

AGENDA

METRO VISION ISSUES COMMITTEE
Wednesday, January 8, 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 November 6, 2013 Meeting**

(Attachment A)

ACTION ITEMS

4. ***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**

(Attachment B) Steve Cook, MPO Planning Program Manager, Transportation 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 – February 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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ATTACH A

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**.

Metro Vision Issues Committee Summary

November 6, 2013

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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 without-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.

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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.

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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
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
January 8, 2014	Action	4

SUBJECT

Development of the Fiscally Constrained 2040 Regional Transportation Plan (2040 RTP) to be adopted in December 2014.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends establishing the Transportation Advisory Committee (TAC) as the 2040 RTP technical lead to develop the evaluation criteria and process for determining regionally significant projects.

ACTION BY OTHERS

N/A

SUMMARY

The future roadway and transit network projects identified in the 2040 RTP must be fiscally constrained (have a reasonable expectation of funding). The future system must also pass air quality conformity modeling tests.

All roadway capacity projects of “regional significance” such as new interchanges, new lanes on principal arterials, and new managed lanes on freeways must be identified in the 2040 RTP regardless of funding source. In particular, roadway capacity projects designated to receive regional funds (funds controlled by DRCOG and CDOT) must be called out in the RTP, as they will then be eligible for future TIP funding.

Individual non-capacity projects (reconstruction, preservation, bicycle/pedestrian, intersections, TDM, small transit) are NOT identified in the RTP. Rather, line items of overall funding allocations to these types of projects are identified.

Summary of key tasks for completing the roadway network element of the 2040 RTP follows (also see attached Table 1):

- March – Define process and evaluation criteria for determining regionally funded capacity projects (see attached current evaluation criteria for 2035 RTP)
- April – Approve RTP financial plan - identifying amount of regional funds available for capacity projects
- April – Determine candidate capacity projects to be evaluated and scored
- May – Complete scoring
- June – Approve capacity projects (and staging schedule) to include in the 2040 RTP
- July-September – Air quality conformity model runs
- December – Adopt 2040 RTP

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

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.

ATTACHMENTS

- Table 1 – Schedule to Develop the 2040 RTP
- Current evaluation criteria in the 2035 RTP
- Link to the [2035 MVRTP](#) (see Chapter 5)

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

Table 1
Schedule to Develop the Fiscally Constrained 2040 Regional Transportation Plan (2040 RTP)
(Regionally Significant Roadway Capacity Projects)
(December 31, 2013)

Task	Meetings / Actions			Questions to Address
	TAC	RTC	MVIC / Board	
Summary of 2040 RTP schedule (+ Air Quality Conformity & relation to TIP)	Jan 27	Feb 18	Jan 8 / 15	What must be done to prepare this (federally required) long range 2040 RTP?
Discuss staff recommended criteria and process for evaluating roadway capacity projects	Jan 27			What is a "regionally significant capacity project" ?
Recommendation of criteria and process	Feb 24		Mar 5 / 19	How should projects to include in the 2040 RTP be selected?
Define <u>process</u> for determining candidate roadway capacity projects to evaluate (selected projects in 2035? New solicitation?) (reconfirm 100% local projects)	Feb 24		?	Can the number of projects to be evaluated be capped? (given lack of funds)
Discuss amount of 2040 funds for roadway capacity projects (and other uses e.g. preservation). "Trade-off" analysis	Feb 24		Mar 5 / 19	What funds should be allocated to system preservation, operations, transit, bicycle/ped, etc.?
Recommend amount of 2040 funds for roadway capacity projects	Mar 24	April 15	April 2 / 16	What remaining funds are available for capacity projects?
Confirm candidate roadway capacity projects to be evaluated	Mar 24			
Verify project cost estimates	Do this offline with CDOT and locals			
Complete project evaluation (scoring) April 18; discuss project package options	April 28			What are the most beneficial capacity projects?
Recommend roadway capacity projects to include in the 2040 RTP	May 19	June 17	June 4 / 18	What projects can be included in the 2040 RTP? And, in what staging period can they be funded?
June - September: Complete model runs , APCD complete AQ results. Define & calculate performance measures. Incorporate quantifiable Board goals. Prepare 2040 documents.				
"Public Hearing Drafts" of documents completed			Oct. 19	Board Chair sets hearing date.
Public Hearing			Nov 19	
Final Actions & Adoption of 2040 RTP	Dec 15	Dec 16	Dec 3 / 17	

Evaluation Criteria for Highway Improvements For Fiscally Constrained 2030 RTP Modeling Network Alternatives

Criteria Category	Point Distribution Process	Maximum Points
1. Congestion Severity <i>new 2030 E+C model run</i>	prorate by increments of 1 point based on 8 hour v/c >.75 on existing or parallel facility	35
2. Cost per Person Mile Traveled (PMT) <i>2030 "with improvements" model run</i>	prorate by 1 point increments, PMT based on vehicle occupancy factor times VMT (1.4 or 1.5 transit cor.)	15
3. Gap Closure <i>completes all or part of a lane or segment gap</i>	10 pts. for full segment gap, 8 pts. for full lane gap, 3 pts. for partial gap closure (no gaps > 3 miles)	10
4. Arterial Roadway Spacing <i>proximity to parallel roadways</i>	5 points if nearest parallel arterial is > 3 miles away 2 points if > 1.5 miles away	5
5. Regional System Classification <i>Improvement to Freeways and MRAs</i>	4 points for freeway segments 2 points for major regional arterial (MRA) segments	4
6. Total Users <i>2030 "with improvements" model run</i>	prorate by 1 point increments; users based on vehicle occupancy factor times ADT (1.4 or 1.5 transit cors.) e.g. 1 pt for 30,000+, . . . 4 pts for 150,000+	4
7. Serves Urban Forms <i>Reasonable applications that are submitted to DRCOG by November 5th</i>	5 points if project is within or immediately adjacent 3 points if within 1.5 miles	5
8. Safety Measure <i>current high crash hazard index locations injury and fatal crashes factored by 5</i>	weighted hazard index value (at least 1/4 of project length) 6 points to 10% of projects with highest index 3 points to next 15% of projects	6
9. 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
10. Serve Major Intermodal or High Security Facility <i>DIA, Union Station, GA airports 2 intermodal freight terminals, Buckley AFB</i>	4 points if project is within or immediately adjacent 2 points if within 1.5 miles	4
11. Multimodal Corridor <i>support of major transit corridors</i>	new rapid transit corridor or MIS LPA - 10 pts. existing/committed SE, SW, and Central Cor. - 7 pts. High-Volume Bus Corridor - 5 pts.	10
Total Possible Points		100

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 #
January 8, 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 the November meeting can be found in this agenda. 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.

In addition to the 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:

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 25 percent of available funds are allocated.

Staff recommendation:

Retain a two-phase selection process (75%/25%) similar to that of past TIPs.

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 the project sponsor attend to the tenets of Metro Vision. These criteria are used for all project applications. Current evaluation criteria as well as staff-recommended changes related to Metro Vision project scoring are in [Attachment 2](#) and [Attachment 3](#). Staff recommendations are summarized below.

General Metro Vision points and criteria

- Is roughly one-quarter of the total points (100) a reasonable share to reflect Metro Vision tenets?
- Does MVIC agree/disagree with the recommended modifications in Attachment 2?
- Are there other types of criteria that should be included/excluded?

Project Location-related Metro Vision criteria

- Urban Centers and Rapid Transit Stations

Staff recommendation: Retain, with the addition of rural town centers as rural town centers are identified in Metro Vision as growth areas for the rural portion of the region

- Features of the Urban Center(s) served

Staff recommendation: Retain, with clarifications

- Urban Growth Boundary

Staff recommendation: Retain, but with simplified scoring instructions

- DIA

Staff recommendation: Retain

- Strategic Corridors

Staff recommendation: Remove, because these corridor designations are obsolete

Sponsor/Jurisdiction Metro Vision criteria

- Did jurisdiction adopt Metro Vision community design policies?
Staff recommendation: Retain
- Did jurisdiction implement alternative travel mode plans?
Staff recommendation: Retain, but with simplified scoring instructions
- Did jurisdiction sign the Mile High Compact?
Staff recommendation: Retain
- How is the jurisdiction working to reduce street sanding impacts related to particulate matter (PM-10) pollution?
Staff recommendation: Retain

PREVIOUS DISCUSSIONS/ACTIONS

2013 DRCOG Board Workshop

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

[November 6, 2013 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](#) – Diagram of Funding Effectiveness criteria
- [Attachment 2](#) – Metro Vision evaluation criteria for current TIP with staff recommended changes highlighted
- [Attachment 3](#) – Metro Vision evaluation criteria with staff recommended changes accepted
- 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 jschufale@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

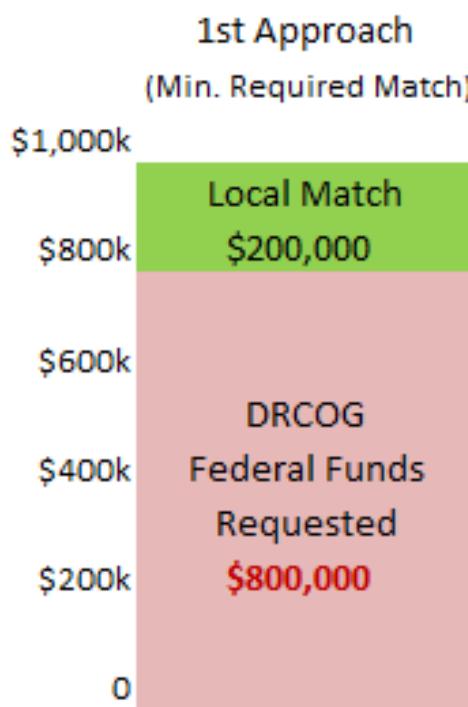
Total cost = \$1 million

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)

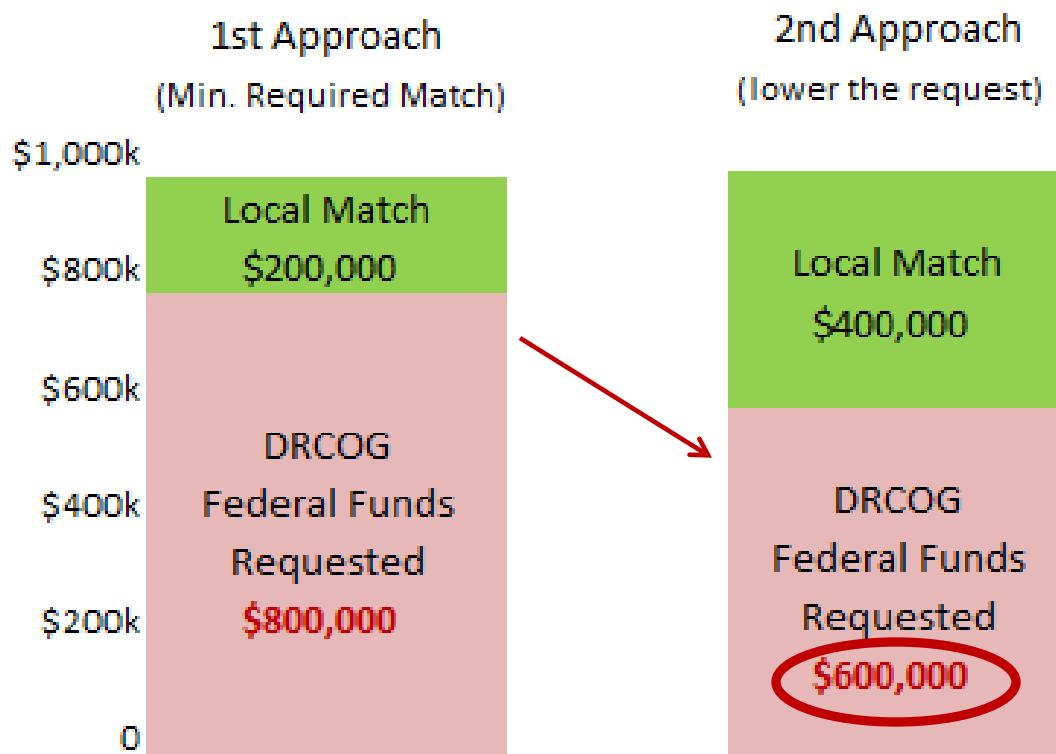


$$\begin{aligned} & 200,000 / \$800,000 \\ & = .25 \text{ units per } \$1 \\ & = \sim 3 \text{ points} \end{aligned}$$

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)



$$\begin{aligned}200,000 / \$800,000 \\= .25 \text{ units per } \$1 \\= \sim 3 \text{ points}\end{aligned}$$

$$\begin{aligned}200,000 / \$600,000 \\= .33 \text{ units per } \$1 \\= \sim 6 \text{ points}\end{aligned}$$

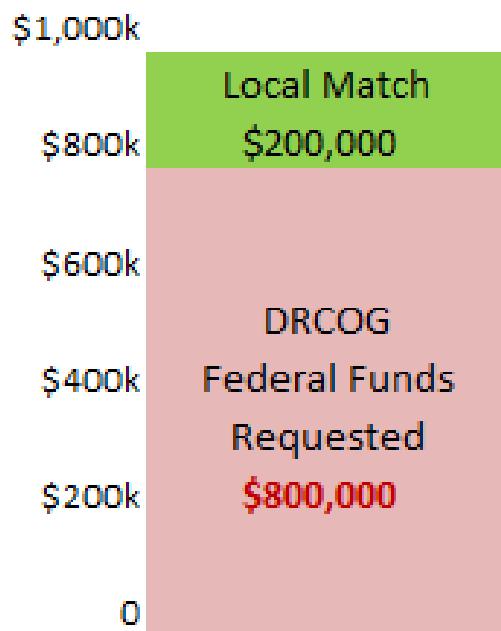
therefore, 3 more points
with a lower fund request

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)



$$\begin{aligned}200,000 / \$800,000 \\= .25 \text{ units per } \$1 \\= \sim 3 \text{ points}\end{aligned}$$

2nd Approach
(lower the request)



$$\begin{aligned}200,000 / \$600,000 \\= .33 \text{ units per } \$1 \\= \sim 6 \text{ points}\end{aligned}$$

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.

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APPENDIX F

PROJECT LOCATION-RELATED METRO VISION IMPLEMENTATION AND STRATEGIC CORRIDOR FOCUS

See specific definitions below for some criteria

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Evaluation Criteria	Points Each	Scoring Instructions
Project location related to Urban Centers, and Rapid Transit Stations, and Rural Town Centers	Up to 6	(Score points for only one) Project is entirely within <u>or directly supports</u> , an urban center identified in the adopted Metro Vision 2035 (<u>current urban center locations can be found here</u> : http://www.dreog.org/documents/UrbanCenters.pdf , or is within proximity of and helps support the functioning of the urban center by directly or indirectly serving it (definitions below): <ul style="list-style-type: none">• 6 points if <u>the for an urban center that is within ¼ mile of</u> includes a rapid transit station shown on the adopted Metro Vision 2035 RTP• 5 points if <u>the for an urban center is currently served by transit with 15 minute combined service headways or less</u>• 4 points if <u>the for an urban center is currently served by transit with 30 minute combined service headways or less</u>• 2 points for:<ul style="list-style-type: none">▪ All other urban centers▪ A rapid transit station (that is not an urban center)▪ <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 Other Supportive Urban Center Implementation Activities	Up to 4	(Score for all that are applicable) <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 <u>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)</u>• 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 increase the competitiveness of non-SOV travel modes (e.g., parking maximums, elimination of parking minimums, shared parking and pricing strategies)</u>• 1 point for an urban center where the community has committed to preserve or develop mixed-income housing (see definitions below).

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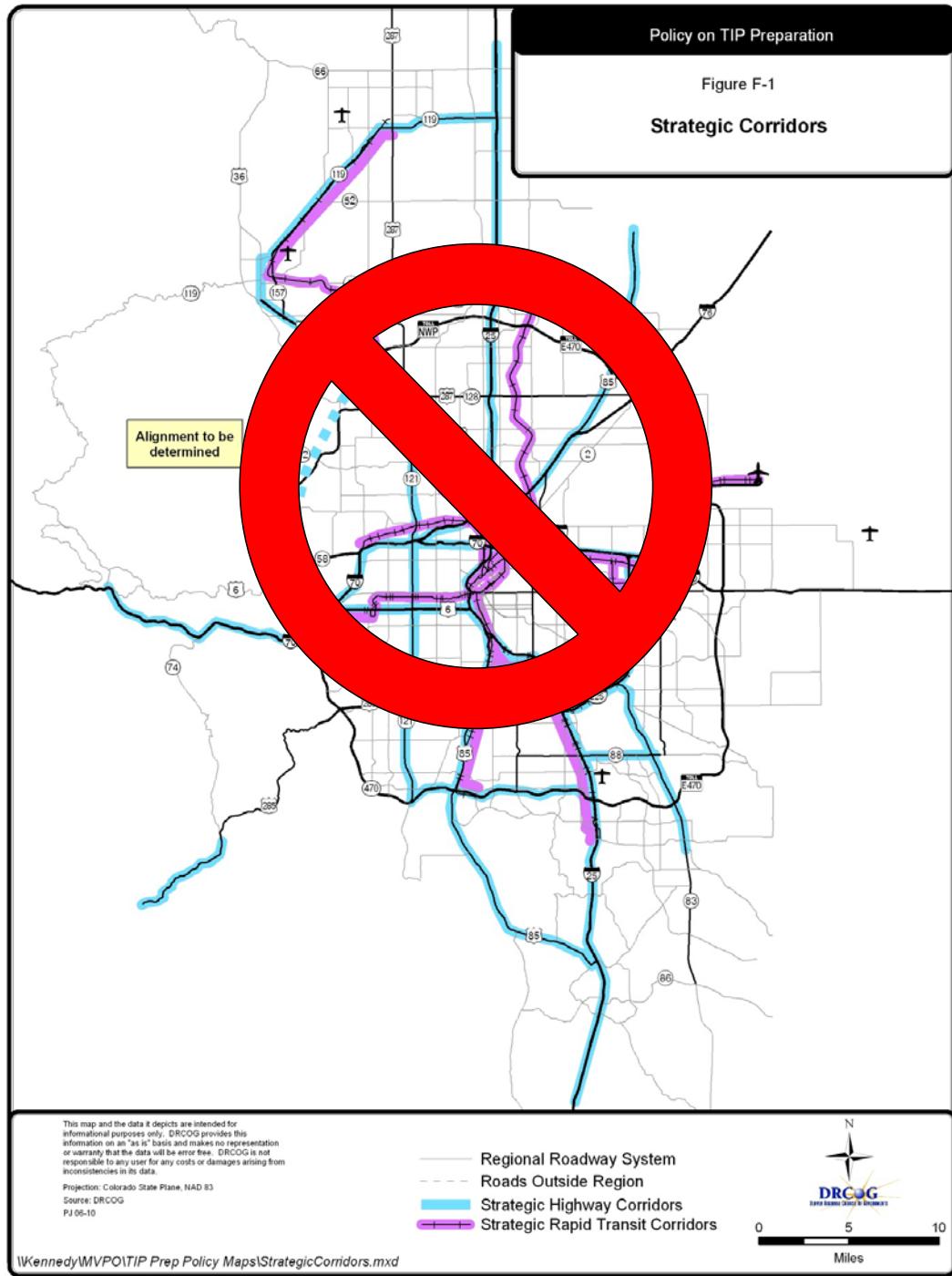
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Evaluation Criteria	Points Each	Scoring Instructions	← Formatted Table
		<ul style="list-style-type: none"> 1 point for if the proposed project is identified in an adopted Urban Center or Station Area Master Plan, an urban center where the relevant 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% entirely 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 partially within the established UGB of a UGB community or the "committed area" of a UGA community 	Formatted: Font: 9 pt, Not Bold
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	<p>(Score points if applicable, for only 1 of the 2)</p> <p>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):</p> <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

- o—Wastewater sewer lines
- o—Utility upgrades
- Directly serving = physically touching
- Indirectly serving = serving via an existing or included in the project linkage
- Proximity (measured as crow flies)
 - o—For bus service projects: must directly serve urban center or fixed guideway transit station or use HOV/BRT guideway in strategic corridor.
 - o—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.



APPENDIX G

SPONSOR-RELATED METRO VISION IMPLEMENTATION CRITERIA

(or the project location's jurisdiction)

Evaluation Criteria	Points Each	Scoring Instructions
Adept 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. Policies, including policies that promote senior-friendly development, have been incorporated into local plans and development regulations or are being implemented.
Implement alternative travel mode plans	1	Provide jurisdiction's Show adopted plans for either bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel. 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).
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 31, 2014) 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> <p>OR</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	

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APPENDIX F

PROJECT LOCATION-RELATED METRO VISION IMPLEMENTATION

See specific definitions below for some criteria

Evaluation Criteria	Points Each	Scoring Instructions
Project location related to Urban Centers, Rapid Transit Stations, and Rural Town Centers	TBD	<p>(Score points for only one)</p> <p>Project is entirely within, or directly supports, an urban center identified in the adopted Metro Vision 2035:</p> <ul style="list-style-type: none"> • 6 points if the urban center includes a rapid transit station shown on the adopted Metro Vision 2035 RTP • 5 points if the urban center is currently served by transit with 15 minute combined service headways or less • 4 points if the urban center is currently served by transit with 30 minute combined service 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) ▪ Designated rural town centers • 0 points if project is not in or within proximity of an urban center or rapid transit station
Other Supportive Urban Center Implementation Activities	TBD	<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 • 1 point for an urban center where the community has adopted parking management strategies that minimize the potential negative effects of parking on urban center development and multimodal access • 1 point for an urban center where the community has committed to preserve or develop mixed-income housing (see definitions below). • 1 point for if the proposed project is identified in an adopted Urban Center or Station Area Master Plan.
Project location related to Urban Growth Boundary/Area (UGB/A)	TBD	<ul style="list-style-type: none"> • 3 points if the project is entirely contained within the established UGB of a UGB community or the “committed area” of a UGA community • 1 point if the project is partially within the established UGB of a UGB community or the “committed area” of a UGA community
Project location related to Denver International Airport (DIA)	TBD	<p>(Score point if applicable)</p> <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
Total Points Possible	TBD	

***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

APPENDIX G

SPONSOR-RELATED METRO VISION IMPLEMENTATION CRITERIA

(or the project location's jurisdiction)

Evaluation Criteria	Points Each	Scoring Instructions
Local response to changing demographics	TBD	Demonstrate 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.
Implement alternative travel mode plans	TBD	Provide jurisdiction's adopted plan for either bicycle, pedestrian, transportation demand management (TDM), or transit forms of travel. Demonstrate implementation showing an example project in the jurisdiction's currently adopted (as of July 31, 2014) capital improvement program or operating budget, or equivalent,
Signed the Mile High Compact	TBD	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) OR	TBD	If the sponsor or project's local jurisdiction has made a conformity commitment (submitted to DRCOG before July 31, 2014) 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)	TBD	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	TBD	