

Board Officers

Jack Hilbert, Chair
Jackie Millet, Vice Chair
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Jennifer Schaufele, Executive Director

AGENDA
METRO VISION ISSUES COMMITTEE
Wednesday, March 5, 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 February 5, 2014 Meeting
(Attachment A)

CONSENT ITEM

4. *Move to approve the evaluation criteria and solicitation process for regionally funded roadway capacity projects for the 2040 Regional Transportation Plan (2040 RTP).
(Attachment B) Steve Cook, MPO Planning Program Manager, Transportation Planning and Operations

ACTION ITEM

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

INFORMATIONAL ITEM

6. A conceptual TIP Selection Process.
(Attachment D) Douglas W. Rex, Director, Transportation Planning and Operations

***Motion Requested**

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701

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ADMINISTRATIVE ITEMS

7. Other Matters
8. **Next Meeting – April 2, 2014**
9. Adjournment

SUMMARY OF METRO VISION ISSUES COMMITTEE MEETING
February 5, 2014

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

Others present: Jeanne Shreve – Adams County; Mac Callison – Aurora; Tim Plass – Boulder; Travis Greiman – Centennial; Joe Fowler – Douglas County; Jeff Sudmeier, Danny Herrmann – CDOT; Will Toor – SWEEP; Ted Heyd – Bicycle Colorado; and DRCOG staff.

Call to Order

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

Public Comment

Will Toor, Southwest Energy Efficiency Project (SWEEP), provided comment on the TIP Criteria agenda item. He noted he thinks the Board should continue to place emphasis on the principles of Metro Vision in TIP project scoring, and noted he thinks staff's recommendations are reasonable. Mr. Toor reported that the Mile High Compact was created to show local government leadership on issues related to growth and development impacts.

Summary of January 8 and 15, 2014 Meetings

The summaries were accepted with one change noted. Cathy Noon requested a wording change to a comment attributed to her in the January 15 summary to read: based on experience with current light rail lines, suburbs often lose bus service when light rail opens.

Presentation on Regional Equity Atlas

Ashley Summers, DRCOG GIS Manager, provided an overview of the Regional Equity Atlas. The Regional Equity Atlas is an interactive tool providing users with the ability create maps depicting the region's major origins and destinations in relation to the current and future transit network. The Atlas emphasizes the importance of access to opportunity for everyone in the region, especially improving transit connections for the most economically disadvantaged residents. The Atlas was completed by DRCOG staff and builds on the original, static version produced by Mile High Connects in April 2012. Members were excited to see the abilities of the Atlas.

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

Doug Rex provided an overview of actions taken at the January meetings, and noted that information requested of staff at the last meeting is provided in Attachment 1.

Criteria for Project location related to Urban Centers, Rural Town Centers; Other characteristics of the Urban Center or Rural Town Center

Doug Rex briefly reviewed proposed revisions to the Urban Center criteria. Members discussed the proposed revisions to the two criteria.

Jack Hilbert **moved, seconded** by Todd Riddle, to accept staff's recommended wording for Project Location related to Urban Centers and Rural Town Centers,

and Other characteristics of Urban Centers or Rural Town Centers. The motion **passed** unanimously.

Criteria for project location related to Urban Growth Boundary/Area (UGB/A):

Members expressed concern with points being assessed to projects fully within the established UGB/A as opposed to partially in. It was noted that the UGB/A has many holes, and projects that span an area where there is no UGB/A are perhaps unfairly penalized for something over which they have no control. There was consensus for staff to continue work on this criterion.

Criteria for project location related to strategic corridors:

Members previously expressed that the strategic corridor criterion should remain. There was some sentiment for allowing additional time for members to review the map. A question was asked where the points are for affordable housing; the term mixed housing doesn't address providing affordable housing. There was some sentiment for allotting additional points for including affordable housing. There should be an incentive for building affordable housing; perhaps defining a percentage of mixed income housing that must be affordable. The definition of "mixed income housing" should be clarified. Some members felt that a specific percentage number should not be included. There was consensus for staff to continue working on this criterion. Doug Rex noted that it may be possible to include points for affordable housing in the "Environmental Justice" section.

Local response to changing demographics

Staff clarified that project sponsors do not have to go through the Boomer Bond assessment process to be eligible to receive these points. It was noted that these design principles also benefit other demographic groups. Members agreed by consensus that using the term "aging" demographic is appropriate.

Implement alternative travel mode plans

A question was asked if it is the intent to have jurisdictions submit their adopted comprehensive plan and accompanying capital improvement plan in order to qualify for these points. Staff stated that is correct. Some members felt the bar was being lowered too far; this doesn't differentiate between small projects with less impact and larger projects with greater impact. Some feel the key to this criterion is the requirement to show current implementation of projects. There was consensus to move ahead with this criterion as proposed.

PM₁₀

This criterion is designed to award points based on a community's commitment to reduce PM₁₀. A question was asked if the RAQC had concurred with this criterion. Staff noted that they expressed concurrence with the wording. A question was asked about how compliance with the commitment is measured. Staff noted that the RAQC is responsible for measurement. It was noted that the metro area is currently in attainment for PM₁₀. The RAQC and AQCD must show that measures are in place to remain in conformity. Staff noted that the RAQC works with staff at the local jurisdictions to set the goals and measure compliance. It was noted that Criterion 1 is for communities that were asked to make a commitment; Criterion 2 is a way to award points to communities that have not been asked to make a commitment. There was consensus with including the language as proposed.

Staff asked if there is consensus that 26 (roughly one-fourth of the points) is the appropriate number of points to allocate to Metro Vision related criterion? The consensus of the group is to leave the number of points intact.

Minimum funding request level for projects

Staff proposes establishing the new minimum funding request for all projects at \$100,000. It was further proposed to cap the number of minimum funding request projects to 10 per TIP cycle. A question was asked about pools. Staff noted that funding pools will be discussed at the next meeting. Jennifer Schaufele noted that this recommendation is made regardless of what pools may be established, specifically to address concerns expressed by smaller communities with projects to be able to compete for funding. A comment was made about previous discussions of trading federal dollars for state dollars to fund smaller projects in communities that have difficulty making match. Staff noted that the concept has been brought up with CDOT; however no response has been received. There was consensus to move forward with the staff recommendation.

Next Meeting

The next meeting is scheduled for **March 5, 2013**. A couple members noted they may not be able to attend the meeting as a National Association of Counties meeting is occurring that week.

Adjournment

The meeting adjourned at 6:04 p.m.

ATTACH B

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
March 5, 2014	Consent	4

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

Recommend for the Board's consideration a proposal for evaluating and soliciting roadway capacity projects for the 2040 RTP.

ACTION BY OTHERS

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

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

SUMMARY

At the January 8 MVIC meeting ([agenda](#)) staff noted all regionally-significant roadway capacity projects, such as new interchanges, new lanes on principal arterials, and new managed lanes on freeways must be identified in the fiscally constrained 2040 RTP.

Roadway capacity projects are scored to help determine which projects are included in the RTP as eligible for future regional TIP funds. MVIC directed TAC to review and recommend evaluation criteria and procedures for identifying a limited number of additional roadway capacity projects to be considered for regional funding.

TAC and Staff Recommendations:

1. Utilize the revised evaluation criteria shown in Table 1. These criteria encompass several factors to evaluate projects from a high-level, comparative, long range planning perspective. The criteria use readily-available data, an important schedule consideration.
2. Solicit additional roadway capacity projects to be scored for regional funding and inclusion in the 2040 RTP. Projects already in the 2035 RTP identified with regional funding do not have to be resubmitted. They will be re-scored. It was further recommended that the following limits be placed on the number of additional projects to be submitted for evaluation:
 - Local Governments – maximum of 2 each (City and County of Denver – maximum of 4)
 - CDOT – No specific maximum, but target limit of 15.

3. Local government submitted projects on a state highway must include signed concurrence from CDOT.
4. Request local governments reconfirm their commitment to locally funded and “vision” roadway capacity projects in the 2035 MVRTP to retain in the 2040 RTP.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Board of Directors the evaluation criteria and solicitation process for regionally funded roadway capacity projects for the 2040 RTP.

ATTACHMENTS

Table 1 – Proposed project scoring evaluation criteria for the 2040 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 jschaufele@drcog.org, or Steve Cook, MPO Planning Program Manager, at 303-480-6749 or scook@drcog.org.

Table 1: Proposed Project Scoring Evaluation Criteria for 2040 RTP
Regionally Significant Roadway Capacity Projects
TAC Recommended February 24, 2014

Criteria Category	Point Distribution Process	Maximum Points
1. Congestion Severity (Existing and Future) <i>(current or parallel facility)</i> <i>Existing: Congestion Management Program (CMP) Score</i> <i>Future: 2040 Existing and Committed Network Model</i>	Existing Congestion: Points (0-20) based on CMP score Future Congestion: Points (0-10) based on peak period (6.5 hours) volume/capacity ratio (v/c) > 0.89 Prorate by 1-point increments based on range of values	30
2. Cost per Peak Period Person Mile Traveled (PMT) <i>2040 model run</i>	Project cost divided by peak 6.5 hour PMT (from FOCUS Travel Model) Prorate by 1-point increments based on range of values	17
3. Gap Closure <i>completes all or part of a lane or segment gap</i>	15 points for full segment gap, 13 points for full lane gap 8 points for partial gap closure (min 50% closure) (gap must be < 5 miles)	15
4. Arterial Roadway Spacing <i>proximity to parallel Regional Roadway System facilities</i>	5 points if nearest parallel arterial is > 3 miles away 2 points if > 1.5 miles away	5
5. Regional Roadway System Classification <i>Freeways, MRAs, or NHS-Principal Arterial segments</i>	4 points for freeway 2 points for major regional arterial (MRA) 1 point for principal arterial on National Highway System (NHS)	4
6. Serves Urban Centers/Rural Town Center <i>Proximity to designated Urban Centers/Rural Town Centers</i>	5 points if project is within or touching 3 points for roadway segment project, if within 1/2 mile	5
7. Safety Measure <i>Most recent 3-years of crash data</i>	Based on weighted crash rate (crashes/vmt) (Injury and fatal crashes factored by 5) 8 points to 10% of projects with highest value 4 points to next 15% of projects	8
8. Urban Growth Boundary/Area <i>is project entirely within the UGB/A?</i>	2 points if the project is entirely within the contiguous urban growth boundary area (including preserved land)	2
9. Serve Major Intermodal or High Security Facility <i>DIA, Union Station, GA airports</i> <i>intermodal freight terminals, Buckley AFB</i>	4 points if project is within or touching 2 points if within 1 mile	4
10. Rapid/Frequent Transit Corridor <i>support of major transit corridors</i>	Rapid Transit Tier 1 Corridor: 10 points. 15 mins. or better headway (average weekday) corridor: 5 points	10
		100

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 #
March 5, 2014	Action	5

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

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

SUMMARY

At the February 5 meeting, MVIC voted to recommend the following to the Board:

- Urban Center related Metro Vision criteria
- Alternative mode plan criterion
- PM-10 commitment criteria
- Metro Vision share of total TIP points to remain approximately the same as previous TIP (one-quarter of points)
- Minimum funding request level of \$100k federal funds for all TIP project types

Items for today's discussion and action:

1. Metro Vision project scoring criteria

As recommended at the last meeting, approximately one-quarter of the total points will be awarded based on how the project and the project sponsor attend to the tenets of Metro Vision. These criteria will be used for all project applications.

Metro Vision items still requiring MVIC action:

Project Location-related Metro Vision criteria	Staff recommendations
<ul style="list-style-type: none">• Other characteristics of the urban center or rural town center	Clarify scoring instructions as outlined in Attachment 1.
<ul style="list-style-type: none">• Urban Growth Boundary	Retain, but with simplified scoring instructions, and a modified geographic coverage aimed at filling existing "holes" within designated future urban areas (see below for additional details)
<ul style="list-style-type: none">• Strategic Corridors	Redefined to include freeways/tollways, major regional arterials, and rapid transit lines (see Figure 1).

Staff recommends modifying the geographic extent of the Urban Growth Boundary/Area (UGB/A) used for project evaluation. The proposed modifications will not impact UGB/A allocations and will only be applied during the TIP project evaluation.

An area entirely surrounded by UGB/A that falls into the following categories will be considered within the UGB/A for the purposes of evaluating project location.

- Parks and Open Space facilities in DRCOG's Parks and Open Space layer (last updated in 2013)
- Bodies of water
- Transportation rights-of-way
- Utility uses (e.g. power station, water treatment, etc.)
- Airports

2. Metro Vision Point Allocation

Staff Recommendation: Attachment 1

3. Benefit criteria for bicycle/pedestrian and transit TIP projects

TAC recommendation (January 27): Approve the proposal described in Attachment 2.

Rationale: In November MVIC directed the TAC to examine alternative proxy values for unreliable predictions used in the current TIP for bicycle/pedestrian projects and transit projects. The proposed "indicator units" will provide a more meaningful and representative basis for comparing the likely relative benefits of projects.

PREVIOUS DISCUSSIONS/ACTIONS

2013 DRCOG Board Workshop

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

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

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

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

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

PROPOSED MOTION

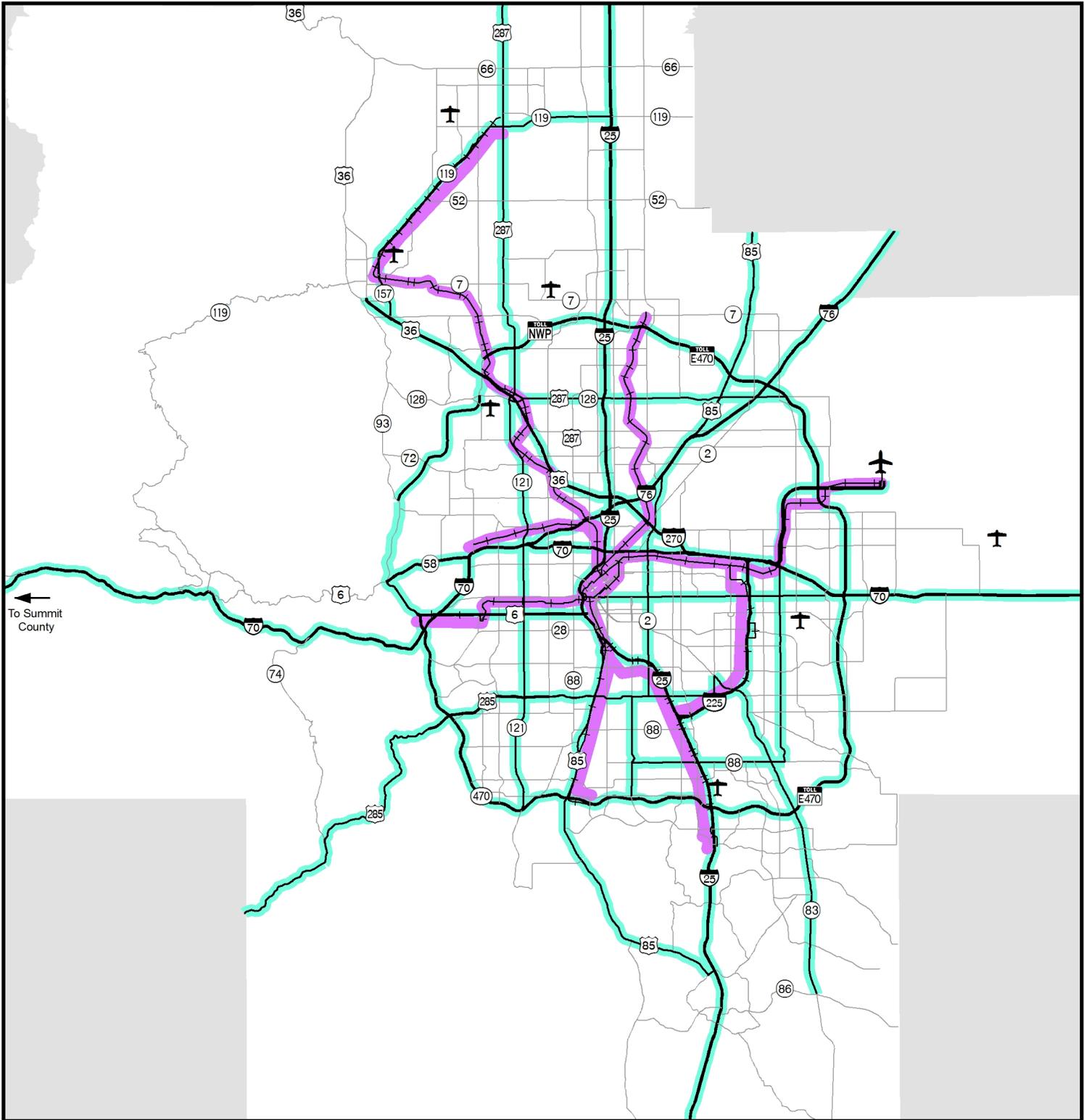
Move to recommend to the Board of Directors improvements to the *Transportation Improvement Program* (TIP) as agreed to during the meeting.

ATTACHMENTS

- Figure 1 – TIP Strategic Corridors
- Attachment 1 – Proposed Metro Vision evaluation criteria and points for 2017-2021 TIP (Appendices F and G)
- Attachment 2 – TAC recommended benefit criteria for bicycle/pedestrian and transit projects
- 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 Douglas W. Rex, Director, Transportation Planning and Operations at 303-480-6747 or drex@drcog.org.



LEGEND

-  Regional Systems Roadway
-  Strategic Highway Corridors (Freeways/Tollways and Major Regional Arterials)
-  Strategic Rapid Transit Corridors (Existing + Fastracks)

0 5 10
Miles



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Source: DRCOG
Projection: Colorado State Plane, NAD 83
PJ 02/21

APPENDIX F

PROJECT LOCATION-RELATED METRO VISION IMPLEMENTATION AND STRATEGIC CORRIDOR FOCUS

See specific definitions below for some criteria

Evaluation Criteria	Max. Points	Scoring Instructions
Project location related to Urban Centers and Rural Town Centers	<u>5</u>	Project is within a ¼ mile of an urban center or rural town center identified in the adopted Metro Vision 2035.
Other characteristics of the Urban Center or Rural Town Center <u>identified in the Metro Vision 2035 Plan</u>	<u>5</u>	<p>Project must exhibit at least three of the following characteristics to receive points:</p> <ul style="list-style-type: none"> Proposed project is located within an urban center or rural town center served by transit with 30 minute combined service headways or less in the peak periods Proposed project is located within an urban center or rural town center where the community has implemented zoning or development plans that allow a mix of uses Proposed project is located within an urban center or rural town center where the community has adopted parking management strategies that minimize the potential negative effects of parking on urban center development and multimodal access Proposed project is located within an urban center or rural town center where the community has committed to preserve or develop mixed-income housing (see definitions below) <u>Proposed project is located within an urban center where with community commitment to the community has committed to preserve or develop affordable housing (rentals units available to households earning 0-60% of Area Median Income and/or for-sale units affordable to for households earning 0-80% of AMI). Preservation of units means replacing existing affordable units on a 1-for-1 basis. Local Community commitment to for new affordable units could include approved developments with an affordable component, inclusionary housing ordinances, housing trust fund, or other development incentives (e.g. permit streamlining, fee reductions, etc.).</u> Proposed project is identified in an adopted Urban Center Master Plan or Station Area Master Plan.
Project location related to Urban Growth Boundary/Area (UGB/A)	3	<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

ATTACHMENT 1

Evaluation Criteria	Max. Points	Scoring Instructions
Project location related to Strategic Corridors	<u>4</u>	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 physically touching or servicing via an existing or included-in-the-project linkage <u>indirectly serving it (definitions below)</u> : <ul style="list-style-type: none"> • <u>4</u> points if two or more strategic corridors • <u>2</u> points if one strategic corridor
Total Points Possible	<u>17</u>	

***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~~
- ~~Directly serving = physically touching~~
- ~~Indirectly serving = servicing via an existing or included in the project linkage~~
- Proximity (measured as crow flies in a straight line)
 - 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 center of a freeway interchange or major intersection (if not freeway) in strategic corridor.

APPENDIX G

SPONSOR-RELATED METRO VISION IMPLEMENTATION CRITERIA

Evaluation Criteria	<u>Max. Points</u>	Scoring Instructions
Local response to changing demographics	<u>1</u>	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	<u>1</u>	Provide jurisdiction's adopted plan for either bicycle, pedestrian, transportation demand management, or transit forms of travel. Demonstrate implementation showing an example project in the jurisdiction's currently adopted capital improvement program, operating budget, or equivalent.
Signed the Mile High Compact	<u>2</u>	Date jurisdiction signed the Mile High Compact.
Subtotal:	<u>4</u>	
Sponsor scores for only one of the PM ₁₀ criterion listed below (PM = Particulate Matter pollutants), depending if it was asked to make a commitment or not		
Criterion 1: PM ₁₀ conformity commitment (for communities that were asked to make a conformity commitment)	<u>4</u> OR	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 (2040) that exceeds: <ul style="list-style-type: none"> • 30 percent reduction, award <u>1</u> point. • 45 percent reduction, award <u>2</u> points. • 55 percent reduction, award <u>3</u> 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 most recent survey of past performance conducted by the RAQC will be compared to the conformity commitments assembled for the 2040 RTP conformity.
Criterion 2: Current practice (for communities that were not asked to make a PM ₁₀ conformity commitment)	<u>4</u>	Based on the survey of past performance conducted annually 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 <u>1</u> point. • 45 percent reduction, award <u>2</u> points. • 55 percent reduction, award <u>4</u> points.
Subtotal:	<u>4</u>	
Total Points Possible	<u>8</u>	

ATTACHMENT 2

TAC Recommended 2016-2021 TIP Benefit Criteria Methodologies for Bicycle/Pedestrian and Transit Projects

As directed by TAC in November 2013, DRCOG staff held separate work sessions for Bicycle/Pedestrian (B/P) and Transit with invited subject matter experts to develop surrogates to replace:

- usage of B/P facilities or transit ridership;
- reduction of VMT or PMT (person miles traveled); and
- reduction of air pollutants.

These sessions were held on December 17, 2013.

The purpose was not to calculate or predict the number of new users or reduced VMT/pollutant benefits. Rather, it was to develop objective criteria to represent the likelihood of the project achieving those benefits when compared with like projects.

Benefits of B/P Projects

A variety of ideas were suggested at the working session. Staff and TAC reviewed the ideas and recommend changes. The following items would be summed by staff (each within a 1.5 mile buffer area around the project site) to replace applicable evaluation categories for comparing B/P projects:

- Population and jobs – adjusted per “mixed use index” (Census based model values)
- Students (all ages >5, per Census)
- Zero Car households (per Census)
- Short drive-alone trips (<1.5 miles)

Details on the proposal with example calculations of indicator units are provided in attached Table 1.

Benefits of Transit Projects

Many ideas were suggested at this session as well. Staff and TAC reviewed the ideas and recommends changes. The following items would be summed by staff (each within a ½ mile buffer area around a fixed-route transit project site or just the total area covered by a call-n-Ride project) to replace applicable evaluation categories for comparing transit projects:

- Population and jobs – adjusted per “mixed use index” (Census based model values)
- Retail and service jobs (per Census)
- Health care jobs (per Census)
- Senior population (age 75+) (per Census)
- Students (all ages >5, per Census)
- Lower income households (per Census)
- Zero Car households (per Census)
- Eco Pass ownership by employees (per RTD)
- Weekly bus/rail runs that intersect with the project (transfer opportunities) (per RTD)
- Proposed annual service hours (project sponsor)

Details on the transit proposal with example calculations are provided in attached Table 2.

On January 27, TAC recommended the DRCOG staff proposal for bicycle/pedestrian and transit projects along with additional suggestions and comments to MVIC for their review. The suggestions and comments are provided in the [Feb. 19, 2014 TAC meeting summary](#).

Table 1
TAC Recommended "Indicator Units" for
Estimating Comparative Benefits/New Users of TIP Bicycle and Pedestrian Projects

Indicators	Project A (1.5 mile buffer data)	Project B (1.5 mile buffer data)	Project C (1.5 mile buffer data)
Population	41,206	34,677	21,717
Jobs	19,413	38,746	17,822
Total Population + Jobs	60,619	73,423	39,539
Mixed Use Index (Greater/Lesser of Jobs and Employment). Equal or greater than 1	2.12	1.12	1.22
1. Population and Jobs (Adjusted) [Population + Jobs/Mixed Use Index]	28,559	65,712	32,448
2. Student Population (all students)	9,374	21,553	4,795
3. Zero car households	3,102	4,916	1,685
4. Short Drive Alone Trips [Trips less than 1.5 miles]	17,288	15,830	10,689
Grand Total Indicator Units:	58,323	108,011	49,617

Example Calculations for Points (Max points and ranges for assigning points TBD)

1. Bicycle and Pedestrian Use/Benefit Criteria (0-16 Pts.)

1 point for each 7,000 units

Calculation:	58,323/7,000 = 8.3	108,011/7,000 = 15.4	49,617/7,000 = 7.0
Resulting Points for the Project:	8 points	15 points	7 points

2. Funding Effectiveness Criteria (0-10 Pts.)

10 pts if less than \$5; prorate to 0 points if greater than \$50

Example Project: Funding Request	\$1,800,000	\$3,400,000	\$490,000
Calculation:	$\$1,800,000/58,323 = \30.9	$\$3,400,000/108,011 = \31.5	$\$490,000/49,616 = \9.9
Resulting Points for the Project:	4 points	4 points	9 points

Table 2
TAC Recommended "Indicator Units" for Estimating
Comparative Benefits/New Rides of TIP Transit Projects
 2/27/2014

Indicators	Fixed-Route Project A (1/2 mile buffer)	Call-n-Ride Project B (Service Area)
Population	21,706	84,354
Jobs	13,883	32,992
Total Population + Jobs	35,589	117,346
Land Use Mix Ratio (pop./jobs)	1.56	2.56
1. Population and Jobs (Adjusted)	22,762	45,896
2. Retail and Service Jobs	83	600
3. Health Care Practitioners, Technicians, and Support Jobs	780	2,132
4. Senior Population (75+)	809	2,797
5. Student Population (all students)	4,778	18,835
6. Low- Moderate Income Households (<50k per yr)	3,848	13,216
7. Zero Car Households	1,816	3,563
8. Eco Pass Ownership (by employer site)	9,650	676
9. Weekly bus and rail runs that intersect with the route or buffer area	8,705	1,496
10. Proposed Annual Service Hours	8,160	3,302
Grand Total Indicator Units:	61,391	92,513

Example Calculations for Points (Max points and ranges for assigning points TBD)

<p>1. Transit Use/Benefit Criteria (0-20 Pts.) 1 point for each 5,000 units</p> <p align="right">Calculation: $61,391/5,000 = 12.3$ Resulting Points for the Project: 12 points</p>	<p>$92,513/5,000 = 18.5$ 18 points</p>
<p>2. Funding Effectiveness Criteria (0-20 Pts.) 20 pts if less than \$1; prorate to 0 points if greater than \$20</p> <p align="right">Example Project Funding Request: \$400,000 Calculation: $\\$400,000/61,391 = \\6.5 Resulting Points for the Project: 14 points</p>	<p>$\\$1,000,000$ $\\$1,000,000/92,513 = \\10.8 9 points</p>

ATTACH D

To: Chair and Members of the Metro Vision Issues Committee

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

Meeting Date	Agenda Category	Agenda Item #
March 5, 2014	Information	6

SUBJECT

A conceptual TIP (Transportation Improvement Program) selection process.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

In an effort to further simplify the TIP process, staff has researched and will discuss a project selection concept that would be a departure from the current DRCOG TIP policy. The proposal would establish two pots of funds – one for projects that are defined as “regional” and a second one for “locally-selected” projects.

Of course, the devil is in the details and substantial work would be needed to flush out the proposed concept for the upcoming TIP. For example, the Board would need to adopt a definition of “regional projects”. Likewise the process(es) for selecting local projects would have to be developed as would a method to distribute funds. And, any other general rules for the eligibility of projects, based on federal guidelines, would also have to be established.

Additional work would certainly be required of local jurisdictions, but would focus the Board of Director’s efforts and lion’s share of the funding on regional projects. Further, local governments would enjoy more flexibility to select projects that fit their immediate needs as long as they attend to the general eligibility rules set by the Board.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

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