapid transit lines depicted in the Board's adopted 2035 Regional Transportation Plan (RTP). With the exception of the planned Jefferson Parkway, MVIC accepted the revised map; further directing staff to add the word "existing" to the map legend and modify the map to match the legend (see attached Figure F-1).

MVIC reiterated in its recommendation to the Board, the value of projects along major regional arterials, freeways, tollways, and rapid transit lines. These projects currently do well in the TIP because of congestion levels, the number of people they serve on weekdays, their connections to other modes, and more.

Projects on major regional arterials, freeways, tollways, and rapid transit lines will continue to do well in TIP scoring. As such, staff recommends eliminating all references to strategic corridors and associated points. In doing so, the Board continues to simplify TIP scoring and eliminates a designation whose origins are vague and original intent unspecified or defined.

Staff Recommendation: Remove all references to strategic corridors in the TIP scoring criteria and reallocate points.

2. Designation of funding levels for “Set-Aside Programs”

MVIC previously endorsed retaining the current set-aside programs and suggested evaluating opportunities for additional set-asides. The set-asides provide an opportunity to select smaller and specialized projects on a more frequent basis than the TIP call for projects (every two years rather than four).

A new Air Quality set-aside is proposed by staff in lieu of trying to evaluate and accurately score the wide array of air quality projects as part of the TIP. Set-aside funds would go to RAQC administered vehicle fleet technology and Ozone Aware Outreach programs. Other local air quality projects will be selected by the Regional Air Quality Council (RAQC) in collaboration with DRCOG staff and approved by the Board. RAQC is experienced in dealing with such projects and has worked with local governments for many years.

The Regional TDM set-aside is proposed to be increased to accommodate “multimodal supportive infrastructure” projects which were ineligible in the past. Such projects could include transit-last-mile initiatives such as: bicycle parking, B-Cycles and stations, wayfinding/signage, and bus-then-bike parking. Bicycle/pedestrian construction projects (e.g., sidewalks, crosswalks, multi-use trails, bridges, tunnels, and bike lanes) ineligible for these set-aside funds will then compete for funds through the general and larger TIP call for projects.

Staff recommendation: Allocate a total of \$10 million per year (for FY2016-FY2019) among the following:

- Regional TDM Set-Aside - \$1.6 million per year (\$560,000 for the regional partnership TMAs, \$640,000 for traditional TDM marketing projects, and \$400,000 for multimodal supportive infrastructure – e.g., “last-mile)
- Regional Traffic Signal System and ITS Set-Aside (combined) - \$4.2 million per year
- Station Area Master Plan and Urban Center Planning Study Set-Aside - \$600,000 per year
- DRCOG Way to Go Program - \$1.8 million per year
- Air Quality Set-Aside (new) - \$1.8 million per year for the RAQC to administer (targets of \$1.2 million for vehicle fleet technology programs, \$400,000 for the Ozone Aware Outreach Program, and \$200,000 for other local projects such as PM-10 sweeper or de-icer projects.

3. Guidance to staff on revisions to eligibility and evaluation criteria for each TIP project type

Tables 4 through 16 in the current TIP Policy outline each project type and its associated eligibility criteria, scoring instructions, and points for each evaluation criteria. Next month (May), MVIC will be asked to make recommendations on the staff proposed revised criteria. Staff will consider the discussions and actions of MVIC over the past six months and guidance provided today in crafting the revisions. Specifically, staff requests guidance/affirmation on the following general assumptions:

- Increase points (i.e., from those freed up from other deleted criteria) for the “technical” and measureable aspects of each project type (congestion, crash and delay reduction, pavement condition, existing users, connectivity).
- Retain the environmental justice criteria for each project type
- Increase the multimodal connectivity points of roadway projects, and add criteria for additional types of bike/pedestrian facilities
- Roadway Capacity Projects are eligible only if the NEPA disclosure document has already been signed or is expected to be signed within the TIP cycle
- Roadway Reconstruction Projects are eligible only if the calculated pavement condition index score is 40 or lower
- The following two project types will no longer be scored, but will be considered in second phase selection. Eligibility rules will still apply and pertinent information will be provided in the project applications:
 - Other Enhancement Projects (e.g., streetscape and historic preservation projects)
 - Transportation Studies
- Direct Air Quality Improvement project type will be eliminated. A new set-aside will be established (see item #2 above)

Staff will complete all criteria details (# of maximum points, point allocations for measured values, and instructions) and provide the draft to MVIC prior to the May 7 meeting. MVIC action at that meeting will enable staff to complete the web-based project application form and keep the TIP on schedule for the call for projects in July.

PREVIOUS DISCUSSIONS/ACTIONS

2013 DRCOG Board Workshop

[October 2, 2013 MVIC Meeting Summary](#)

[November 6, 2013 MVIC Meeting Summary](#)

[January 8, 2014 MVIC Meeting Summary](#)

[January 15, 2014 MVIC Meeting Summary](#)

[February 5, 2014 MVIC Meeting Summary](#)

[March 5, 2014 MVIC Meeting Summary](#)

PROPOSED MOTION

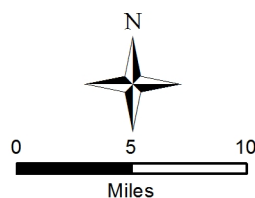
Move to recommend to the Board of Directors improvements to the *Transportation Improvement Program* (TIP) as agreed to during the meeting.

ATTACHMENTS

- Figure F-1 Strategic Corridors Map
- Link to current TIP Policy Document – [full document](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Douglas W. Rex, Director, Transportation Planning and Operations at 303-480-6747 or drex@drcog.org.



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Source: DROCG
Projection: Colorado State Plane, NAD 83
P1/02/21

ATTACH G

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 2, 2014	Informational	9

SUBJECT

This item is an update on DRCOG's Regional Housing Strategy.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG retained BBC Research and Consulting to complete a Fair Housing Equity Assessment (FHEA) and Regional Housing Strategy. All regional Sustainable Communities grantees are required to complete a FHEA. The issue of housing has consistently been suggested as a point of emphasis in Metro Vision 2040, including at the 2013 DRCOG Board workshop. The Regional Housing Strategy is the first step in more formally addressing the issue of housing in Metro Vision.

DRCOG staff will share key finding and themes from analysis of regional housing data and input from the public and stakeholders that have been engaged in the development of FHEA and Regional Housing Strategy.

Regional Housing Strategy - Next Steps

- DRCOG Board – SCI and Metro Vision 2040 Housing Issues Update (April 16, 2014)
- Metro Vision Planning Advisory Committee (MVPAC) – Key Findings and Recommendations (May 21, 2014)
- DRCOG Board – Key Findings and Recommendations (May 21, 2014)

PREVIOUS DISCUSSIONS/ACTIONS

[June 5, 2013 MVIC Meeting Summary](#)

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org or Brad Calvert, Senior Planner, at 303-480-6839 or bcalvert@drcog.org.