

Board Officers

Sue Horn, Chair
Jack Hilbert, Vice Chair
Jackie Millet, Secretary
Elise Jones, Treasurer
Jennifer Schaufele, Executive Director



AGENDA

METRO VISION ISSUES COMMITTEE

Wednesday, February 5, 2014

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 January 8 and January 15, 2014 Meetings
(Attachment A)

INFORMATIONAL ITEM

4. Presentation on Regional Equity Atlas
(Attachment B) Ashley Summers, GIS Manager

ACTION ITEM

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 – March 5, 2014**
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
January 8, 2014

MVIC Members Present: Jackie Millet – Lone Tree; Eva Henry – Adams County; Nancy Sharpe – Arapahoe County; Bob Roth – Aurora; 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; Marjorie Sloan – Golden; Don Rosier – Jefferson County; Phil Cernanec – Littleton; Val Vigil – Thornton.

Others present: Joe Fowler – Douglas County; Lizzie Kemp – CDOT/RTD; Ted Heyd – Bicycle Colorado; and DRCOG staff.

Call to Order

The meeting was called to order at 4:03 p.m.; a quorum was present.

Public Comment

Ted Heyd, Bicycle Colorado, thanked members for their ongoing efforts on updating the TIP policy. He noted he is keeping regional partners throughout the area updated on what is going on at DRCOG. He noted that according to the 2011 Travel Survey 20 percent of all regional trips are less than 1 mile. He encouraged facilitating high quality pedestrian and bicycle projects in the area.

Summary of November 6, 2013 Meeting

The summary was accepted as written. Members requested that materials provided by members of the public during public comment be distributed as part of the meeting summary.

Move to recommend to the DRCOG Board designation of TAC as the 2040 RTP technical lead to develop the evaluation criteria and process for determining regionally significant projects

Staff discussed designation of the Transportation Advisory Committee (TAC) as the lead to develop evaluation criteria for determining regionally significant projects for the 2040 RTP. Regionally significant projects must be included in the Regional Transportation Plan to be eligible for future federal funding. Locally-funded regionally significant projects are also included in the Plan for the purpose of air quality conformity modeling. Recommendations will be brought to the Board for action. Elise Jones asked how MPACT64 would be accommodated. Staff replied that a Plan A and Plan B would likely be developed and modeled, as was done when the FasTracks vote was pending.

Robin Kniech **moved, seconded** by Sue Horn, to recommend to the DRCOG Board designation of TAC as the 2040 RTP technical lead to develop the evaluation criteria and process for determining regionally significant projects. The motion **passed unanimously**.

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

Staff was asked to provide additional information on two topics from the last meeting:

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; reconstruction projects rebuild an existing road in poor physical condition. Staff recommends retaining two separate categories, as each contains unique comparative characteristics.

Elise Jones **moved, seconded** by Nancy Sharpe, the staff recommendation to retain the two separate roadway categories. The motion **passed unanimously**.

2. Propose a funding effectiveness criteria. A revised criteria to provide an incentive for lower funding requests, in lieu of rewarding overmatch was presented. Staff recommends using 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.

Suzanne Jones **moved, seconded** by Bob Roth, the staff recommendation to 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. The motion **passed unanimously**.

Two new items were introduced for discussion.

1. Confirmation of continuing the two-phase project selection process. Currently project selection is a two-stage process. In the first phase, funds are programmed to projects based solely on project score until 75 percent of the available funds for each project type are used up. In the second phase, MVIC recommends funding of projects based on other factors, such as funding equity, very small communities, etc. Projects of all types are discussed together and the remaining funds are allocated. Staff recommends retaining a two-phase selection process similar to that of past TIPs.

Sue Horn **moved, seconded** by Rocky Piro, to adopt a phased approach to project selection. The motion **passed unanimously**.

How the phasing will occur and percentages for phases will be discussed at a later date.

2. Metro Vision project scoring criteria. In the current TIP, 26 percent of the total points which may be awarded are based on how the project and project sponsor attend to the tenets of Metro Vision. These criteria are used for all project applications. Several questions were posed to members:
 - a. Is roughly one-quarter of the total points a reasonable share to reflect Metro Vision tenets?
 - b. Does MVIC agree/disagree with the recommended modifications noted in the attachments?
 - c. Are there other types of criteria that should be included/excluded?

Members discussed various aspects of the Metro Vision points. It was agreed to continue the discussion of Metro Vision points at the next meeting. Jennifer Schaufele noted that the Administrative Committee and Board of Directors meetings for January will be

Metro Vision Issues Committee Summary

January 8, 2014

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cancelled due to a lack of urgent action items. Members were asked about possibly meeting during that time, since it is set-aside on member's calendars. Members agreed to meet again on Wednesday, January 15 at 6:30 p.m. It was further noted that the Organizational Development meeting originally scheduled for 3:30 p.m. on January 15 will move to 4:30. Dinner will be available for members of the Organizational Development group.

Other Matters

Jennifer Schaufele introduced Doug Rex, DRCOG's new Director of Transportation Planning & Operations.

Next Meeting

The next meeting is scheduled for **January 15, 2013 at 6:30 p.m.; in lieu of a Board of Directors meeting.**

Adjournment

The meeting adjourned at 5:46 p.m.

SUMMARY OF METRO VISION ISSUES COMMITTEE MEETING
January 15, 2014

MVIC Members Present: Jackie Millet – Lone Tree; Eva Henry – Adams County; Bob Roth – Aurora; Sue Horn – Bennett; Elise Jones – Boulder County; Suzanne Jones – Boulder; Cathy Noon – Centennial; Tim Mauck – Clear Creek County; Jason McEldowney – Commerce City; Chris Nevitt, Rocky Piro – Denver; Jack Hilbert – Douglas County; Marjorie Sloan – Golden; Don Rosier – Jefferson County; Phil Cernanec – Littleton; Val Vigil – Thornton.

Others present: Jeanne Shreve – Adams County; Tim Plass – Boulder; Anthony Graves – Denver; Art Griffith, Joe Fowler – Douglas County; Brad Wiesley – Lafayette; Joe Gierlach – Nederland; Junlin He, Junhao Dai – DU Students; Ted Heyd – Bicycle Colorado; and DRCOG staff.

Call to Order

The meeting was called to order at 6:33 p.m.; a quorum was present.

Public Comment

No public comment was received.

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

This item continues the discussion from the January 8 meeting. Doug Rex provided an overview of the supplemental background materials sent to members prior to the meeting.

Members discussed the materials provided and thanked staff for providing more in-depth information. A timeline for adoption of the 2040 Plans and the 2016-2021 TIP was distributed to members.

Eva Henry asked how affordable housing will be addressed in the Metro Vision update. She noted that suburban neighborhoods were built around the car, and suburbs will not be able to fully qualify as urban centers until we figure out how to get people out of their cars.

Elise Jones asked if the funding equity information could be expressed based on population served. Jack Hilbert noted concern with using population; he thought perhaps it could be based on transit and corridor trips; specifically primary corridors that connect urban centers.

Jennifer Schaufele reminded MVIC members that the deadline for adopting Metro Vision 2040 happens several months after adoption of the new TIP. She noted that many comments will be relevant to discussions about Metro Vision 2040.

Brad Calvert provided information on Urban Centers, and the relationship to transportation funding. He noted that the concept of Urban Centers has been discussed at DRCOG since the late 1970s, and has been a major part of Metro Vision since the beginning. Urban Centers are not designated by DRCOG; rather they are designated by the jurisdiction.

Jack Hilbert noted that the discussion should be focused on the individual Metro Vision-related points for TIP project scoring. A question was asked about the recommendation to eliminate the points for strategic corridors. Steve Cook noted that staff did not feel strongly about eliminating the points but had made the recommendation in the interest of

simplification He also pointed out that the concept of strategic corridors is not mentioned in any other DRCOG document (e.g. Metro Vision, Regional Transportation Plan) other than the TIP policy. Members expressed interest in retaining the points for projects on strategic corridors. There was some concern noted with project sponsors receiving points for being in an urban center and being on a strategic corridor.

A request was made for information related to projects that were awarded points for being an urban center and on a strategic corridor.

Members discussed points awarded based on transit headways; proximity to urban centers and transit stations; helping communities achieve robust urban centers as opposed to rewarding those who already had them; the nature of the current points for urban centers; and more.

Eva Henry noted she feels that the 1 point for projects within a half-mile of DIA should be eliminated. There was some sentiment for awarding the point for projects within a half-mile of employment centers. It was noted that DIA is federally required to fund its own improvements.

Jack Hilbert **moved, seconded** by Chris Nevitt, to remove the 1 point for project location near DIA. The motion **passed** with 2 abstentions.

Sue Horn **moved, seconded** by Jack Hilbert to remove the 1 point for signing the Mile High Compact. There was discussion.

Elise Jones noted that many Metro Vision goals are tied to compact development, and feels this is a useful criteria.

Jennifer Schaufele noted the Mile High Compact point differs from the DIA point. The Mile High Compact was a landmark document that the signers agreed to adopt and adhere to the tenets of Metro Vision such as the Urban Growth Boundary (UGB) and working with their neighbors on responsible planning. The intent was to encourage more compact growth and preserve open space. Ninety percent of the metro area's population is served by the entities that signed the compact.

Sue Horn noted that the principles should be upheld but jurisdictions should not be awarded points for signing a piece of paper. Rocky Piro expressed agreement with finding another way to reward adhering to the principles.

Elise Jones noted that perhaps there is another way to encourage regionalism, but is not ready to discard the point for signing the compact. Jason McEldowney agreed.

Jack Hilbert stated that the tenets of the compact are included in comprehensive plans. He feels the Mile High Compact should be updated. Phil Cernanec stated he thinks the Mile High Compact is dated and the points should be taken out.

Suzanne Jones noted given the history and what it stands for, it's simpler to keep the points for signing the Mile High Compact: the document may be dated but the concepts are not.

Eva Henry suggested awarding the 2 points to community plans that connect to Metro Vision. Jennifer Schaufele noted DRCOG staff doesn't have the ability to go out and check on compliance and it would pit DRCOG staff against jurisdiction staff.

The motion **failed** on a vote of 6 in favor and 8 opposed.

Jackie Millet noted that she would like staff to address the points for UGB; 3 if entirely in the UGB and 1 if the project is partially in. Staff explained that the UGB looks a bit like Swiss cheese; some unincorporated areas create holes where there isn't UGB allocated. There are times when a project may run through areas that do not currently have UGB assigned to them.

Rocky Piro **moved, seconded** by Elise Jones, to include rural town centers in the urban center category. The motion **passed** unanimously.

Project location related to Urban Centers, Rapid Transit Stations, and Rural Town Centers

Discussion of the evaluation criteria for project location continued. Brad Calvert noted the points for the current TIP resulted from jurisdiction staff feedback on how to prioritize urban centers and rapid transit stations. Brad Calvert explained that staff's proposed criteria change recognizes that it is just as important if a project "directly supports" an urban center as a project located entirely within an urban center. Sue Horn asked if having transit is a prerequisite for receiving the points. Staff noted it is not. The first consideration is whether the project is in an urban center/rural town center or supporting that type of development. Eva Henry noted that the only concern she has is that we are at the mercy of RTD. As a result, the criterion handicaps the suburban and rural areas.

Elise Jones **moved, seconded** by Chris Nevitt, to support the staff recommendation on the evaluation criteria related to Urban Centers, Rapid Transit Stations, and Rural Town Centers. There was discussion.

Elise Jones noted that Boulder has put up its own capital to buy additional bus service.

Cathy Noon noted that all suburbs will lose bus service when light rail comes online.

Jackie Millet noted a separate discussion will be had at a later date about points.

Eva Henry noted she thinks the points should be lower. Adams County has 14 percent poverty; they can't afford to buy bus service.

Sue Horn expressed support of the motion because it complies with the principle of "getting the biggest bang for our buck" in reaching regional goals

Rocky Piro noted if we are awarding points directly tied to where RTD ought to be providing service; perhaps points could be awarded based on commitments jurisdictions are making to create a transit-supportive environment.

Jack Hilbert recommended that the motion be voted down, and have staff bring back something that incorporates the conversation this evening.

Elise Jones noted that staff's proposed criteria revisions can be supported and have a discussion at a future meeting about points.

After discussion, the motion **passed** with 1 opposed.

Other Supportive Urban Center Activities

Brad Calvert provided information on the proposed edits to the category. He clarified that this category is to award points to communities that have adopted the tenets of Metro Vision into their zoning or development plans.

Members discussed the topic at length with no resolution. It was agreed to continue the discussion at the February meeting.

Other Matters

Pat Cronenberger announced she would be retiring from DRCOG on February 14.

Next Meeting

The next meeting is February 5, 2014

Adjournment

The meeting adjourned at 9:12 p.m.

ATTACH B

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 #
February 5, 2014	Informational Briefing	4

SUBJECT

This item provides an update on the development of the SCI-funded Denver Regional Equity Atlas 2.0.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

The Denver Regional Equity Atlas is an interactive tool providing users with the ability to create maps depicting the region's major origins and destinations in relation to the current and future transit network, and also generates reports on demographic, economic and other data of the region or particular communities. The Atlas emphasizes the importance of access to opportunity for everyone in the region, especially improving connections for the most economically disadvantaged residents.

The Denver Regional Equity Atlas 2.0 was completed by DRCOG staff and builds on the original, static version produced by Mile High Connects in April 2012. The project has met all objectives, came in significantly under the original budget, and the mapping application has received favorable preliminary reviews from prospective users. DRCOG and Mile High Connects hosted a soft launch on December 9, 2013. Public launch will occur in late January 2014/early February 2014.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

LINKS

[Denver Regional Equity Atlas](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Ashley Summers, GIS Manager, Administration and Finance at 303-480-6746 or asummers@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 #
February 5, 2014	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, 2013, the DRCOG Board established MVIC as the lead for the new 2016-2021 TIP.

SUMMARY

At the January 15 meeting, MVIC voted to recommend the following to the Board:

- Revise the Urban Centers and Rapid Transit Stations criterion to include rural town centers and language clarifications recommended by staff.
- Remove the DIA criterion.
- Retain Mile High Compact criterion.

Also at that meeting, staff was asked to provide information regarding the current 2012-2017 TIP projects illustrated in [Attachment 1](#):

- final project evaluation score (excluding studies, the scores for selected projects ranged from 40 to 77 points).
- a list of projects which received points for serving a designated urban center and for serving a strategic corridor.

Items for today's discussion and action:

1. Metro Vision project scoring criteria

As previously discussed, 26 percent of the total points in the current TIP may be awarded based on how the project and the project sponsor attend to the tenets of Metro Vision. These criteria are used for all project applications. Currently adopted TIP evaluation criteria as well as staff-recommended changes related to Metro Vision project scoring are in [Attachment 2](#).

Metro Vision items still requiring MVIC action:

Project Location-related Metro Vision criteria	Staff recommendations
<ul style="list-style-type: none">• Features of the Urban Center(s) served	Retain, with clarifications.
<ul style="list-style-type: none">• Urban Growth Boundary	Retain, but with simplified scoring instructions.
<ul style="list-style-type: none">• Strategic Corridors	Remove, because these corridor designations are obsolete.

Sponsor/Jurisdiction Metro Vision criteria	Staff recommendations
<ul style="list-style-type: none"> Did jurisdiction adopt Metro Vision community design policies? 	Retain.
<ul style="list-style-type: none"> Did jurisdiction implement alternative travel mode plans? 	Retain, but with simplified scoring instructions.
<ul style="list-style-type: none"> How is the jurisdiction working to reduce street sanding impacts related to particulate matter (PM-10) pollution? 	Retain.
General Metro Vision points and criteria	
<ul style="list-style-type: none"> Is roughly one-quarter of the total points (100) a reasonable share to reflect Metro Vision tenets? Are there other types of criteria that should be included/excluded? 	

2. Minimum funding request level for projects

Staff recommendation: Establish \$100,000 as the new minimum request for federal funds to give small projects better opportunity to compete for TIP dollars. To minimize the administrative burden of managing several small projects, the total number of projects funded between \$100,000 and \$300,000 will be capped at 10 per TIP cycle. DRCOG staff will thoroughly explain the implications of federalizing projects during each call for projects and will assist project sponsors and CDOT as appropriate.

Rationale: Staff's recommendation creates a blanket minimum when requesting federal funds. This eliminates unnecessarily detailed minimum levels in the current TIP (below) and provides new opportunity to fund small but important projects.

Currently-adopted minimum request levels

- Non-Construction Projects
 - Studies: \$75,000
 - Other non-Construction: \$200,000
- Construction Projects
 - Submitted by Very Small Communities: \$200,000
 - Submitted by Other Eligible Sponsors: \$300,000

Next Steps

We anticipate CDOT will know how much federal money DRCOG will have available in each federal category (highway, air quality, etc.) in late February. Therefore, MVIC will likely be discussing how much funding to put toward DRCOG's various types of projects (roadway capacity, bike and pedestrian facilities, etc.) at its March meeting.

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](#)

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](#) – DRCOG Selected Projects in the 2012-2017 TIP
- [Attachment 2](#) – Metro Vision evaluation criteria for current TIP with staff recommended changes highlighted
- 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 Doug Rex, Transportation Planning & Operations Director at 303-480-6747 or drex@drcog.org.

DRCOG Selected Projects in the 2012-2017 TIP

				FY 2012 - 2015 DRCOG Federal (\$1,000's)						
Sponsor	Project Title	TIP-ID	Project Type		Very Small Community	Under Equity County	Selected 2nd Phase	Final Score	Serves Urban Center	Strategic Corridor
Adams County	Clay Community Trail: Zuni Street to 6th Avenue	2012-005	Bike/Ped - New	\$0		Yes	Yes	58	Yes	
Adams County	North West Rail South Westminster Ped Bridge	2012-083	Bike/Ped - New	\$500		Yes		N/A	N/A	N/A
Adams County	North Metro Rail: Welby Rd Extension	2012-084	Capacity	\$984		Yes		N/A	N/A	N/A
Arapahoe County	I-25 & Arapahoe Rd. Interchange Reconstruction - Design	2012-043	Studies - Cap/Ops	\$4,200		Yes	Yes	75	Yes	Yes
Arapahoe County	Arapahoe Rd/Yosemite St. Intersection Operational Improvement	2012-087	Operational	\$3,000		Yes	Yes	72	Yes	Yes
Arvada	Kipling Pkwy Underpass: Van Bibber Trail Ext 56th Place to Grandview Ave	2012-045	Bike/Ped - New	\$1,600		Yes	Yes	59	Yes	Yes
Arvada	Ridge Road Bike/Ped Project	2012-052	Bike/Ped - New	\$800		Yes	Yes	50	Yes	Yes
Arvada	W. 57th Ave. Bike/Ped Project	2012-092	Bike/Ped - Up/Recon	\$546		Yes	Yes	60	Yes	Yes
Aurora	Tollgate Creek/Tollgate Elementary School Bike/Ped Bridge and Trail	2012-004	Bike/Ped - New	\$1,214		Yes	Yes	66	Yes	Yes
Aurora	Peoria-Smith Commuter Rail Station Bike/Ped Access Improvements	2012-050	Bike/Ped - New	\$397		Yes	Yes	56	Yes	Yes
Aurora	Nine Mile Station: Bike/Ped Access Improvements	2012-071	BikePed-Up/Recon	\$476		Yes	Yes	61	Yes	Yes
Aurora	Colfax Ave. Bike/Ped Improvements; Fitzsimons Pkwy to Peoria St.	2012-091	Bike/Ped - Up/Recon	\$485		Yes	Yes	65	Yes	Yes
Aurora	Parker Road/Quincy Ave. Intersection Operational Study	2012-093	Studies-Cap/Ops	\$239		Yes	Yes	79		Yes
Boulder	Wonderland Creek Underpass at 28th St.: Kalmia Ave. to Winding Trail	2012-053	Bike/Ped-New	\$900		Yes		54		Yes
Boulder	Pearl Pkwy Multi-Use Path: 30th Street to Foothills Pkwy/SH157	2012-001	Bike/Ped - New	\$4,000		Yes		58	Yes	Yes
Boulder	Wonderland Underpass & Multiuse Path: Foothills Pkwy to 30th St	2012-002	Bike/Ped - New	\$2,000		Yes		76	Yes	Yes
Boulder	Diagonal Hwy (SH 119) Reconstruction: 28th/US 36 to East of 30th St	2012-039	Reconstruction	\$2,800		Yes		57	Yes	Yes
Boulder	Foothills Parkway/SH 157 Operational Improv. - Diagonal Hwy to Valmont	2012-040	Operational	\$600		Yes		57	Yes	Yes
Boulder	Baseline Rd Bike/Ped Underpass: Broadway/SH 93 to 28th/US 36	2012-046	Bike/Ped - New	\$4,046		Yes		77	Yes	Yes
Boulder	28th St/US36 Multiuse Path/Bike Improv: Iris Ave to Yarmouth Ave	2012-055	Bike/Ped - New	\$1,224		Yes		71	Yes	Yes
Boulder County	BOLT Transit Service Enhancement: Longmont to Boulder	2012-016	Expanded Bus Service	\$555		Yes	Yes	58	Yes	Yes
Boulder County	Enhanced Bus Service: Boulder, Longmont, and Lyons	2012-017	Expanded Bus Service	\$414		Yes	Yes	65	Yes	
Boulder County	US 36 Final Mile Study: Boulder to Westminster	2012-029	Studies - Station	\$85		Yes		57	Yes	Yes
Boulder County	SH-119/Airport Road Underpass	2012-058	Bike/Ped-New	\$915		Yes		56	Yes	Yes
Broomfield	120th Avenue Connection, final phase: new SH 128 to 120th Ave	2007-029	Capacity	\$20,800				64	Yes	Yes
CDOT	North I-25 Interim Managed Lanes; US36-120th Ave.	2012-073	Capacity	\$5,000		Yes	Yes	N/A	N/A	N/A
CDOT Region 1	I-25: 20th St to Speer Blvd Operational Improvements	2007-040	Operational	\$2,711			Yes	N/A	N/A	N/A
CDOT Region 4	Trucks and Anti-Ice Trailers (US-36, I-25, SH-119)	2012-076	Air Quality	\$400		Yes	Yes	57	Yes	Yes
CDOT/HPTE	US 36: Boulder to I-25 Managed Lanes (Phase 1 & 2)	2008-114	Capacity	\$34,000		Yes	Yes	62	Yes	Yes
Centennial	Smoky Hill Rd./Himalaya St. Intersection Operational Improvement	2012-090	Operational	\$475		Yes	Yes	55		
Commerce City	72nd Ave South Station Area Master Plan : E. 72nd Ave and Colorado Blvd.	2012-028	Studies - Station	\$100		Yes		57	Yes	Yes
Commerce City	Commerce City Northern Range to Denver CBD	2012-088	New Bus Service	\$444		Yes	Yes	70	Yes	Yes
Denver	Confluence Bike/Ped Ramps: So Platte Greenway	2012-003	Bike/Ped - Up/Recon	\$2,765				76	Yes	Yes
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	Air Quality	\$4,800				75	Yes	Yes
Denver	Speer / Colfax / Auraria Next Steps Plan	2012-020	Studies - Station	\$80				89	Yes	Yes
Denver	Northeast Downtown Next Steps Plan	2012-022	Studies - Station	\$150				80	Yes	Yes
Denver	Golden Triangle Area Plan	2012-023	Studies - Station	\$150				77	Yes	Yes
Denver	So Broadway Reconstruction: Kentucky Ave to south of Tennessee	2012-035	Reconstruction	\$2,692				73	Yes	Yes
Denver	Peoria St / Smith Rd / RR Grade Separation	2012-044	Operational	\$25,000			Yes	51	Yes	Yes
Denver	Blake Street Bike/Ped Station Access (40th Ave to 38th/Blake Station)	2012-056	Bike/Ped - New	\$1,224			Yes	66	Yes	Yes
Denver	NM Rail: Stockshow Station trails	2012-082	Bike/Ped-New	\$1,639				N/A	N/A	N/A
Douglas County	C-470/Lucent Station Area Master Plan	2012-026	Studies - Station	\$90		Yes		64	Yes	Yes
Douglas County	Quebec/C-470 Ped/Bike Bridge: County Line Rd. to Park Meadows Dr.	2012-059	Bike/Ped-New	\$500		Yes		50		Yes
Douglas County	I-25: Ridgeway to County Line Road Lane Balancing and Widening	2012-096	Capacity	\$10,400		Yes	Yes	69	Yes	Yes
DRCOG	Transportation Model Network Enhancements Study	2012-095	Studies-DRCOG	\$100			Yes	N/A	N/A	N/A
Englewood	Englewood, Oxford, and Bates Station Area Master Plan	2012-027	Studies - Station	\$120		Yes		59	Yes	Yes
Federal Heights	Adams County West Side Park and Ride	2012-019	New Bus Service	\$496	Yes	Yes	Yes	45	Yes	Yes
Federal Heights	US 287 (Federal)/92nd Avenue Intersection Operations Improvements	2012-072	Operational	\$3,970	Yes	Yes	Yes	40		
Golden	West Corridor End of Line Bike/Pedestrian Overpass	2012-008	Bike/Ped - New	\$1,220		Yes	Yes	62	Yes	Yes
Golden	Golden Circulator Bus: West Corridor end of line to Golden Downtown	2012-015	New Bus Service	\$1,237		Yes	Yes	67	Yes	Yes
Greenwood Village	Greenwood Plaza Blvd Sidewalk: Berry Ave. to Dorado Pl., Marin Dr. to Long Ave.	2012-006	Bike/Ped - New	\$871		Yes	Yes	55	Yes	Yes
Greenwood Village	Bellevue Ave and Quebec St Intersection	2012-038	Operational	\$1,053		Yes		60	Yes	Yes
Greenwood Village	Village Center & Goldsmith Gulch Trail Extension: Fair Drive to Yosemite Street	2012-047	Bike/Ped - New	\$1,536		Yes	Yes	58	Yes	Yes
Lakewood	Lakewood City Center Connectivity and Urban Design Study	2012-025	Studies - Station	\$100		Yes		66	Yes	Yes
Lakewood	Wadsworth Roadway Capacity Project: Highland Drive to 10th Ave	2012-089	Capacity	\$5,400		Yes	Yes	66	Yes	Yes
Lakewood	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	2012-036	Capacity	\$6,240		Yes		70	Yes	Yes
Longmont	Dry Creek Underpass: Hover south of Bent Way	2012-049	Bike/Ped - New	\$1,616		Yes	Yes	57	Yes	Yes
Longmont	SH119 - Diagonal Highway: South of Hover Underpass	2012-051	Bike/Ped - New	\$965		Yes	Yes	68	Yes	Yes
Longmont	Main St/US287: Ken Pratt Blvd to 3rd Ave Reconstruct	2012-057	Reconstruction	\$1,890		Yes	Yes	52	Yes	Yes
Louisville	Downtown Louisville NW Rail Station- Next Steps	2012-030	Studies - Station	\$80		Yes	Yes	48	Yes	Yes
Lyons	US 36 - Lyons Streetscape Beautification: Stone Canyon Rd. to 3rd Ave	2012-009	Other Enhancements	\$1,781	Yes	Yes	Yes	52		
Nederland	Nederland Sidewalks Phase 2	2012-061	Bike/Ped - New	\$486	Yes	Yes	Yes	40		
RAQC	Advanced Fleet Technology	2012-012	Air Quality	\$6,121				75	Yes	Yes
RAQC	Air Quality and Transp. Outreach & Education through Ozone Aware	2012-013	Air Quality	\$1,663				75	Yes	Yes
RTD	Bellevue Call-n-Ride	2012-014	New Bus Service	\$827		Yes		69	Yes	Yes
RTD	Eagle P-3 FasTracks Corridors (Gold/East) - previous 2nd Commitment for East	2008-111	Rapid Transit	\$24,111			Yes	N/A	N/A	N/A
Sheridan	West Oxford Ave.: S. Clay St. to S. Federal Blvd. Reconstruct	2012-060	Reconstruction	\$600	Yes	Yes	Yes	45		
Thornton	Thornton City Center Urban Center Study	2012-024	Studies - Station	\$120		Yes		71	Yes	Yes
Thornton	104th Ave. Station TOD Master Planning Study	2012-031	Studies - Station	\$120		Yes		41	Yes	Yes
Thornton	88th Ave. Station TOD Master Planning Study	2012-032	Studies - Station	\$120		Yes		35	Yes	Yes
Thornton	144th Ave. Station TOD Master Planning Study	2012-033	Studies - Station	\$120		Yes		27	Yes	Yes
Thornton	NM Rail: Ped/Bike Access to 4 Stations	2012-081	Rapid Transit	\$1,539		Yes		N/A	N/A	N/A
Thornton	NM Rail: Welby Rd Realignment	2012-085	Operational	\$930		Yes		N/A	N/A	N/A
Univ of Colorado	STAMPEDE Bus Service Enhancements	2012-018	Expanded Bus Service	\$426		Yes	Yes	52	Yes	Yes
Westminster	120th Ave/Federal Blvd Operational Improvements	2012-041	Operational	\$3,421		Yes		55		
Westminster	Little Dry Creek Trail: Federal Blvd. to Lowell Blvd.	2012-048	Bike/Ped - New	\$324		Yes	Yes	58	Yes	Yes
Wheat Ridge	32nd Avenue Widening: Wright Court to Braun Court Operational Improvement	2012-042	Operational	\$2,924		Yes		53		Yes
Wheat Ridge	Kipling Multi-Use Path: 32nd Avenue to 44th Avenue	2012-054	Bike/Ped - New	\$2,473		Yes	Yes	53		
Wheat Ridge	Wadsworth Widening PEL Study: 35th Ave. to 46th Ave.	2012-094	Studies-Cap/Ops	\$636		Yes	Yes	62		Yes
TOTAL				\$221,036						

Other Set-Asides and Pools

DRCOG	Traffic Signal System Program	1997-045	Operational	\$16,647			
DRCOG	Regional TDM Pool (30+ projects)	1999-097	TDM	\$5,925			
DRCOG	Regional ITS Pool (4 projects with 12/13 funds)	2005-026	Operational	\$3,751			
DRCOG / RTD	First FasTracks Commitment to RTD	2007-044	Transit Operational	\$24,000			
DRCOG	STAMP/Urban Center Pool (12 projects)	2007-089	Studies - Station	\$1,985			
DRCOG	Regional TDM Program: DRCOG (Way To Go)	2012-064	TDM	\$7,200			
TOTAL				\$59,508			

Notes:
- 3 projects (scoring eligible)not funded from original 2010 Call for Projects
- 13 projects (scoring eligible) not funded in the 2012 "Special" Call for Projects

APPENDIX F

PROJECT LOCATION-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, <u>and Rural Town Centers</u>	Up to 6	<p>(Score points for only one)</p> <p>Project is entirely within, <u>or directly supports</u>, 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 helps support the functioning of the urban center by directly or indirectly serving it (definitions below)</u>:</p> <ul style="list-style-type: none"> 6 points if the for an urban center that is within ¼ mile of includes a rapid transit station shown on the adopted Metro Vision 2035 RTP 5 points if the for an urban center <u>is</u> currently served by transit with 15 minute <u>combined service</u> headways or less 4 points if the for an urban center <u>is</u> currently served by transit with 30 minute <u>combined service</u> headways or less 2 points for: <ul style="list-style-type: none"> All other urban centers <ul style="list-style-type: none"> <u>A rapid transit station (that is not an urban center)</u> <u>Designated rural town centers</u> 0 points if <u>project is</u> 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 <u>Other Supportive Urban Center Implementation Activities</u>	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 <u>minimize the potential negative effects of parking on urban center development and multimodal access</u> 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 <u>community</u> has committed to preserve or develop mixed-income housing (see definitions below).

Evaluation Criteria	Points Each	Scoring Instructions
		<ul style="list-style-type: none"> 1 point for <u>if the proposed project is identified in an adopted Urban Center or Station Area Master Plan.</u> 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
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% <u>entirely</u> 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 <u>partially</u> 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 and 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 1814		

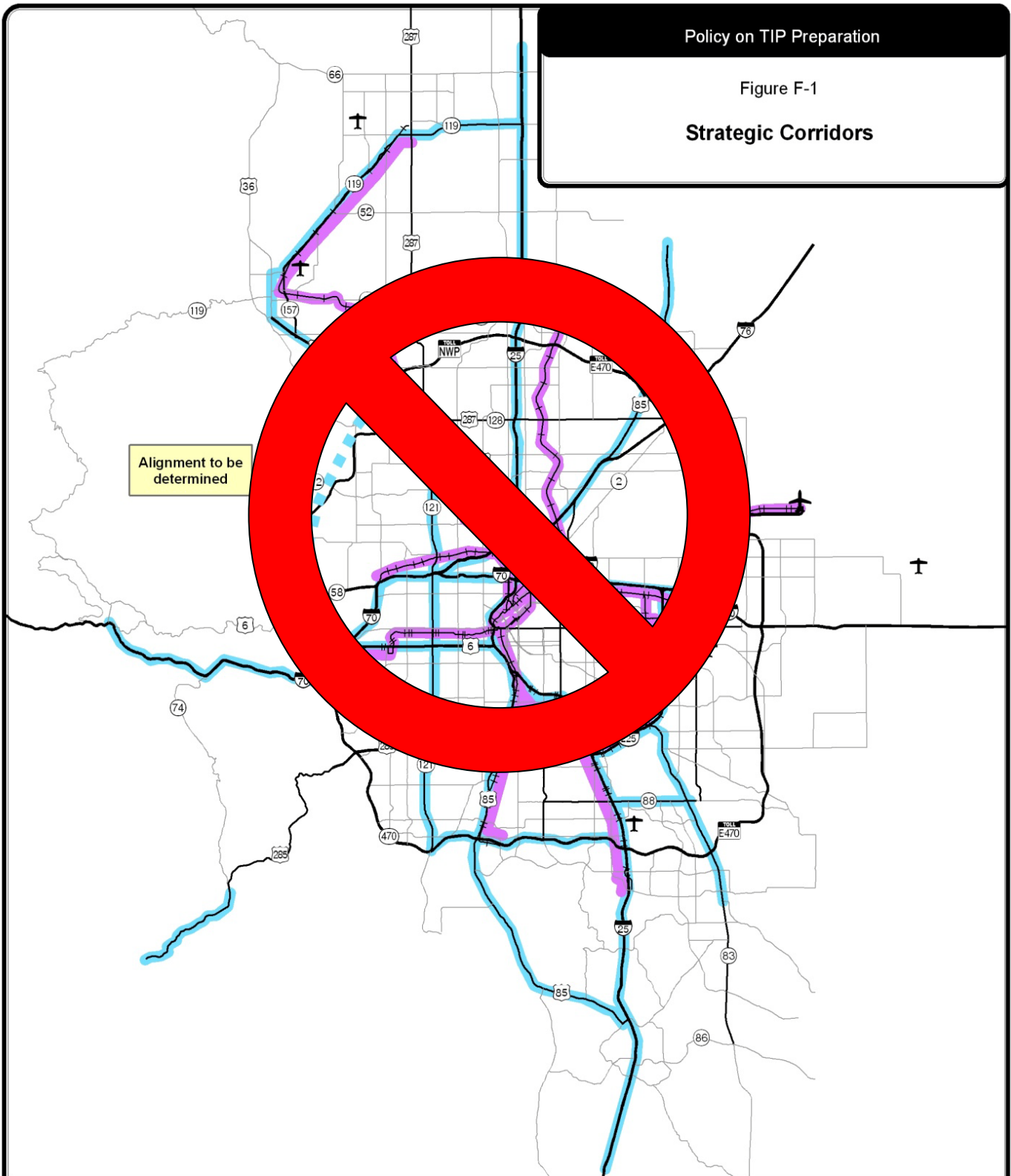
***Definitions:**

- 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
- Rural town center = as identified in the Metro Vision 2035 Plan
- 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



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 <u>Local response to changing demographics</u>	1	Demonstrate that Metro Vision community design jurisdiction's plans, programs, and policies to support healthy and successful aging. Please see the Boomer Bond Assessment Tool and Toolkit for example implementation strategies. <u>policies, including policies that promote senior-friendly development, have been incorporated into local plans and development regulations or are being implemented.</u>
Implement alternative <u>travel</u> mode plans	1	<u>Provide jurisdiction's</u> Show adopted plans for <u>either</u> bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel. <u>Demonstrate implementation showing an example project in the jurisdiction's currently adopted (as of July 31, 2014) 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).</u>
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) <u>OR</u>	Up to 4	If the sponsor or project's local jurisdiction has made a conformity commitment (submitted to DRCOG before July 3 1 <u>0</u> , 201 4 <u>0</u>) for the horizon year in the RTP (2035) that exceeds: <ul style="list-style-type: none"> • 30 percent reduction, award 1 point. • 45 percent reduction, award 2 points. • 55 percent reduction, award 3 points. If the sponsor or project's local jurisdiction is meeting its 2015 conformity commitment in current practice, award 1 additional point to the PM ₁₀ 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.
Current practice (for communities that were not asked to make a PM ₁₀ conformity commitment)	Up to 4	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: <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	