



Board Officers

Sue Horn, Chair
Jack Hilbert, Vice Chair
Rachel Zenzinger, Secretary
Jackie Millet, Treasurer
Dennis McCloskey, Immediate Past Chair
Jennifer Schaufele, Executive Director

AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, December 4, 2013
4:00 p.m.
1290 Broadway
First Floor Boardroom

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- 
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 November 6, 2013 Meeting
(Attachment A)

ACTION ITEMS

4. *Review scenario results and provide observations to the DRCOG Board of Directors
(Attachment B) Jacob Riger, Transportation Planning Coordinator, Transportation Planning & Operations and Brad Calvert, Senior Planner, Regional Planning & Operations
5. *Move to recommend to the DRCOG Board improvements to the Transportation Improvement Program (TIP) as agreed to during the meeting
(Attachment C) Steve Cook, MPO Planning Program Manager, Transportation Planning & Operations

ADMINISTRATIVE ITEMS

6. Other Matters
7. Next Meeting – January __, 2013
8. Adjournment

***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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SUMMARY OF METRO VISION ISSUES COMMITTEE MEETING
November 6, 2013

MVIC Members Present: Rachel Zenzinger – Arvada; Eva Henry – Adams County; Nancy Sharpe – Arapahoe County; Sue Horn – Bennett; Elise Jones – Boulder County; Suzanne Jones – Boulder; Cathy Noon – Centennial; Tim Mauck – Clear Creek County; Jim Benson – Commerce City; Robin Kniech – Denver; Jack Hilbert – Douglas County; Todd Riddle – Edgewater; Sharon Richardson – Federal Heights; Marjorie Sloan – Golden; Don Rosier – Jefferson County; Adam Paul – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; Val Vigil – Thornton.

Others present: Jeanne Shreve – Adams County; Mac Callison – Aurora; Travis Greiman – Centennial; Art Griffith – Douglas County; Tom Quinn – Lakewood; Gene Putman – Thornton; Jeff Sudmeier, Danny Herrmann – CDOT; Bill Van Meter, Susan Wood – RTD; Mike Salisbury – SWEEP; Ted Heyd – Bicycle Colorado; Nick Amrhein – Parsons Brinckerhoff; Doug Eberhart – Wilson & Company; and DRCOG staff.

Call to Order

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

Public Comment

Mike Salisbury, SWEEP, provided comment related to proposed changes being considered to the use of predictive metrics in project evaluation. Mr. Salisbury distributed written comments to the committee.

Art Griffith, Douglas County, provided comment on the C-470 Corridor Coalition proposed managed tolled express lanes and HOV considerations. Mr. Griffith distributed written comments to the committee.

Summary of October 2, 2013 Meeting

The summary was accepted as written.

Move to recommend to the DRCOG Board of Directors the proposed Urban Center amendments for modeling purposes

Sharon Richardson **moved, seconded** by Phil Cernanec, to recommend to the DRCOG Board of Directors the proposed Urban Center amendments for modeling purposes. The motion **passed unanimously**.

Move to recommend to the DRCOG Board of Directors including RAMP projects in air quality conformity modeling for the 2013 Cycle 2 amendments to the 2035 Fiscally Constrained Regional Transportation Plan

Jack Hilbert **moved, seconded** by Phil Cernanec, to recommend to the DRCOG Board of Directors including RAMP projects in air quality conformity modeling for the 2013 Cycle 2 amendments to the 2035 Fiscally Constrained Regional Transportation Plan. The motion **passed unanimously**.

Move to recommend to the DRCOG Board of Directors including all proposed projects shown in Table 1 in air quality conformity modeling for 2013 Cycle 2 amendments to the 2035 Fiscally Constrained Regional Transportation Plan

Elise Jones raised an issue with whether or not DRCOG should adopt a general policy regarding managed lanes: should they include free use by high-occupancy vehicles (HOV), and whether or not the policy should apply to the C-470 project. She noted that when there is a public investment of tax dollars everyone should have an opportunity to use the corridor. With publicly funded managed lanes that don't include HOV access, there's an opportunity missed to incentivize the use of carpools and provide an opportunity for lower-income residents to use the lanes. Jack Hilbert stated that these issues have been studied. He noted that on C-470 specifically, HOV 3 would be costly and difficult to enforce, as it would need to be done manually, adding to the cost of the project. He noted that this project is not converting an existing roadway, it is adding new capacity. He further noted that RTD buses would have free use of the lane; however there is no bus route on C-470.

Commissioner Jones stated that the fact there is no bus service emphasizes the need to include HOV access. Members stated some agreement with adopting a policy, some did not agree with adopting a policy to target a specific project. A question was asked if the with-HOV component could be modeled. Staff noted that it is possible; however it would not result in a discernible difference due to the regional aspect of the model.

Robin Kniech stated that perhaps the policy could express impacts as changes to VMT and reductions in single-occupancy vehicle. Nancy Sharpe stated concern with a policy that requires HOV on every corridor, without taking into account the differences between corridors.

Elise Jones **moved, seconded** by Marjorie Sloan, to direct staff to draft a policy for members to review and discuss. There was discussion. After discussion, the motion was **withdrawn**.

Elise Jones **moved, seconded** by Sue Horn, to recommend to the DRCOG Board of Directors including all proposed projects shown in Table 1 in air quality conformity modeling for 2013 Cycle 2 amendments to the 2035 Fiscally Constrained Regional Transportation Plan. The motion **passed unanimously**.

Staff was directed to provide information and policy options about managed lanes and HOV access.

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

Steve Cook distributed a printed version of Table 3 for this agenda item, so that members could view it more easily. Staff reviewed the items agreed to at the October meeting where members requested additional information on six different topics for review. The Chair asked that action on these items be taken as one motion at the end of the discussion.

1. Pools – staff recommends retaining the current pools and set-asides with discussion on funding levels to be held after overall TIP revenue estimates are available.

Members generally agreed with retaining pools, and considering adding an additional pool for small infrastructure projects; such as last mile, sidewalks, etc. Staff noted that discussion with CDOT of the concept of swapping state for federal funds to address small infrastructure project needs is ongoing, and staff will report the outcome of those discussions back to the group.

2. Number of project types designated for the TIP – staff recommends combining all bicycle/pedestrian project types into one project type, including smaller multimodal last-mile/final-mile type projects; and combining studies into one project type.

Members agreed with the staff recommendation and further expressed support for a pool that would fund “last mile” and small infrastructure projects. Jack Hilbert asked if reconstruction projects could be combined.

3. Project evaluation criteria – staff recommends eliminating rigorously quantified benefit predictions for criteria identified as unreliable in Table 3; and eliminating scoring of the following project types: Other Enhancements, Air Quality Improvements, and Studies.

Members discussed this topic at length and supported the staff recommendation to eliminate rigorous quantifiable scoring for the following project types: Other Enhancements, Air Quality Improvements and Studies. MVIC also concluded that the recommendation to eliminate rigorously quantified benefit predictions for criteria identified as unreliable by DRCOG staff should be referred for technical input from TAC and perhaps other experts to examine alternative proxy values or surrogates. When the recommendation comes back from TAC, information about the discussion and action taken by TAC should be included. Members agreed that if desired TAC could take the lead on establishing sub-working groups to discuss specific topics.

4. Overmatch criteria – staff recommends eliminating overmatch as a point-based evaluation criteria and offsetting elimination of the overmatch criterion by establishing cost-effectiveness criteria based on the amount of federal funds requested.

Members agreed with the staff recommendation to eliminate overmatch as a point-based evaluation criteria but asked for clarifying information on the cost-effectiveness criteria for future discussion.

5. Defining “very small” communities – staff recommends using the most recent Colorado Department of Revenue net sales tax value available at the time TIP project applications are submitted, designate “very small” communities as those with less than \$10,000,000 annual net sales tax.

Members agreed with the staff recommendation.

6. Minimum funding amount required for construction projects – staff recommends investigating further and developing a recommendation for a future MVIC meeting.

Members agreed with the staff recommendation.

Nancy Sharpe **moved, seconded** by Jackie Millet, to recommend to the DRCOG Board of Directors improvements to the Transportation Improvement Program as agreed to during the meeting, with the exceptions and additional items as noted during the meeting.

Other Matters

The Chair noted that this is Sharon Richardson's last meeting.

Next Meeting

The next meeting is scheduled for December 4, 2013.

Adjournment

The meeting adjourned at 5:38 p.m.

ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

From: Jennifer Schaufele, Executive Director
303 480-6751 or jschaufele@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
December 4, 2013	Action	4

SUBJECT

This agenda item communicates staff and committee observations from Metro Vision 2040 scenario analysis.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends MVIC review scenario results and provide observations to the DRCOG Board of Directors.

SUMMARY

Regional scenarios contain a package of “what-if” factors that represent a change from our Base 2040 assumptions (2040 Base). Scenarios are modeled to produce transportation, air quality, population, and other outcome measures.

Scenario results are just one of several factors for the Board to consider in policy decision-making for the 2040 process. Scenarios do not test “projects” or “project packages.” Rather, they represent distinct “what if” concepts to compare broad regional trends.

Staff has completed analysis of all scenarios. Results are included as an attachment to the memo.

Staff has worked closely with the Metro Vision Planning Advisory Committee (MVPAC) and the Transportation Advisory Committee (TAC) to analyze all scenarios. Key observations have been developed by staff with input from MVPAC, and TAC.

Staff Technical Observations:

1. Scenarios C and E demonstrated that the region’s goal to accommodate a significant share of future population and employment growth in urban centers will greatly influence the region’s ability to lower vehicle miles traveled (VMT) and increase travel by other modes.
2. Scenario E further demonstrated that accommodating significant growth in areas with existing and planned high-frequency transit is also important in efforts to lower VMT and per capita VMT.
3. Transportation cost factors included in C and E (lowering transit fares and doubling auto costs in Scenario E) had a role in reducing VMT, but their individual contribution to VMT reductions was difficult to discern.
4. Scenarios C and E resulted in significant progress toward existing regional goals; neither scenario achieved the current goals.
5. Scenarios that did not focus on housing growth (A, B, and D) in urban centers and/or transit areas had little notable change from 2040 Base on VMT.
6. Scenario A provided a degree of congestion relief, but negligible changes in access to employment via transit; whereas other scenarios (C, D, and E) resulted

in decreased congestion compared to base, and also increased access to employment via transit.

7. Scenarios A and B demonstrated the ability of the technical tools (land use and transportation models) to provide valid results.

MVPAC Observations:

MVPAC supported the staff observations and provided additional “policy-related” observations, indicating the 2035 Metro Vision goals may need reexamination. There was robust discussion on the potential implications of the scenario results. That conversation was recorded and will be referenced when all additional data and supplemental materials are complete and the policy discussion is initiated.

TAC Observations

TAC endorsed staff and MVPAC observations without modification.

ACTION BY OTHERS

MVPAC: November 20, 2013

TAC: November 25, 2013

PREVIOUS DISCUSSIONS/ACTIONS

- MVPAC
 - [January 23, 2013](#) – Overview presentation (Discussion)
 - [February 20, 2013](#) – Outcome measures (Discussion)
 - [April 24, 2013](#) – Crafting regional scenarios – scenario factors (Discussion)
 - [May 15, 2013](#) - Recommend to the Board of Directors two initial scenarios (Action)
 - [August 21, 2013](#) – Recommend to TAC up to 3 additional scenarios (Action)
 - [October 16, 2013](#) – Recommend to staff assumptions for Scenario E (Action)
- TAC
 - [January 28, 2013](#) – Measures for Metro Vision 2040 Scenario Analysis
 - [March 25, 2013](#) – Crafting regional scenarios (Discussion)
 - [April 22, 2013](#) – Crafting regional scenarios (Discussion)
 - [May 20, 2013](#) – Recommendations to staff on 2040 network changes to incorporate into the scenario models (Action)
 - [August 26, 2013](#) – Recommend up to 3 additional scenarios (Action)
- MVIC
 - [December 5, 2012](#) – Outcome measures (Action)
 - [May 1, 2013](#) – Direction to staff on scenario analysis (Action)
- Board of Directors
 - [August 15, 2012](#) – Approach to scenario analysis in Metro Vision 2040 (Action)
 - [May 15, 2013](#) – Direction to staff to initiate scenario analysis (Action)

ATTACHMENTS

- [Key Outcome Measures \(Table 1\)](#)

PROPOSED MOTION

Staffs recommends MVIC review scenario results and provide their observations to the DRCOG Board of Directors.

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303 480-6701 or jschaufele@drcog.org; Jacob Riger, Transportation Planning Coordinator, at 303 480-6751 or jriger@drcog.org; or Brad Calvert, Senior Planner, at 303 480-6839 or bcalvert@drcog.org

ATTACH C

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 #
December 4, 2013	Action	5

SUBJECT

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

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, the DRCOG Board established MVIC as the lead for the new 2016-2021 TIP.

SUMMARY

A summary of MVIC recommendations from their November meeting can be found in Attachment A. In addition to these recommendations, MVIC asked the Transportation Advisory Committee (TAC) for technical input and alternatives for existing predictive criteria in certain instances; the TAC is organizing technical work group sessions to this end.

Staff will bring MVIC's TIP policy recommendations to the Board in packages every 2-3 months. December 2013 or January 2014 would be the likely dates for Board consideration of MVIC's recommendations.

At the November meeting MVIC asked staff to provide additional information regarding two topics:

1. Could the "roadway operational" and "roadway reconstruction" project type categories be combined into one?

Roadway operational projects improve traffic flow and reduce congestion delays. Roadway reconstruction projects rebuild an existing road in poor physical condition entirely. Each has unique criteria to represent the benefits of projects: congestion reduction versus pavement condition improvement.

Staff recommendation:

- Retain the two separate roadway categories because they contain unique comparative characteristics.

2. Propose an incentive for lower funding requests (surrogate for overmatch).

Current criteria compare the *total cost of a project* to *estimated benefits* to derive a cost-effectiveness ratio. If the amount of *funds requested* is used to calculate an effectiveness

ratio, sponsors would be encouraged to reduce the funding request and receive more points. [Attachment 1](#) illustrates this “funding effectiveness” approach.

Staff recommendation:

- Use the amount of *funds requested* as the basis for calculating an effectiveness ratio to incentivize sponsors to provide local matching funds over and above the required federal match.

New items for December meeting:

1. Confirmation of continuing the two-phase project selection process.

MVIC is asked to confirm the use of a two-phase process to select TIP projects similar to the method of the past several TIPs. That is, **Phase 1:** Projects are selected based solely on numerical project score until 75 percent of the available funds for each project type are used up. **Phase 2:** MVIC recommends additional projects based on consideration of other factors besides the project score (e.g. past funding equity, very small communities). Projects of all types are discussed together and the remaining funds 25 percent of available funds are allocated.

Staff recommendation:

- Retain a two-phase selection process (75%/25%) similar to that of past TIPs with a more thorough future discussion of how the final 25% of funds is allocated.

2. Metro Vision project scoring criteria

In the current TIP, up 26 percent of the total points possible are awarded based on how the project and the project sponsor attend to the tenets of Metro Vision. The current evaluation criteria and point distribution rules for the two components of Metro Vision scoring are described in [Attachment 2](#) and summarized below:

- Project-Related Metro Vision (up to 16 points) – Location related to:
 - Urban Centers and Rapid Transit Stations
 - Features of the Urban Center(s) served
 - Urban Growth Boundary
 - DIA
 - Strategic Corridors
- Sponsor/Jurisdiction (up to 8 points):
 - Did jurisdiction adopt Metro Vision community design policies?
 - Did jurisdiction implement alternative travel mode plans?
 - Did jurisdiction sign the Mile High Compact?
 - How is the jurisdiction working to reduce street sanding impacts related to particulate matter (PM-10) pollution?

This item is introduced for information and discussion only. MVIC will be asked at a future meeting (likely January 2014) to make recommendations on any adjustments to the TIP’s Metro Vision criteria.

PREVIOUS DISCUSSIONS/ACTIONS

- 2013 DRCOG Board Workshop
- [October 2, 2013 MVIC Meeting Summary](#)
- November 6, 2013 MVIC Meeting (summary is in this agenda packet, Attachment A)

PROPOSED MOTION

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

ATTACHMENTS

- [Attachment 1](#) – Diagram of Funding Effectiveness criteria
- [Attachment 2](#) – Metro Vision evaluation criteria and points for current TIP
- 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 jschuafele@drcog.org; or Steve Cook, MPO Planning Program Manager, Transportation Planning & Operations at 303-480-6749 or scook@drcog.org

Funding Effectiveness Criteria - Example Bicycle Trail Project

Total cost = \$1 million

Calculated effectiveness value = 200,000 pop. & employment within 1 mile of project
(specific measure TBD)

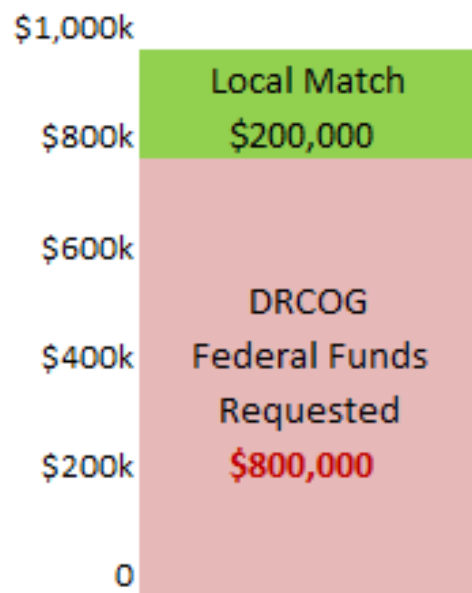
Funding Effectiveness Criteria - Example Bicycle Trail Project

Total cost = \$1 million

Calculated effectiveness value = 200,000 pop. & employment within 1 mile of project
(specific measure TBD)

1st Approach

(Min. Required Match)



$$200,000 / \$800,000$$

$$= .25 \text{ units per } \$1$$

$$= \sim 3 \text{ points}$$

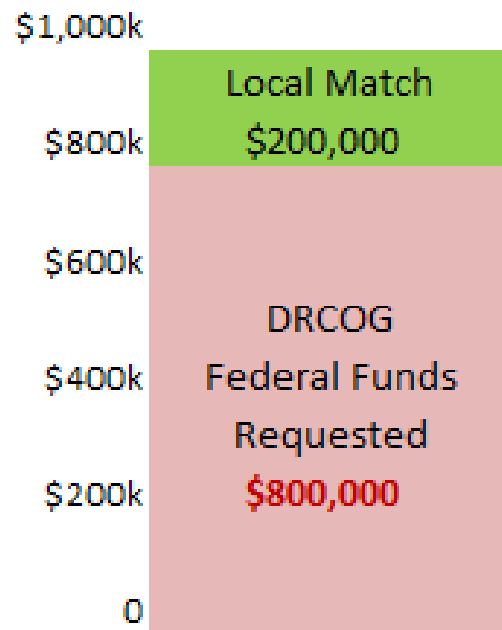
Funding Effectiveness Criteria - Example Bicycle Trail Project

Total cost = \$1 million

Calculated effectiveness value = 200,000 pop. & employment within 1 mile of project
(specific measure TBD)

1st Approach

(Min. Required Match)



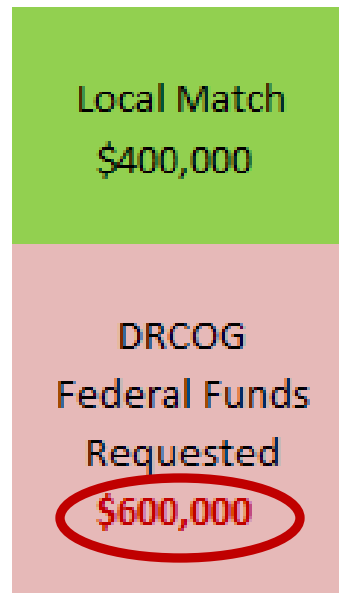
$$200,000 / \$800,000$$

$$= .25 \text{ units per } \$1$$

$$= \sim 3 \text{ points}$$

2nd Approach

(lower the request)



$$200,000 / \$600,000$$

$$= .33 \text{ units per } \$1$$

$$= \sim 6 \text{ points}$$

therefore, 3 more points
with a lower fund request

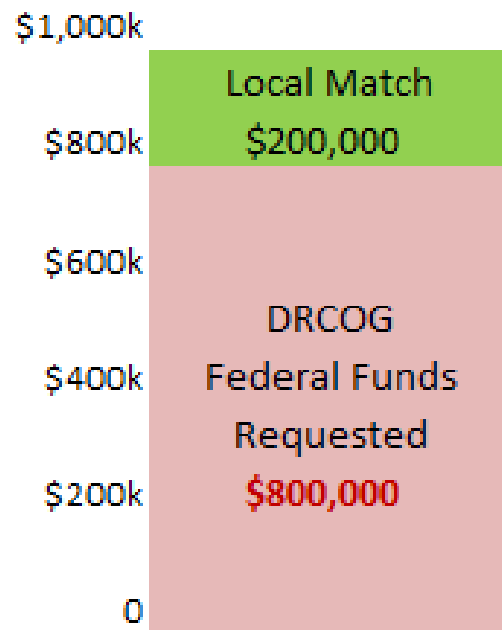
Funding Effectiveness Criteria - Example Bicycle Trail Project

Total cost = \$1 million

Calculated effectiveness value = 200,000 pop. & employment within 1 mile of project
(specific measure TBD)

1st Approach

(Min. Required Match)

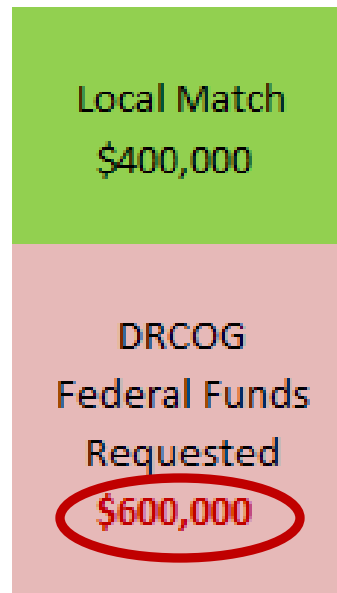


$$200,000 / \$800,000 \\ = .25 \text{ units per } \$1$$

= ~3 points

2nd Approach

(lower the request)



$$200,000 / \$600,000 \\ = .33 \text{ units per } \$1$$

= ~6 points

therefore, 3 more points
with a lower fund request

If Cost-effectiveness used -
Equal results for each approach:
(200,000/\$1 mil.=.20 units per \$1)
regardless of amount requested.
Thus, no incentive to lower request.

APPENDIX F

PROJECT-RELATED METRO VISION IMPLEMENTATION AND STRATEGIC CORRIDOR FOCUS

See specific definitions below for some criteria

Evaluation Criteria	Points Each	Scoring Instructions
Project location related to Urban Centers and Rapid Transit Stations	Up to 6	<p>(Score points for only one)</p> <p>Project is entirely within an urban center identified in the adopted Metro Vision 2035 (current urban center locations can be found here: http://www.drcog.org/documents/UrbanCenters.pdf, or is within proximity of <u>and</u> helps support the functioning of the urban center by directly or indirectly serving it (definitions below):</p> <ul style="list-style-type: none"> • 6 points for an urban center that is within ¼ mile of a rapid transit station shown on the adopted Metro Vision 2035 RTP • 5 points for an urban center currently served by transit with 15 minute headways or less • 4 points for an urban center currently served by transit with 30 minute headways or less • 2 points for: <ul style="list-style-type: none"> ▪ All other urban centers ▪ A rapid transit station (that is not an urban center) • 0 points if not in or within proximity of an urban center or rapid transit station
Features of the Urban Centers the project is within or within proximity	Up to 4	<p>(Score for all that are applicable)</p> <ul style="list-style-type: none"> • 1 point for an urban center where the community has implemented zoning or development plans that allow a mix of uses with minimum gross densities that promote population and/or employment densities higher than the minimum required for urban center designation (as specified in the Metro Vision 2035 Growth and Development Supplement) • 1 point for an urban center where the community has adopted parking management strategies that increase the competitiveness of non-SOV travel modes (e.g., parking maximums, elimination of parking minimums, shared parking and pricing strategies) • 1 point for an urban center where the community has committed to preserve or develop mixed-income housing (see definitions below). • 1 point for an urban center where the relevant capital improvement program, operating budget or equivalent has allocated funding over the next four years to the construction or implementation of supportive infrastructure, facilities or programs located in the urban center (see definitions below). This funding allocation must be in addition to the TIP funding request and associated local match, and be equivalent to at least 20% of the TIP funding request

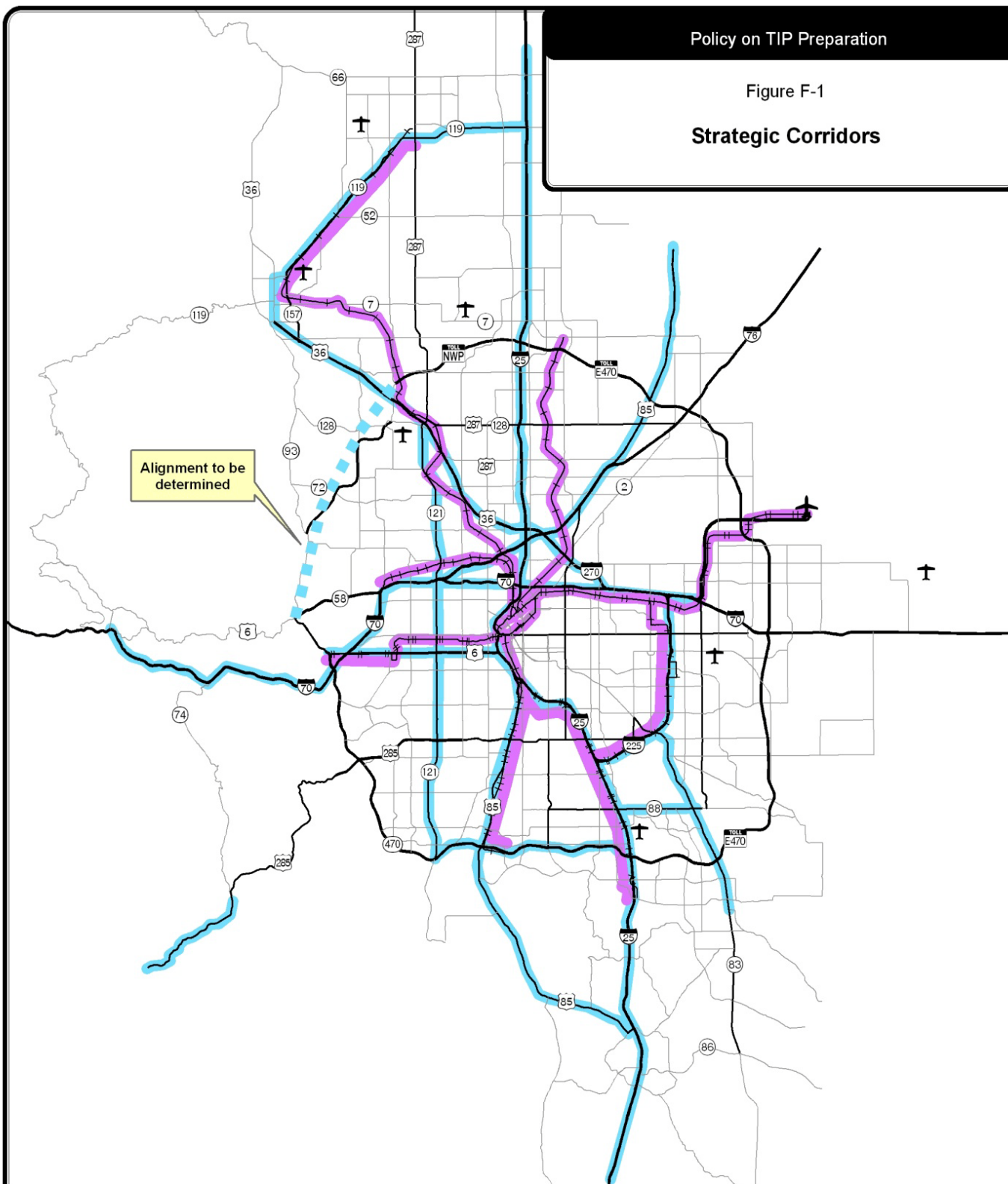
Evaluation Criteria	Points Each	Scoring Instructions
Project location related to Urban Growth Boundary/Area (UGB/A)	Up to 3	<ul style="list-style-type: none"> 3 points if the project is at least 90% contained within the established UGB of a UGB community or the “committed area” of a UGA community 1 point if the project is at least 40% contained within the established UGB of a UGB community or the “committed area” of a UGA community
Project location related to Denver International Airport (DIA)	1	(Score point if applicable) <ul style="list-style-type: none"> 1 point if project is in or within one-half mile of DIA boundary and provides convenient access to DIA
Project location related to Strategic Corridors	Up to 4	(Score points if applicable, for only 1 of the 2) Project is entirely on a strategic corridor shown on Figure F-1 (including relevant rapid transit lines), or is within proximity of <u>and</u> helps support the functioning of the strategic corridor by directly or indirectly serving it (definitions below): <ul style="list-style-type: none"> 4 points if two or more strategic corridors 2 points if one strategic corridor
Total Points Possible 18		

***Definitions:**

- Urban center = as identified in the Metro Vision 2035 Plan
- Rapid transit station = current or future stations as identified in the fiscally constrained Metro Vision 2035 RTP
- Commitment to preserve mixed-income housing = the community has inventoried the number of existing affordable housing units located within the urban center and has committed to preserving or replacing these units (1 for 1)
- Commitment to develop mixed-income housing = the community has committed that some portion of the new stock created within the urban center over the next six years will be affordable
- Affordable housing = rental units affordable to households earning 0-60% of the area median income (AMI) and for-sale units affordable to households earning 0-80% of AMI
- Qualifying supportive infrastructure, facilities and or programs located within urban centers include, but are not limited to:
 - Public buildings,
 - Structured parking, parking controls or management systems,
 - Parks, playgrounds, plazas, squares and other publicly accessible open spaces,
 - Sidewalks, medians, enhanced pedestrian crossings and refuges, raised crosswalks,
 - Streetscaping: enhanced tread surface materials, public furniture, landscaping, street trees, planters, light posts, thematic signage, monuments and public art,
 - Stormwater drainage, detention and infiltration projects
 - Wastewater sewer lines
 - Utility upgrades
- Directly serving = physically touching
- Indirectly serving = serving via an existing or included-in-the-project linkage
- Proximity (measured as crow flies)
 - For bus service projects: must directly serve urban center or fixed guideway transit station or use HOV/BRT guideway in strategic corridor.
 - For all project types except new bus projects: project area within 1/2 mile of urban center outer boundary or fixed guideway transit station platform location or fixed guideway transit station platform location or the centroid of a freeway interchange or major intersection (if not freeway) in strategic corridor.




Figure F-1

Strategic Corridors



This map and the data it depicts are intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no representation or warranty that the data will be error free. DRCOG is not responsible to any user for any costs or damages arising from inconsistencies in its data.

Projection: Colorado State Plane, NAD 83
Source: DRCOG
PJ 06-10

- Regional Roadway System
 Roads Outside Region
 Strategic Highway Corridors
 Strategic Rapid Transit Corridors



0 5 10
Miles

\\Kennedy\MVPO\TIP Prep Policy Maps\StrategicCorridors.mxd

APPENDIX G

SPONSOR-RELATED METRO VISION IMPLEMENTATION CRITERIA

(or the project location's jurisdiction)

Evaluation Criteria	Points Each	Scoring Instructions
Adopt Metro Vision community design policies, including policies that promote senior-friendly development	1	Demonstrate that Metro Vision community design policies, including policies that promote senior-friendly development, have been incorporated into local plans and development regulations or are being implemented.
Implement alternative mode plans	1	Show adopted plans for bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel are being implemented by demonstrating that at least \$3/resident*/year (average) has been allocated to the construction or implementation of facilities/programs in the plan(s) by the agency's capital improvement program or operating budget, or equivalent, during the past five years. (* for counties, residents are those in the unincorporated area).
Signed the Mile High Compact	2	Provide the date when the local jurisdiction signed the Mile High Compact.
Sponsor scores for only one PM ₁₀ criterion, depending if it was asked to make a commitment or not		
PM ₁₀ conformity commitment (for communities that were asked to make a conformity commitment)	Up to 4	<p>If the sponsor or project's local jurisdiction has made a conformity commitment (submitted to DRCOG before July 30, 2010) for the horizon year in the RTP (2035) that exceeds:</p> <ul style="list-style-type: none"> • 30 percent reduction, award 1 point. • 45 percent reduction, award 2 points. • 55 percent reduction, award 3 points. <p>If the sponsor or project's local jurisdiction is meeting its 2015 conformity commitment in current practice, award 1 additional point to the PM₁₀ points scored above. The survey of past performance conducted annually in June by the RAQC will be compared to the conformity commitments assembled for the 2035 RTP update conformity.</p>
Current practice (for communities that were not asked to make a PM ₁₀ conformity commitment)	Up to 4	<p>Based on the survey of past performance conducted annual in June by the RAQC, if the sponsor or project's local jurisdiction has a current practice that exceeds:</p> <ul style="list-style-type: none"> • 30 percent reduction, award 1 point. • 45 percent reduction, award 2 points. • 55 percent reduction, award 4 points.
Total Points Possible	8	