

AGENDA
TRANSPORTATION ADVISORY COMMITTEE MEETING
Monday, May 19, 2014
1:30 p.m.
1290 Broadway
Independence Pass Board Room - Ground floor, west side

1. Call to Order
2. Public Comment
3. March 24, 2014 Meeting Summary
(Attachment A)

ACTION ITEMS

4. **Motion to approve a resolution adopting the May 2014 amendments to the 2012-2017 Transportation Improvement Program (TIP).**
(Attachment B)
Todd Cottrell
5. **Motion to recommend to the Metro Vision Issues Committee Project Location-related Metro Vision Implementation evaluation criteria for job growth and environmental justice for the 2016-2021 Transportation Improvement Program (TIP).**
(Attachment C)
Steve Cook
6. **Motion to recommend to the Metro Vision Issues Committee Project Type evaluation criteria for the 2016-2021 Transportation Improvement Program (TIP).**
(Attachment D)
Steve Cook

INFORMATIONAL ITEMS

7. **Discussion on draft scores for a portion of candidate roadway capacity projects desiring regional funding in the 2040 Regional Transportation Plan.**
(Attachment E)
Jacob Riger

ADMINISTRATIVE ITEMS

8. Member Comment/Other Matters
9. Next Meeting - June 2 (Special Date)
10. Adjournment

Disabled attendees are asked to notify DRCOG at least 48 hours in advance of the need for auxiliary aids or services

We make life better!



ATTACHMENT A

MEETING SUMMARY TRANSPORTATION ADVISORY COMMITTEE Monday, March 24, 2014

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Daren Sterling	Adams County-Commerce City
Gene Putman	Adams County-City of Thornton
Dave Chambers	Arapahoe County-City of Aurora
Bryan Weimer (Alternate)	Arapahoe County
Phil Greenwald (Alternate)	Boulder County – City of Longmont
Debra Baskett (Chair)	Broomfield, City and County
Steve Klausing	Business/Economic Development
Jeff Sudmeier (Alternate)	Colorado Dept. of Transportation, DTD
Tony DeVito	Colorado Dept. of Transportation, Reg. 1
Janice Finch	City and County of Denver
Dave Gaspers	City and County of Denver
Doug Rex	Denver Regional Council of Governments
Art Griffith	Douglas County
Dan Sailer (Alternate)	Douglas County-Town of Castle Rock
Greg Fischer	Freight Interests
Bob Manwaring	Jefferson County-City of Arvada
Dave Downing (Alternate)	Jefferson County-City of Westminster
Bert Weaver	Non MPO
Lenna Kottke	Non RTD Transit
Ken Lloyd	Regional Air Quality Council
Bill Sirois (Alternate)	Regional Transportation District
Bob Davis	Senior Transportation
Ted Heyd	TDM/Non-motor

OTHERS PRESENT:

Jeanne Shreve (Alternate)	Adams County
Mac Callison (Alternate)	Arapahoe County-City of Aurora
Danny Herrmann (Alternate)	Colorado Dept. of Transportation, Reg. 1
John Cotton (Alternate)	Douglas County –City of Lone Tree
Dave Baskett (Alternate)	Jefferson County-City of Lakewood

Public: Steve Hoover, Atkins; Travis Greiman, City of Centennial; Karen Schneiders, CDOT Reg. 4

DRCOG staff: Steve Cook, Jacob Riger, Mark Northrop, Matthew Helfant, Todd Cottrell, Robert Spotts, Christine Connally, Will Soper, Casey Collins

Call to Order

Chair Debra Baskett called the meeting to order at 1:33 p.m.

Public Comments

There was no public comment.

Summary of February 24, 2014 Meeting

The meeting summary was accepted without change.

INFORMATIONAL ITEM

Briefing on Regional Equity Atlas V.2

Jenny Todd, DRCOG Senior GIS Specialist, presented a demonstration of the *Regional Equity Atlas Version 2.0* at www.regionalequityatlas.org. The atlas is an online mapping application developed by DRCOG in collaboration with Mile High Connects and the Piton Foundation. In this revised version, a user can interact online with regional maps of housing, education, employment, demographic, and health data in relation to transit.

ACTION ITEMS

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

Jacob Riger presented the proposed 2013 Cycle 2 amendments to the 2035 RTP. The amendments address CDOT RAMP-funded projects, RTD FasTracks changes, and local government projects. The amendments have passed testing for air quality conformity. A public hearing is scheduled for April 16.

Regionally Significant Roadway Projects

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

Rapid Transit Projects (RTD)

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

Gene Putman MOVED to recommend to the Regional Transportation Committee the *2013 Cycle 2 Amendments to the Fiscally Constrained 2035 Metro Vision Regional Transportation Plan*, and the associated *2013 Amendment Cycle 2 DRCOG CO and PM-10 Conformity Determination*, and the *2013 Amendment Cycle 2 DRCOG CO Denver Southern Subarea 8-Hour Ozone Conformity Determination*, concurrently.
Bryan Weimer SECONDED the motion and the MOTION PASSED unanimously.

Motion to recommend to the Regional Transportation Committee amendments to the FY2014-2015 Unified Planning Work Program (UPWP).

Mark Northrop presented the amendments to the FY2014-2015 UPWP, which was originally adopted in July, 2013. Modifications were proposed to the following sections:

Activity 4.1 – *DRCOG Congestion Management Process*;
Activity 5.4 – *Metro Vision Implementation Program*;
Activity 5.6 – *Annual FasTracks Assessment*;
Activity 5.7 – *FasTracks Program Management and Planning Assistance*;
Activity 7.2 – *Regional Modeling and Forecasting*;
and updates to Other Major Planning Activities and Financing Tables.

Jeanne Shreve asked if DRCOG could facilitate a discussion between CDOT, FHWA, and local jurisdictions about determining the types of requirements a federalized project has to adhere to. (e.g., boundaries for evaluating environmental resources and impacts). Steve Cook said this could be a subject for the CDOT TIP training session in early summer 2014.

Art Griffith MOVED to recommend to the Regional Transportation Committee amendments to the *FY2014-2015 Unified Planning Work Program (UPWP)*. Bob Manwaring SECONDED the motion and the MOTION PASSED unanimously.

DISCUSSION ITEM

Revenues available for roadway capacity projects in the 2040 Regional Transportation Plan.

Steve Cook presented a discussion on defining the amount of federal and state revenues "reasonably expected" to be available over the next 25 years for roadway capacity projects in the 2040 RTP.

DRCOG is currently determining an estimated percentage of the total available program funding to be assumed for "regionally funded" roadway capacity projects for the 2040 RTP. (The total program funding estimated, at this time, is about \$2.9 billion; of which \$2.24 billion is CDOT-controlled and \$657.5 million is DRCOG-controlled.) Steve noted some roadway capacity projects may include significant reconstruction, i.e., I-70 East viaduct. The funding estimate will be used to determine how many projects can be recommended for inclusion in the 2040 RTP network for air quality conformity modeling.

DRCOG emailed a project solicitation request for 2040 RTP roadway capacity projects on March 21 to local governments, CDOT, and RTD. Project submissions are due April 16. The final network of projects for inclusion in the 2040 RTP will be determined by June. Air quality modeling is expected to be started by late June. The 2040 RTP is expected to be adopted in December 2014.

Member comments

- Janice Finch asked if discretionary funding (i.e., TIGER), or state legislature or voter funding, is assumed. Steve Cook said not at this time. Jeff Sudmeier, CDOT, said additional monies are not assumed in the statewide plan.
- Lenna Kottke asked if the FASTER Transit statewide and local pools amount was underestimated. Jeff Sudmeier asked if amounts were deflated. Steve said amounts are all in FY2015 dollars, and will verify the amounts.
- Janice Finch said to look at funding use of STP-Metro dollars on non-state highway projects. Steve said this will be discussed at the May 19 TAC meeting.

After some discussion on the new definition of gap closure criterion, TAC members requested providing more guidance to the Metro Vision Issues Committee (MVIC). Several TAC members believed the March 5 MVIC meeting did not have enough technical explanation about whether the concept applies only to widening, or if also to gaps in new roads.

Mac Callison MOVED to request that MVIC reconsider legitimate key missing segments in the system that have great benefit in connecting jobs, housing, employment centers, in areas of regional significance, and qualify as truly missing gap projects to be included in the RTP. Art Griffith SECONDED the motion. The motion passed unanimously. Chair Debra Baskett summarized the consensus of the group—to ask MVIC to reconsider the gap closure criteria to include roadways that complete existing roadway connections, provide key missing links in the region, and continuity in regional facilities.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

Gene Putman announced he is retiring June 2 from City of Thornton. The May 19 TAC meeting will be his last TAC meeting.

The meeting ended at 2:58 p.m. The next meeting is scheduled for April 28, 2014.

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Senior Transportation Planner
303 480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 19, 2014	Action	4

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), generally taking place each quarter. These amendments may involve the deletion and addition of projects, or adjustments to existing projects.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the Board adopted [TIP Preparation Policy](#).

ACTION BY OTHERS

N/A

SUMMARY

Projects to be amended are listed in the tables, along with specific details and the reasons for the amendment.

The proposed policy amendments to the [2012-2017 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Motion to approve a resolution adopting the May 2014 amendments to the *2012-2017 Transportation Improvement Program* (TIP).

ATTACHMENTS

Amendments tables

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Transportation Planner, at (303) 480-6737 or tcottrell@drcog.org.

2012-2017 Transportation Improvement Program

Policy Amendments

5/7/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
2008-105	Region 1 FASTER Transit Pool	Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Sponsor:	CDOT Region 1	Federal		\$0	\$0	\$0	\$0	\$0		
Scope:	Pool contains transit-related projects based on the new FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 1 (DRCOG TIP-area only).	State (Faster-T)		\$985	\$91	\$253	\$0	\$0		
		Local		\$246	\$22	\$63	\$0	\$0		
		Total	\$41	\$1,231	\$113	\$316	\$0	\$0	\$0	\$1,701

Sponsor	Project	Cost (1,000s)
Arvada	Olde Towne Arvada Bus Transfer phase 2	\$1,339
Castle Rock	Senior Center Shuttle Bus Replacement (FY13)	\$50
Douglas County Transit Solutions	To the Rescue (TTR) Transit (FY14)	\$227
RTD	US-285/Pine Junction park-n-Ride (FY12)	\$960
RTD	Civic Center Station Phase II	\$595
RTD	Thornton Park-n-Ride Expansion	\$997
RTD	Church Ranch P-n-R Boarding Platforms Relocation	\$1,266
Seniors Resource Center	purchase vehicles (FY12)	\$26
Seniors Resource Center	Evergreen Vehicle Purchase (FY14)	\$26
Seniors Resource Center	Vehicle Replacements - SRC Urban and A-Lift	\$48
Seniors Resource Center	"Fix it First" Improvements to Evergreen Transit Facility (FY13)	\$41
Superior/Louisville	DDI Transit Improvements	\$464
Thornton	SH 7 at I-25 Carpool Lot	\$522

2012-2017 Transportation Improvement Program

New Funding

Why Amend?

Increase project funding.

Add \$5,660,277 of state FASTER Transit funds and \$1,132,055 in local funds in FY2015. Add the following projects and corresponding state funding amounts to the pool; Arvada Olde Towne Arvada Bus Transfer Facility phase 2 for \$1,338,521; RTD Civic Center Station Phase II for \$594,879; Seniors Resource Center Vehicle Replacements – SRC Urban and A-Lift for \$48,000; RTD Thornton Park-n-Ride Expansion for \$997,404; Superior/Louisville DDI Transit Improvements for \$463,610; Thornton SH 7 at I-25 Carpool Lot for \$521,988; and RTD Church Ranch P-n-R Boarding Platforms Relocation for \$1,265,863. Increase total project funding.

Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
State (Faster-T)		\$985	\$91	\$253	\$5,660	\$0		
Local		\$246	\$22	\$63	\$1,132	\$0		
Total	\$41	\$1,231	\$113	\$316	\$6,792	\$0	\$0	\$8,493

2012-2017 Transportation Improvement Program

Policy Amendments

5/7/2014

Pending

TIP#	Project Name: Limits,Sponsor,Scope	Current Funding								
		Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
2007-080	Region 6 Bridge On-System Pool									
Sponsor:	CDOT Region 6	Federal		\$0	\$0	\$0	\$0	\$0		
Scope:	Pool funds Region 6 on-system bridge projects.	State (BR)		\$9,181	\$10,586	\$0	\$0	\$0		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total	\$84,948	\$9,181	\$10,586	\$0	\$0	\$0	\$0	\$104,715

Facility Name	Start-At and End-At	Cost (1,000s)
Bridge Reconstruction Scoping		\$1,200
Critical Bridge Repairs		\$15,776
Critical Culvert Repairs		\$613
Design/Shelf Projects		\$27,499
Preventative Maint.		\$4,971
R6 Br. Expansion Joints		\$981
Resurfacing Supplements	Multiple Projects	\$880
US-40	Tollgate Creek Bridge	\$12,000

Revised Funding

Why Amend?	Increase project funds.	Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
	Add \$4,105,000 of state bridge funds in FY2014, \$3,500,000 in state bridge funds in FY2015, and \$6,550,000 of state bridge funds in FY2016-FY2017. Increase total project funding.	Federal		\$0	\$0	\$0	\$0	\$0		
		State (BR)		\$9,181	\$10,586	\$4,105	\$3,500	\$6,550		
		Local		\$0	\$0	\$0	\$0	\$0		
		Total	\$84,948	\$9,181	\$10,586	\$4,105	\$3,500	\$6,550	\$0	\$118,870

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Steve Cook, MPO Planning Program Manager
303-480-6749 or scook@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
May 19, 2014	Action	5

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

Recommend adjusted *Project-related Metro Vision Implementation* TIP evaluation criteria for the Metro Vision Issues Committee's (MVIC) consideration.

ACTION BY OTHERS

On May 7, MVIC directed the TAC to provide recommendations on how to define project evaluation criteria related to 1) areas of significant job growth, and 2) the linkage to benefits in designated environmental justice areas of the region, for the new 2016-2021 TIP.

SUMMARY

At its May meeting, MVIC reviewed a staff proposal for awarding criteria points to TIP project applications related to 1) areas of significant job growth, and 2) the linkage to benefits in designated Environmental Justice (EJ) areas of the region (areas with higher concentration of minority or lower-income residents). Significant discussion was held and many ideas were shared. MVIC decided to refer the item to TAC for recommendations.

Staff Proposed Criterion (revised per MVIC comments)

Access to Job Growth Areas and Environmental Justice Areas

- 1 point awarded if the project is located in an area that added jobs at a rate greater than that of the entire region's job growth rate between 2005 and 2013.

OR,

2 points awarded if the job growth is greater than 1.5 times the regional rate. (see Figure 1)

- Regional job growth = 9%
- 1.5 times = 13.5 %
- Data calculated by Transportation Analysis Zones – TAZs
- TAZ must have growth of at least 200 net jobs to receive points

Plus,

- 1 additional point if the project awarded points for job growth also is located in a designated Environmental Justice area. (equates to having been designated to receive EJ points in the specific EJ evaluation criterion per its criteria rules) (see Figure 2)

MVIC specifically requested TAC consider the following items during their deliberations:

- Instead of using the rate of growth as the threshold measure, should the net increase be used? (e.g., TAZ had at least 200 additional jobs between 2005 and 2013 = 1 point and greater than 500 jobs = 2 points.

- Should staff try to extract group quarter residents (e.g., college dorms) out of the tabulations for per capita income?
- A) Should the job growth calculations extend into 2014 (latest quarter of data available)?
B) Should job growth calculations include “verified” jobs to be created in the TAZ over the next year?
- What level of proof should be provided by sponsors to ensure the project provides benefits to environmental justice neighborhoods with a higher share of minority or low income residents?
- Can smaller geographic areas be used to represent the job growth or EJ areas? For example, some zones (like DIA and the Rocky Mountain Arsenal National Wildlife Refuge) encompass many square miles of undeveloped land or open space. Projects proposed in those parts of such a zone may not benefit the portion of the zone where people actually live and work.

Rationale for Proposed Criterion

Several complementary themes emerged during the efforts to integrate housing and economic vitality into Metro Vision 2040:

- Urban centers are critical, but other employment growth areas are also key contributors to regional economic success and individual prosperity.
- Transportation, particularly access to key job centers, is paramount to attracting and retaining employers and employees.
- Access to services and jobs via transportation is fundamental in connecting lower income workers and families to opportunities for job stability and advancement

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the Metro Vision Issues Committee *Project Location-related Metro Vision Implementation* evaluation criteria for job growth and environmental justice for the *2016-2021 Transportation Improvement Program (TIP)*.

ATTACHMENTS

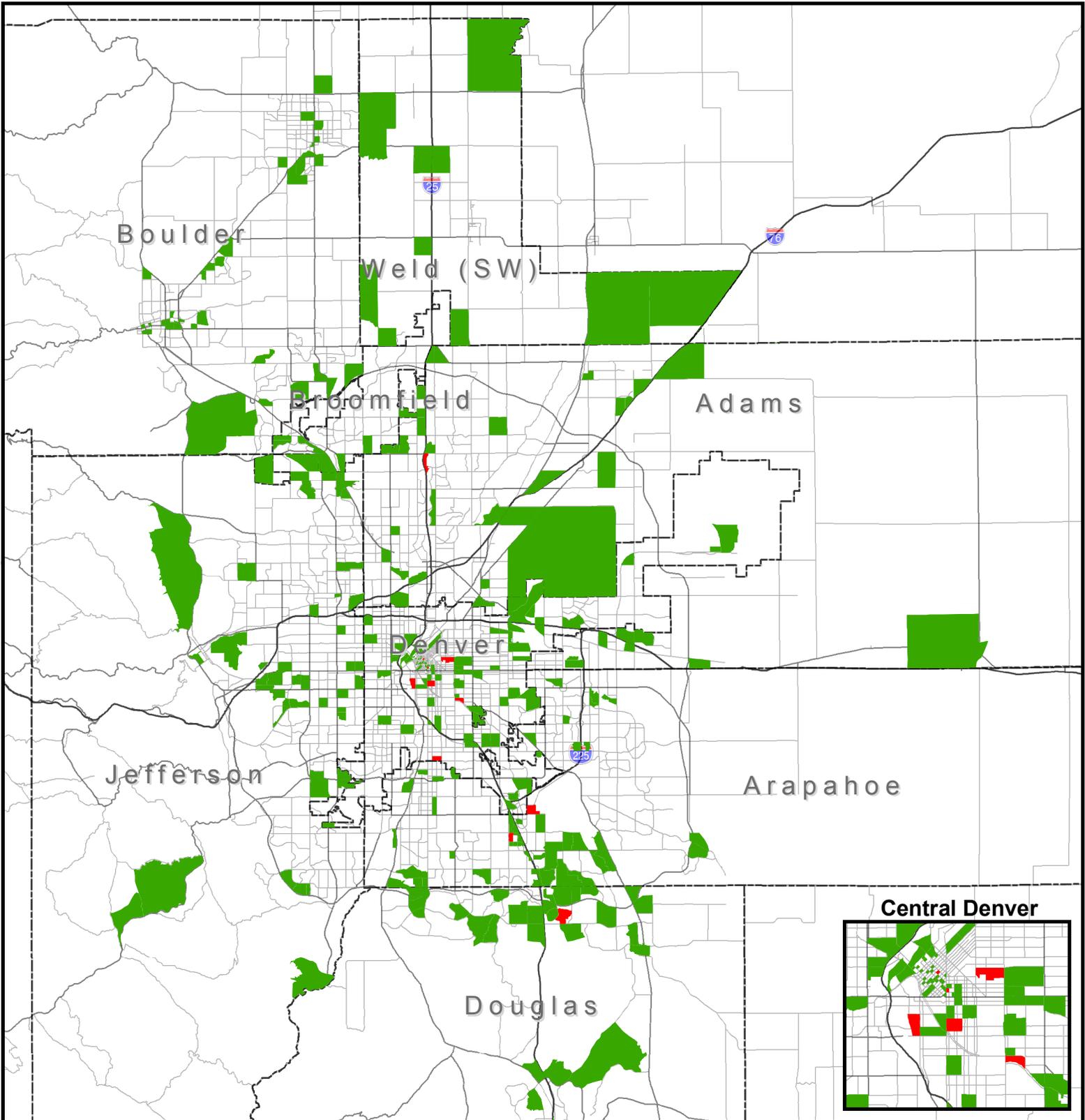
Figure 1 – Job Growth Areas

Figure 2 – Environmental Justice Areas

Link to current TIP Policy Document – [full document](#)

ADDITIONAL INFORMATION

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



LEGEND

 9.0% - 13.5% Job Growth (project receives 1 point)

 > 13.5% Job Growth (project receives 2 points)

(TAZ = Transportation Analysis Zone)

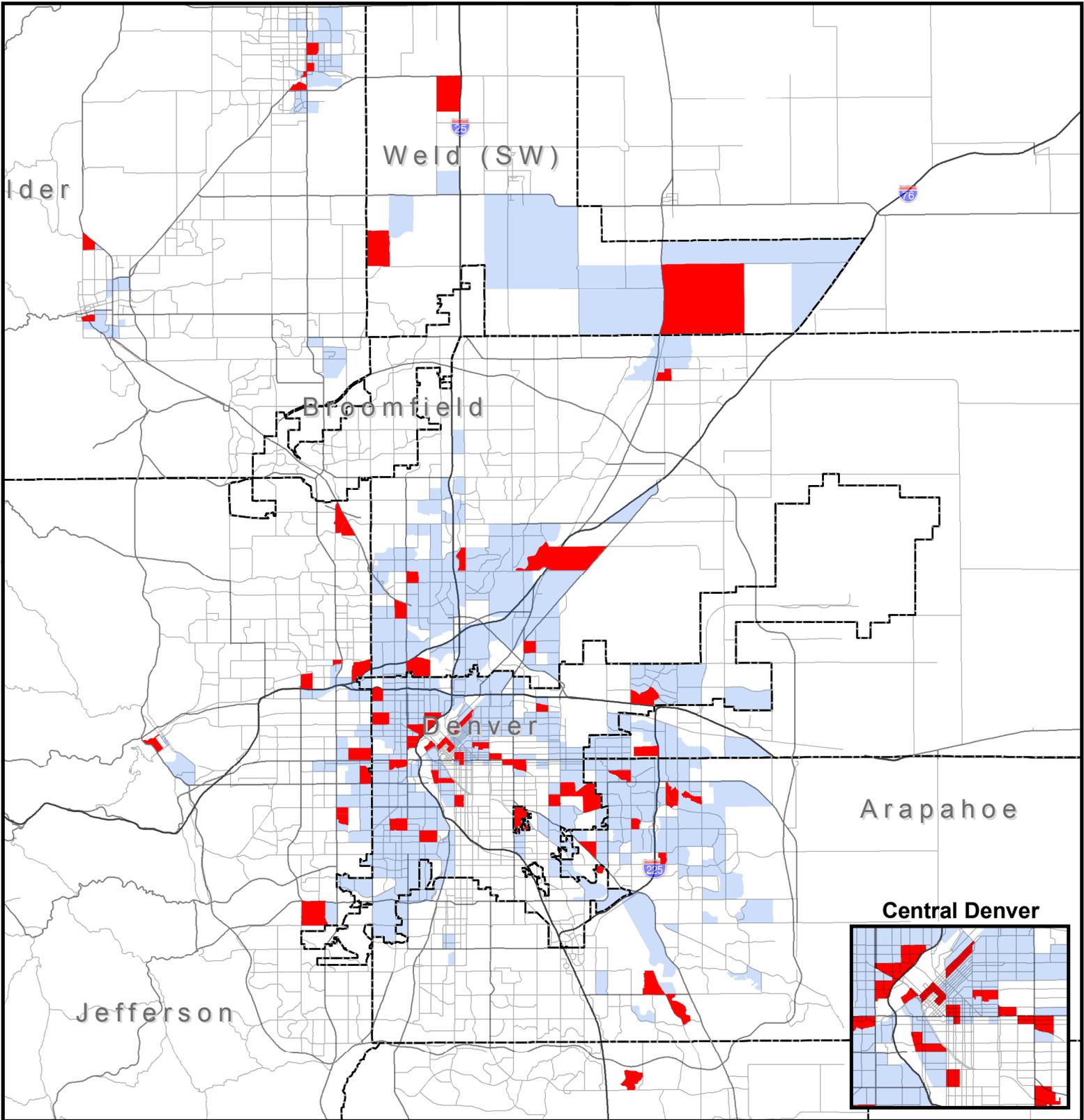


SOURCE DATA:
OCEW, (2005 and 2013) Employment Totals, DLE,
Transportation Analysis Zones, DRCOG.

This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantees, representations or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.

Projection: State Plane Colorado Central, NAD 83 (feet)

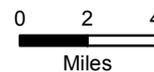
JT 05/13/14
\\citr\GIS\Data\Request\OCEW_TAZ_Analysis



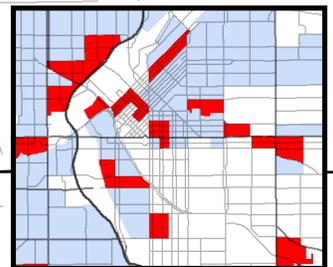
LEGEND

- EJ TAZs with Job Growth > 9% (project receives 1 point)
- Other EJ TAZs (2010)

(TAZ = Transportation Analysis Zone)



Central Denver



SOURCE DATA:
OCEW, (2005 and 2013) Employment Totals, DLE,
Transportation Analysis Zones, DRCOG,
Environmental Justice Areas (2010), DRCOG.

This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantees, representations or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.

Projection: State Plane Colorado Central, NAD 83 (feet)

JT 05/13/14
\\citr\GIS\Data\Request\OCEW_TAZ_Analysis

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Steve Cook, MPO Planning Program Manager
303-480-6749 or scook@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 19, 2014	Action	6

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

Recommend adjustments to the staff proposed project type evaluation criteria for the new 2016-2021 TIP for the Metro Vision Issues Committee's (MVIC) consideration.

ACTION BY OTHERS

MVIC, May 7 - MVIC directed the TAC to review the staff proposed *Project Type* evaluation criteria table for the new 2016-2021 TIP and provide recommendations on adjustments.

SUMMARY

At its May meeting, MVIC reviewed staff's proposed revisions to the eligibility and/or evaluation criteria to be used to select "first phase" projects for the new 2016-2021 TIP. Significant discussion was held and many ideas were shared. MVIC decided to refer the item to TAC for recommendations.

The attached tables display the proposed criterion for eight defined "project types" for the TIP:

- Roadway Capacity
- Roadway Operational
- Roadway Reconstruction
- Transit Passenger Facilities
- Bus Service Projects
- Bicycle/Pedestrian
- Other Enhancements (will not be scored with evaluation criteria)
- Studies (will not be scored with evaluation criteria)

Comments in the right margin describe the staff proposed changes shown within the table boxes. The changes reflect MVIC actions and discussions over the past seven months. Yellow highlighted comments are those made by MVIC members last week.

MVIC specifically requested TAC address or confirm the following items during their deliberations:

- Is there an easy way to calculate or reflect Person Hours of Travel reduced for roadway operational projects, rather than vehicle hours of travel? Staff proposes creating a unique "transit service level" criteria awarding 2 points if the project is on a high-capacity bus transit corridor roadway (15 minutes or less combined service headway in the peak period) and 1 point if 16 to 30 minute headways. (Table 5)

- Under multimodal connectivity for roadway projects, should points be awarded for number of connecting transit routes or the number of transit passengers boarding and alighting at the project site. Staff believes the focus of this connectivity criterion should be on number of route connections. Ridership quantity is reflected in other criteria (e.g., person miles traveled). (Tables 4-6)
- Should a point be awarded for installing bicycle counters? (Tables 4-6)
- Are the categories of bicycle/pedestrian projects appropriately defined: new construction; upgrade construction; and reconstruction? (Table 9) Staff believes there is enough flexibility, particularly in “upgrade” projects, to permit a wide range of projects to apply.

PREVIOUS DISCUSSIONS/ACTIONS

TAC, January 2014 - The TAC recommended use/benefit criteria and calculation methodology for Bicycle/Pedestrian and Transit projects.

PROPOSED MOTION

Move to recommend to the Metro Vision Issues Committee *Project Type* evaluation criteria for the *2016-2021 Transportation Improvement Program (TIP)*.

ATTACHMENTS

Attachment 1: Draft Project Evaluation Criteria Tables

Link to current TIP Policy Document – [full document](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Steve Cook, MPO Planning Manager, at 303-480-6749 or scook@drcog.org.

Table 4. Roadway Capacity Projects

Eligibility Criteria

- Only regionally-funded roadway widening, new road, new interchange, interchange, ~~capacity reconstruction~~, and HOT/BRT/HOV projects identified in the adopted networks for testing approved for the fiscally constrained 2035~~40~~ Metro Vision Regional Transportation Plan update (Appendix D) are eligible for implementation funding.
- Only eligible projects with a NEPA disclosure document signed or expected to be signed between FY2014-2019 by the appropriate agencies on or before the date of TIP submittal can submit for implementation funding unless CDOT concurs in writing that the project can be cleared via a categorical exclusion. If a sponsor desires funding for NEPA, for an eligible project it must be submitted as a under the Studies category Roadway Capacity Study (Table 441011).
- Submittals can only be for “next meaningful phase” of the project jointly defined by applicant, CDOT, and DRCOG as described in Section III.D.
- Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained and replaced or will be added as part of the project (minimum width of 5 feet). Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control.
- Any current Existing bicycle or transit infrastructure must as a minimum be retained in kind shall not be eliminated as a result of the proposed project.

Comment [DRCOG1]: Changed to be consistent with new RTP.

Comment [DRCOG2]: Based on previous MVIC action, per 2012 Federal Certification Review suggestion.

Comment [DRCOG3]: Based on previous MVIC action, removing 9 points from Overmatch and 1 point for DIA connections. The 10 points were distributed over the technical criteria throughout the tables.

Comment [DRCOG4]: Reflects previous MVIC action.

Evaluation Criteria	Max Points	Scoring Instructions
Current congestion	0-10 15	Based on the degree of current (2008 2011) congestion on the most congested segment of the project: 15 points will be awarded to projects with current a congestion score of 18 or more; 0 points to projects with current a congestion score of 8 or less; with straight-line interpolation between. Congestion for new road and interchange projects based on current travel paths adjacent roadways. <i>Source: DRCOG congestion management program; sponsor may supply location-specific volume data to augment DRCOG data in computation of congestion score.</i>
Crash reduction (Safety)	0-5 7	Based on the project’s estimated crash reduction and weighted crash rate, up to 5 7 points will be awarded. Appendix E explains the point allocation. <i>Source: DRCOG or sponsor supplied (encouraged) crash data. Sponsors are encouraged to use qualified traffic personnel for this computation and are asked to indicate that they have done so as part of the application.</i>
Cost Funding-effectiveness	0-10 12	Based on the project’s current (2010) forecast cost requested federal funds per daily person-miles-of-travel (PMT), up to 12 points will be awarded as follows: • For HOT/BRT/HOV, roadway widening, and new road projects: 12 points will be awarded to

Table 4. Roadway Capacity Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>projects with a federal funding cost request per PMT of less than \$50100 or less; 0 points to projects with a federal funding cost request per PMT of greater than \$550 or more 650; with straight line interpolation between.</p> <ul style="list-style-type: none"> • For interchange reconstruction capacity and new interchange projects: 40-12 points will be awarded to projects with a federal funding cost request per PMT of less than \$1,000-250 or less; 0 points to projects with a federal funding cost request per PMT of greater than \$4,000-3,000 or more; with straight line interpolation between. <p><i>Source: DRCOG 2009-2015 model data (daily). PMT for new road and interchange projects based on current usage estimates.</i></p>
Condition of major structure applicable bridge	0-5	<p>Based on the CDOT inspection per the National Bridge Inspection Standards of the included structure, nearby structure, or structure on current travel path, and the resultant bridge sufficiency rating:</p> <p>5 points will be awarded if the bridge sufficiency rating is 20 or lower; 0 points will be awarded if the bridge sufficiency rating is 7060 or higher; with straight line interpolation between.</p> <p><i>Source: DRCOG from CDOT</i></p>
Long range plan 2040 RTP project score	0- 12 10	<p>Based on the score computed by DRCOG for project consideration in the fiscally constrained 2035 2040 Metro Vision RTP process:</p> <p>12-10 points will be awarded if the project's long range score was 8075 or higher; 0 points will be awarded if the project's long-range score was 56 or lower less than 30; with straight line interpolation between.</p> <p><i>Source: DRCOG</i></p>
Transportation system management	0-5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 67 features):</p> <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians for the entire length of the project • Access consolidation (driveways, side streets) • Provision of left-turn lanes at signalized intersections • Provision of signal interconnection • Provision of ITS infrastructure • Provision of infrastructure that implements an approved incident management plan • Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave)
Multimodal connectivity	0-	<p>Various points for each of the following features, Up to 45-18 points (of a possible 3543), will be</p>

Comment [DRCOG5]: Adjusted criteria title, thereby simplifying the scoring instructions.

Comment [DRCOG6]: Moved from Multimodal Connectivity.

Table 4. Roadway Capacity Projects

Evaluation Criteria	Max Points	Scoring Instructions
	15 18	<p>awarded for the following features being included in and newly constructed by the project:</p> <ul style="list-style-type: none"> • 48 points for providing a physically-protected facility for bicycle or pedestrian travel building a new multimodal path, bike lanes, widened curb lanes, or paved shoulders to accommodate a bike facility on a regional or locally adopted plan for the entire length of the project • 7 points for grade separating an existing bike/ped trail from the road • 4 points for adding a new bike lane or shoulders • 8 points for adding a new travel lane or redesignating an existing general purpose travel lane, for transit/HOV use (and turns by general purpose traffic) for a continuous distance longer than a queue jump lane but not more than 1,800 feet. • 3 points for including major transit operational features - queue jump lanes • 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) • 2 points for a new bicycle and/or pedestrian facility directly touching school property • 1 point for building pedestrian linkages to other adjacent land uses (other than schools) • 2 points for a new bicycle and/or pedestrian facility directly touching passenger rail, BRT station, park-N-Ride lot, transit terminal (all currently open on or before 2025), or existing bus stops serving 3 or more routes) • 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway • 2 points for widening sidewalks to a minimum width of 8 feet • 2 points for incorporating transit priority at project traffic signals • 1 point for incorporating bicycle activation at project signals • 2 points for providing one or more protected roadway crossings for pedestrians (e.g., center refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.). • 1 point for including minor transit operational features - bus pads • 1 point for providing bike amenities (e.g., bike racks, bike lockers) • 1 point for installing bicycle counters at newly constructed facilities • 2 points for building pedestrian links that connect to adjacent public uses, or to private uses that are existing, or have already been through the entitlement process, but haven't been built • 1 point for providing pedestrian-oriented street lighting for the entire length of the project • 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project
Environmental justice	0-3	<p>3 points will be awarded if 75% or more of the project length is located within a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP). The sponsor must identify the benefits and disadvantages the project may have on of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.</p>

- Comment [DRCOG7]:** MVIC, staff, and other commenters recommended adding back in points for on-street bike-lanes or shoulders.
- Comment [DRCOG8]:** Simplified by eliminating examples.
- Comment [DRCOG9]:** Incorporated above.
- Comment [DRCOG10]:** MVIC requested TAC to review increasing the number of points to 8, for providing a new transit travel lane.
- Comment [DRCOG11]:** Removed maximum distance.
- Comment [DRCOG12]:** Added new features of connectivity.
- Comment [DRCOG13]:** MVIC requested TAC review if the total number of transit riders served could be used instead of the number of routes served (3). MVIC also questioned the "directly touching" definition and wondered if a specific distance (e.g., 1/8 mile) maybe better.
- Comment [DRCOG14]:** Moved to Transportation System Management.
- Comment [DRCOG15]:** MVIC questioned the value and applicability of this criterion.
- Comment [DRCOG16]:** Incorporated into new language above.
- Comment [DRCOG17]:** MVIC discussed the overall environmental justice criterion (for all project types) and questioned the level of documentation to require for "proof" of EJ benefits.
- Comment [DRCOG18]:** Simplified.

Table 4. Roadway Capacity Projects

Evaluation Criteria	Max Points	Scoring Instructions
Project-related Metro Vision implementation and strategic corridor focus	0- 18 17	Up to 18 17 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision implementation	0-8	Up to 8 points will be awarded as described in for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
Total	100	

Table 5. Roadway Operational Improvement Projects

Eligibility Criteria

- Projects ~~on any roadway shown~~ shall be located on the 2035-2040 Metro Vision Regional Roadway System ~~(as adopted by the DRCOG Board on July 21, 2010)~~ are eligible.
- ~~Grade separations of any at-grade railroad crossing on the 2035 Metro Vision Regional Roadway System (Figure 24 of the amended 2035 Metro Vision RTP) are eligible.~~
- Roadway operational projects ~~can~~ may add through-lanes around intersections if:
 - ~~The intersection is between two RTP roadways or between one RTP roadway and a minor arterial (as defined by DRCOG in the conformity modeling network);~~
 - ~~Turn lane additions at the intersections are also part of the project; and~~
 - ~~The full-width maximum length of any added through-lanes total less than 1,800 one centerline feet mile (not including standard taper). If the distance exceeds this, the project is not eligible as a roadway operational project must be submitted as a roadway capacity project subject to those eligibility criteria (see Table 4).~~
 - ~~These through lane additions are permissible even if through lanes are not reflected in the fiscally constraint 2035 RTP update or are shown as 100% local-derived funded.~~
- ~~Roadway operational projects at highway interchanges may include the following:~~
- ~~Through lane or turn lane additions at the ramp terminus and/or at proximal intersections within 750 feet if benefits to the ramp terminus will be provided. (Through lane additions subject to previous bullet.)~~
- ~~Non-standard interchanges projects may include work on "hook" ramps or ramps to collector/distributor (c/d) roads and on the segments of the c/d road or road that the "hook" ramps link to between the ramp terminus and the interchanging roadway (contact DRCOG staff for clarification, if needed).~~
- ~~Roadway operational projects at interchanges are allowed, with the exception of:~~
 - ~~New travel movements (e.g. constructing a missing ramp)~~
 - ~~New major flyover (or flyunder) ramps~~
- ~~Major improvements to interchanges, such as the construction of a new flyover ramp or Relocation of ramps or the building of new travel movement ramps, must be submitted as roadway capacity projects per such its eligibility criteria.~~
- Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained ~~and replaced~~ or will be added as part of the project (minimum width of 5 feet). Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control.
- ~~Any current Existing~~ bicycle or transit infrastructure ~~must as a minimum be retained in-kind.~~ shall not be eliminated as a result of the proposed project.

Comment [DRCOG19]: Simplified by removing examples that are eligible, and only listing items that are not eligible.

Comment [DRCOG20]: Simplified and extended through lane additions up to less than 1 mile.

Comment [DRCOG21]: Simplified.

Evaluation Criteria	Max Points	Scoring Instructions
Current congestion	0-12	Based on the degree of current (20082011) congestion on the most congested approach or segment of the project: 12 points will be awarded to projects with current a congestion score of 18 16 or more; 0 points to

Table 5. Roadway Operational Improvement Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>projects with current congestion score of 64 or less; with straight-line interpolation between.</p> <p>Sources:</p> <ul style="list-style-type: none"> • Roadways Projects: DRCOG congestion management program. • For Grade Separations Projects: The DRCOG congestion management program will use the following data: Number of trains/day: CDOT (divide by 24 for hourly estimate); Default average closure time = 3 min.; Default estimated recovery time multiplier=1.5. Sponsor may supply location-specific data to augment DRCOG or default data.
Crash reduction (Safety)	0-5 7	<p>Based on the project's estimated crash reduction and weighted crash rate, up to 5-7 points will be awarded. Appendix E explains the point allocation.</p> <p>Source: DRCOG or sponsor supplied crash data. Sponsors are encouraged to use qualified traffic personnel for this computation and are asked to indicate that they have done so as part of the application.</p>
Delay reduction	0-12 16	<p>Project must identify a VHT reduction in both peak hours to be eligible.</p> <p>Based on the project's current estimated vehicle hours of travel (VHT) reduced during the AM peak hour plus the PM peak hour:</p> <p>12-18 points will be awarded to projects reducing 200100 VHT or more during the two peak hours; 0 points to projects reducing 20 VHT or less; with straight line interpolation between.</p> <p>For intersection operations projects, use intersection operations software (for multiple intersections, sum individual intersection improvements).</p> <p>For grade separation projects, compute delay by [(average closure time) * (estimated recovery multiplier)] * [number of trains per hour] * [total volume in peak hour] /60.</p> <p>Source: sponsor computations based on sponsor-supplied traffic data.</p>
Bus transit service level	2	<ul style="list-style-type: none"> • 2 points if the project is located on a roadway with high-capacity bus service (peak headways of 15 minutes or less). • 1 point if the peak headways are between 16-30 minutes.
Cost Funding-effectiveness	0-10 12	<p>Based on the project's current estimated cost requested federal funds per vehicle hour of travel (VHT) reduced during the AM peak hour plus PM peak hour:</p> <p>10-12 points will be awarded to projects with a federal funding cost request per VHT reduced of</p>

Comment [DRCOG22]: MVIC requested TAC to review possibility of awarding points based on PERSON Miles of Travel (PMT) rather than VHT reduction. PMT is reflected in Roadway Capacity and Reconstruction project types, but not Operational.

Comment [DRCOG23]: Simplified eligibility.

Comment [DRCOG24]: Staff recommendation based on MVIC note regarding Delay Reduction.

Comment [DRCOG25]: Reflects previous MVIC action.

Table 5. Roadway Operational Improvement Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>\$10,000 or less; 0 points to projects with a federal funding cost request per VHT reduced of \$240,000 <u>240,000</u> or more; with straight line interpolation between.</p> <p><i>Source: Sponsor computations</i></p>
Transportation system management	0-5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 6 <u>7</u> features):</p> <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians for the entire length of the project • Access consolidation (driveways, side streets) • Provision of left-turn lanes at signalized intersections • Provision of signal interconnection • Provision of ITS infrastructure • Provision of infrastructure that implements an approved incident management plan • <u>Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).</u>
<p>Multimodal connectivity</p> <p>(Criteria discussed in previous Table 4. Roadway Capacity)</p>	0-18	<p>Various points for each of the following features, up to 15-18 <u>18</u> points (of a possible 35 <u>39</u>), will be awarded for the following features being included in and newly constructed by the project:</p> <ul style="list-style-type: none"> • 4 <u>8</u> points for <u>providing a physically-protected facility for bicycle or pedestrian travel building a new multimodal path, bike lanes, widened curb lanes, or paved shoulders to accommodate a bike facility on a regional or locally adopted plan for the entire length of the project</u> • 7 <u>7</u> points for <u>grade separating an existing bike/ped trail from the road</u> • <u>4 points for adding a new bike lane or shoulders</u> • 4 points for adding a new travel lane or redesignating an existing general purpose travel lane, for transit/HOV use (and turns by general purpose traffic) for a continuous distance longer than a queue jump lane but not more than 1,800 feet. • 3 points for including major transit operational features - queue jump lanes • 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) • <u>2 points for a new bicycle and/or pedestrian facility directly touching school property</u> • <u>1 point for building pedestrian linkages to other adjacent land uses (other than schools)</u> • <u>2 points for a new bicycle and/or pedestrian facility directly touching passenger rail, BRT station, park-N-Ride lot, transit terminal (all currently open on or before 2025), or existing bus stops serving 3 or more routes)</u> • 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway • 2 points for widening sidewalks to a minimum width of 8 feet • 2 points for incorporating transit priority at project traffic signals • <u>1 point for incorporating bicycle activation at project signals</u> • 2 points for providing one or more protected roadway crossings for pedestrians (e.g., center

Comment [DRCOG26]: Moved from Multimodal Connectivity.

Comment [DRCOG27]: See MVIC comments for Multimodal Connectivity in previous Roadway Capacity Table 4.

Comment [DRCOG28]: Simplified by eliminating examples.

Comment [DRCOG29]: Incorporated above.

Comment [DRCOG30]: Removed maximum distance.

Comment [DRCOG31]: Added new and important features of connectivity.

Comment [DRCOG32]: Moved to Transportation System Management.

Table 5. Roadway Operational Improvement Projects

Evaluation Criteria	Max Points	Scoring Instructions
		refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.). <ul style="list-style-type: none"> • 1 point for including minor transit operational features - bus pads • 1 point for providing bike amenities (e.g., bike racks, bike lockers) • 1 point for installing bicycle counters at newly constructed facilities • 2 points for building pedestrian links that connect to adjacent public uses, or to private uses that are existing, or have already been through the entitlement process, but haven't been built • 1 point for providing pedestrian-oriented street lighting for the entire length of the project • 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project
Environmental justice (Criteria discussed in previous Table 4)	0-3	3 points will be awarded if 75% or more of the project length is located within a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP). The sponsor must identify the benefits and disadvantages the project may have on of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.
Project-related Metro Vision implementation and strategic corridor focus	0-178	Up to 178 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision implementation	0-8	Up to 8 points will be awarded for sponsor actions implementing Metro Vision as described in Appendix G explains the specific criteria.
Total	100	

Comment [DRCOG33]: Incorporated into new language above.

Comment [DRCOG34]: See MVIC comments in previous Roadway Capacity Table 4.

Comment [DRCOG35]: Simplified.

Table 6. Roadway Reconstruction Projects

Eligibility Criteria

- Projects ~~on any roadway shown shall be located~~ on the 2035 ~~40~~ Metro Vision Regional Roadway System ~~(as adopted by the DRCOG Board on July 21, 2010) are eligible~~ (exception: ~~any project located on the~~ 16th Street Mall in Denver is eligible)
- ~~The pavement condition index score (calculated with DRCOG's PCI program) must be 40 or lower to be eligible.~~
- Projects must replace the ~~entire existing pavement structure~~ ~~sub-base, base, and surface material~~ ~~by the placement of~~ ~~with the~~ an equivalent or increased pavement ~~structure for the entire travel way~~; ~~other surface treatment~~ (rehabilitation ~~and~~, resurface) projects are ineligible (exception: any project proposed on the 16th Street Mall in Denver may include non-traditional reconstruction activities).
- ~~Projects may include bridge deck pavement reconstruction. Additional bridge improvements (new or improved structure) are not eligible.~~
- Within the urban growth boundary, arterial roadway projects must adhere to urban design standards and must demonstrate that sidewalks are present and will be maintained and replaced or will be added as part of the project. Outside the urban growth boundary, roadway projects must adhere to non-urban design standards and incorporate a high degree of access control.
- ~~Any current Existing~~ bicycle or transit infrastructure ~~must as a minimum be retained in kind~~ ~~shall not be eliminated as a result of the proposed project.~~

Comment [DRCOG36]: Reflects previous MVIC action.

Comment [DRCOG37]: Clarified language.

Comment [DRCOG38]: DRCOG has never allowed its funding to go towards bridges, except for pavement structure. This is now stated within the eligibility.

Evaluation Criteria	Max Points	Scoring Instructions
Pavement condition	0 <u>20</u> 25	Based on the pavement condition index computed per Appendix H: -20 <u>20</u> points will be awarded to projects with a condition index of <u>40</u> or lower; 0 points to projects with a condition index of 50 <u>40</u> or greater; with straight line interpolation between. <i>Source: Sponsor computations.</i>
Crash reduction (Safety)	0 -5	Based on the project's estimated crash reduction and weighted crash rate, up to 5 points will be awarded. Appendix E explains the point allocation. <i>Source: DRCOG or sponsor supplied crash data. Sponsors are encouraged to use qualified traffic personnel for this computation and are asked to indicate that they have done so as part of the application.</i>
Cost Funding-effectiveness	0 -10	Based on the project's current (2010) estimated cost <u>federal funds requested</u> per daily person-miles-of-travel (PMT): p Projects with a <u>federal funding cost request</u> per PMT of \$ 50 <u>100</u> or less will receive 10 points; projects with a <u>federal funding cost request</u> per PMT of \$ 300 <u>400</u> or more will receive 0 points; with straight line interpolation between. <i>Source: Sponsor computations.</i>
Usage	0 - <u>7</u> 9	Based on current <u>average weekday traffic (AWDT)</u> per lane (average for overall project length):

Comment [DRCOG39]: Reflects previous MVIC action.

Table 6. Roadway Reconstruction Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>Projects with AWDT/lane of 45,5008,000 or more will receive 7-9 points; projects with AWDT/lane of 52,000 or less will receive 0 points; with straight line interpolation between.</p> <p><i>Source: Sponsor data.</i></p>
Transportation system management	0-5	<p>1 point will be awarded for each of the following features to be added to or newly provided as part of the project, up to 5 points (of a possible 67 features):</p> <ul style="list-style-type: none"> • Provision of raised, depressed, or barrier medians for the entire length of the project • Access consolidation (driveways, side streets) • Provision of left-turn lanes at signalized intersections • Provision of signal interconnection • Provision of ITS infrastructure • Provision of infrastructure that implements an approved incident management plan • Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).
<p>Multimodal connectivity</p> <p>(Criteria discussed in previous Table 4. Roadway Capacity)</p>	0-1518	<p>Various points for each of the following features, up to 45-18 points (of a possible 3539), will be awarded for the following features being included in and newly constructed by the project:</p> <ul style="list-style-type: none"> • 48 points for providing a physically-protected facility for bicycle or pedestrian travel, building a new multimodal path, bike lanes, widened curb lanes, or paved shoulders to accommodate a bike facility on a regional or locally adopted plan for the entire length of the project • 7 points for grade separating an existing bike/ped trail from the road • 4 points for adding a new bike lane or shoulders • 4 points for adding a new travel lane or redesignating an existing general purpose travel lane, for transit/HOV use (and turns by general purpose traffic) for a continuous distance longer than a queue jump lane but not more than 1,800 feet. • 3 points for including major transit operational features - queue jump lanes • 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks) • 2 points for a new bicycle and/or pedestrian facility directly touching school property • 1 point for building pedestrian linkages to other adjacent land uses (other than schools) • 2 points for a new bicycle and/or pedestrian facility directly touching passenger rail, BRT station, park-N-Ride lot, transit terminal (all currently open on or before 2025), or existing bus stops serving 3 or more routes) • 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway • 2 points for widening sidewalks to a minimum width of 8 feet • 2 points for incorporating transit priority at project traffic signals • 1 point for incorporating bicycle activation at project signals

Comment [DRCOG40]: Moved from Multimodal Connectivity.

Comment [DRCOG41]: Simplified by eliminating examples.

Comment [DRCOG42]: Incorporated above.

Comment [DRCOG43]: Removed maximum distance.

Comment [DRCOG44]: Added new and important features of connectivity.

Comment [DRCOG45]: Moved to Transportation System Management.

Table 6. Roadway Reconstruction Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> • 2 points for providing one or more protected roadway crossings for pedestrians (e.g., center refuge, bump-outs, flashing lights, raised pedestrian crossing on turn lanes, etc.). • 1 point for including minor transit operational features - bus pads • 1 1 point for providing bike amenities (e.g., bike racks, bike lockers) • 1 1 point for installing bicycle counters at newly constructed facilities • 2 2 points for building pedestrian links that connect to adjacent public uses, or to private uses that are existing, or have already been through the entitlement process, but haven't been built • 1 point for providing pedestrian-oriented street lighting for the entire length of the project • 1 point for providing street trees and/or a landscaped buffer between the roadway and sidewalk within the street zone for the entire length of the project
Environmental justice (Criteria discussed in previous Table 4)	0 3	3 points will be awarded if 75% or more of the project length is located within a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP). The sponsor must identify the benefits and disadvantages of the project may have on to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.
Project-related Metro Vision implementation and strategic corridor focus	0 17	Up to 18 17 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision implementation	0 8	Up to 8 points will be awarded as described in for sponsor actions implementing Metro Vision. Appendix G explains the specific criteria.
Total	100	

Comment [DRCOG46]:
Incorporated into new language above.

Comment [DRCOG47]: See MVIC comments in previous Roadway Capacity Table 4.

Comment [DRCOG48]: Simplified.

Table 87. Transit Passenger Facilities Projects

Eligibility Criteria

- Any stations, transfer facilities, or park-n-Ride lots identified in the 2035 Metro Vision RTP (~~Appendix 2 of the amended 2035 Metro Vision RTP~~).
- ~~Only~~ RTD ~~and/or~~ CDOT ~~are eligible as~~ must be the applicants for ~~this project type~~ facilities associated with their services or property (~~ROW~~).

Evaluation Criteria	Max Points	Scoring Instructions
Potential Usage and Benefits	0-30 <u>0-44</u>	Based on the estimated average number of persons to be served per day at the new facility six months after its completion. Up to 44 points will be awarded based on calculated "indicator units" (to represent likelihood of ridership) for project benefits: Results greater than 100,000 will receive 30-44 points will be awarded to projects serving more than 5,000 people; results less than 85,000 receive 0-1 points to facilities serving less than 1,500; with straight-line interpolation between. Source: DRCOG model data and US Census. DRCOG staff will tabulate the project's indicator units within a half-mile buffer of the facility. Sponsors wanting to know a project's possible indicator units score prior to submittal may request DRCOG to compute indicator units no later than 2 weeks prior to before the application deadline. Source: Sponsor estimates.
Multimodal connectivity	0-24 <u>0-28</u>	Based on the basis of number of modes <u>directly</u> served at the new facility, 3-4 points will be awarded for each mode of travel served up to a maximum of 24-28 points. <i>Modes are defined as: Local or limited bus service, express or regional bus service, mall shuttle or circulator bus, intra-regional commuter rail, inter-regional commuter rail, light rail, inter-city van/limo (gaming, ski areas), inter-city rail (AMTRAK, K, ski train, etc.), private inter-city bus and charter bus service, bicycle, pedestrian, <u>car sharing</u>, auto parking, and rental car.</i>
Environmental justice (Criteria discussed in previous Table 4)	0-3	3 points will be awarded if 75% or more of the project length is located within a <u>2040</u> RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP). The sponsor must identify the benefits and disadvantages <u>the project may have on of the project to</u> the environmental justice community <u>during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community-level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.</u>
Metro Vision project-related implementation and strategic corridor focus	0-18 <u>0-17</u>	Up to 18-17 points will be awarded as described in Appendix F.
Metro Vision sponsor-related implementation	0-8	Up to 8 points will be awarded <u>for sponsor actions implementing Metro Vision, as described in-</u> Appendix G explains the specific criteria.

Comment [DRCOG49]: Reflects previous MVIC action.

Comment [DRCOG50]: See MVIC comments in previous Roadway Capacity Table 4.

Comment [DRCOG51]: Simplified.

Table 8. Transit Passenger Facilities Projects

Evaluation Criteria	Max Points	Scoring Instructions
Total	100	

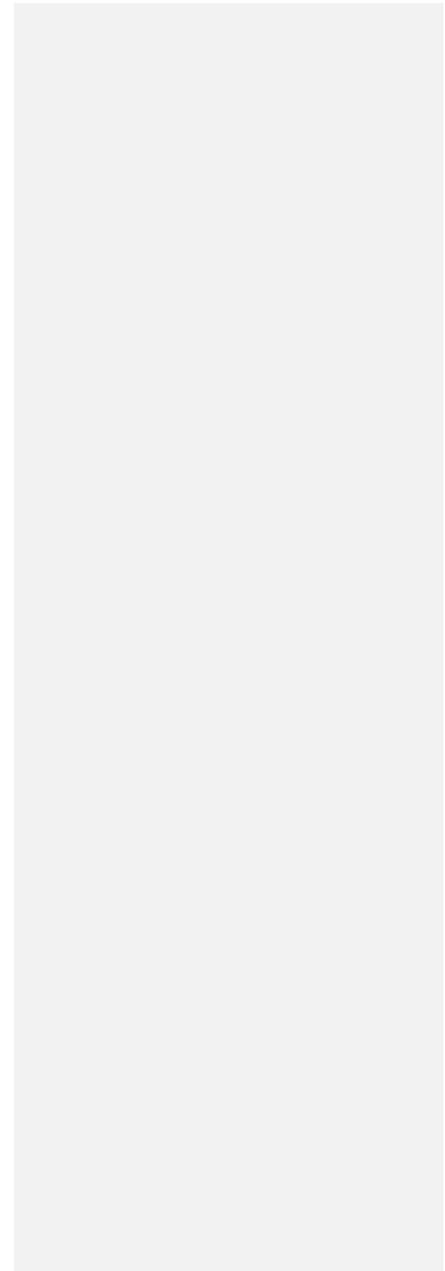


Table 98. Bus Service Projects

Eligibility Criteria

Two types of bus service projects are eligible for funding requests in the 2012-2017 TIP:

1. **New Bus Service** is defined as service where no other similar transit service by motorized transit for use by the general public currently exists.
2. **Expanded Bus Service** projects must meet the following eligibility requirements:
 - Project must be for the expanded service only; extended hours, shorter headways, additional route distance, etc.
 - Funds are required to be for operational purposes only; not capital improvements (bus purchase).
 - The expanded service must result in an increase in transit ridership for the specific routes funding is applied to; quantified estimates are required by the evaluation criteria.

Comment [DRCOG52]: MVIC requested TAC reconfirm the applicability of funding new bus service projects.

Comment [DRCOG53]: Capital purchases are now allowed for expanded bus service.

Comment [DRCOG54]: Direct transit ridership is no longer estimated within the criteria.

All Projects:

- Funding: The TIP funding will cover a maximum of 3 years of federal funding. All bus service proposals must provide a minimum of 3 years of detailed and allocated program funding that includes line item budgets for vehicles, physical improvements, marketing, and operations.
- Marketing program: Bus service proposals must employ a marketing program to identify and reach prospective riders, in both the short and long term. Sponsors must describe this program in the application and should include its costs unless another funding source is committed.
- Any sponsor proposal for a transit agency to run the daily operation of a requested transit service within the transit agency's service area must enter into have a verbal understanding before the project is submitted for funding and a written understanding with that transit agency to do so before an IGA is signed obtain written acknowledgement from the transit agency prior to the application deadline. The transit agency will only consider this request if sponsors submit formal desires to the transit agency no later than 7 days after the solicitation for funding requests is announced.
- Any requests for a transit agency's concurrence on other aspects of bus service, such as long-term funding support or any requests that directly impact or touch existing or future transit agency property, property must be submitted and received by the transit agency 30 days in advance of the funding request submittal deadline. The transit agency will consult with the proposed project sponsor to work out a suitable arrangement for these types of connections, and may request additional information and/or data prior to issuing any concurrence

Comment [DRCOG55]: Simplified.

Comment [DRCOG56]: MVIC requested TAC to review if enough time is provided to get the written approval/acknowledgement from transit agency (e.g. RTD) for a new/expanded route. Staff believes so, as RTD will be asked for acknowledgement, not final approval.

Evaluation Criteria	Max Points	Scoring Instructions
Use and benefits/Usage	0-25	Up to 25 points will be awarded based on the calculated "indicator units" (to represent likelihood of ridership) for project benefits: Results greater than 100,000 will receive 25 points; results less than 5,000 receive 1 point, with straight line interpolation between. <i>Source: DRCOG model data and US Census. DRCOG staff will tabulate the project's indicator units within a half-mile buffer around a fixed-route transit project site and the total area covered by call and</i>

Comment [DRCOG57]: Reflects previous MVIC action.

Table 8. Bus Service Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>ride service projects. Sponsors wanting to know a project's possible indicator units score prior to submittal may request DRCOG to compute indicator units no later than 2 weeks before the application deadline. sponsors may request DRCOG staff to compute indicator units no later than 2 weeks prior to the application deadline.</p> <p>Based on projected daily boardings that are anticipated 12 months after initiation of service: 13 points will be awarded to projects with boardings at or above the RTD Service Standard average (varies based on the specific bus service class and their appropriate Service Standard, as described in Appendix I); 0 points to projects with boardings at or below the RTD 10% Service Standard; with straight line interpolation between. The specific classes of new bus service include: CBD local, urban local, suburban local, express, regional, and call n ride. Projects outside the RTD service area should select the RTD class most appropriate to the proposed service for purposes of this computation. A detailed description of the estimated ridership must be supplied with the submittal, per Appendix I. An independent/peer review will be performed on the ridership. Source: Sponsor estimates.</p>
Cost/Funding-effectiveness	<p>0 15</p>	<p>The project's federal funds requested will be divided by the calculated indicator units:</p> <p>Up to 15 points will be awarded based on the federal dollars requested per indicator unit; \$6 or lower receives 15 points; \$45 or higher receive 1 point, with straight line interpolation between.</p> <p>Based on the projected subsidy per passenger that is anticipated 12 months after initiation of service: 13 points will be awarded to projects with a subsidy at or below the RTD Service Standard average (varies based on the specific bus service class and their appropriate Service Standard, as described in Appendix I); 0 points to projects with a subsidy at or above the RTD 10% Service Standard; with straight line interpolation between. Projects outside the RTD service area should select the RTD class most appropriate to the proposed service for purposes of this computation. Source: Sponsor estimates.</p>
Long-term funding	<p>0 15</p>	<p>15 points awarded to projects with an additional 2 years of total program funding support, beyond the required minimum of 3 years of federal funding (5 years total), which must be obtained in writing from either:</p> <ol style="list-style-type: none"> 1. an independent funding source; 2. a recognized transit agency via a letter of support; or 3. a combination of the two. <p>Zero 0 points will be awarded to projects that do not define an additional 2 years of funding support.</p>
Connectivity	<p>0-8</p>	<p>3 points will be awarded for each existing or future route(s) (operational by the end of 2025) that connects with the proposed new or expanded route, up to a maximum of 5 routes; AND</p>

Comment [DRCOG58]: Reflects previous MVIC action.

Table 8. Bus Service Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> 5 points will be awarded if the proposed service connects to or intersects with a rapid transit station. Score points for only one of these two if applicable: <ul style="list-style-type: none"> 4 points will be awarded if the proposed service connects on both ends to an existing route(s), park-n-Ride, or existing or future (operational by the end of 2016) transit station. 2 points will be awarded if the proposed service connects on one end to an existing route(s), park-n-Ride, or existing or future (operational by the end of 2016) transit station. Also: <ul style="list-style-type: none"> 1 point will be awarded for each transit route the proposed service connects to (up to 4 routes)
Environmental justice (Criteria discussed in previous Table 4)	0-3	3 points will be awarded if 75% or more of the project length is located within a 2040 RTP-defined environmental justice area (Figure 34 of the 2035 Metro Vision RTP). The sponsor must identify the benefits and disadvantages the project may have on of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.
Project-related Metro Vision implementation and strategic corridor focus	0-18 17	Up to 18 17 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision implementation	0-8	Up to 8 points will be awarded for sponsor actions implementing Metro Vision as described in Appendix G. explains the specific criteria.
Total	100	

Comment [DRCOG59]: Simplified.

Comment [DRCOG60]: See MVIC comments in previous Roadway Capacity Table 4.

Comment [DRCOG61]: Simplified.

Table 409. ~~New Bicycle/Pedestrian Projects~~

Eligibility Requirements

1. ~~New construction projects are defined as projects that~~ will result in a ~~new paved~~ facility where pedestrian and/or bicycle infrastructure does not currently exist. ~~Infrastructure is defined as having asphalt, concrete, or similar hard pavement type.~~
2. ~~Upgrade construction projects provide safety/operational improvements to an existing facility that is not currently designed appropriately to accommodate its current use (i.e., ADA and AASHTO design standards are still applicable).~~
- 4.3. ~~Reconstruction projects must reconstruct the total pavement of a facility due to pavement deterioration. To be eligible, the Pavement Condition Index, computed according to the methods in Appendix H, must have a PCI score 25 or less for asphalt surfaces and 35 or less for concrete surfaces.~~
- 2.4. ~~Pedestrian and bicycle p~~Projects must be on facilities contained in an adopted local ~~or regional~~ plan.
- 3.5. Any new pavement must be designed and constructed to withstand occasional vehicle travel (emergency vehicles).
- 4.6. If project consists of multiple, non-contiguous elements, all elements must either be a) on the same facility (primary corridor) OR b) within ¼ mile of the largest element of the project.
5. ~~Projects that consist of both a new construction element and an upgrade and/or reconstruction element must be categorized as either one or the other to score the project. That categorization is determined by the element proposed in the largest contiguous segment of the project, based on linear feet.~~
- 6.7. All projects intended for multiple user types (bicycle and pedestrian) are required to be constructed to a minimum width of 8 feet for the entire length of the project.
8. ~~New construction~~ All projects must ~~accomplish connectivity~~ score a minimum of 1 point in the connectivity evaluation criterion to be eligible.
~~Examples of connectivity include, but are not limited to:~~
 Closing a gap between two existing bicycle facility sections
 Providing access to transit (stations, park-n-Rides, stops)
 Providing pedestrian and bicycle connections to schools, parks, shopping, and/or employment
 Eliminating barriers
 Linking a bicycle facility to a 2035 Metro Vision RTP roadway that serves bicyclists

Comment [DRCOG62]: Reflects previous MVIC action. Combined new and upgrade/reconstruction into one project type and table.

Comment [DRCOG63]: MVIC asks if the project categories identified in #1 to #3 are appropriately defined. Staff believes there is enough flexibility, particularly in "Upgrade" projects to permit a wide range of projects to apply (e.g., trail widening projects). However, staff has revised language accordingly.

Comment [DRCOG64]: Eliminated due to combined project types.

Comment [DRCOG65]: Simplified.

Evaluation Criteria	Max Points	Scoring Instructions
RTP priority corridors	0-5	If project consists of multiple elements not all on the same corridor, scoring in this category will be based on the largest contiguous element. Score 5 points maximum: Bicycle or Bicycle/Pedestrian Projects: <ul style="list-style-type: none"> • 5 points will be awarded for bike projects that are on <u>or within ¼ mile of a</u> Regional Bicycle Corridors <u>represented</u> in the <u>Pedestrian and Bicycle Element of the 2035-Metro Vision RTP (Figure 19 of the Pedestrian and Bicycle Element AND fulfills the function of the Regional Bicycle Corridor facility or within ¼ mile of AND fulfilling the function of the facility depicted on Figure 19)</u> • 3 points will be awarded for bike projects on <u>or within ¼ mile of a</u> Community Bicycle Corridor

Comment [DRCOG66]: Simplified.

Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>represented in that element the RTP (Figure 19 of the noted document or within ¼ mile of <u>AND</u> fulfilling the function of the <u>Community Bicycle Corridor</u> facility depicted on Figure 19)</p> <ul style="list-style-type: none"> 1 point will be awarded for bike-all other projects on facilities on an adopted local plan <p style="text-align: center;">OR</p> <p>Pedestrian Only Projects:</p> <ul style="list-style-type: none"> 5 points will be awarded for pedestrian projects along <u>or within 1/8 mile of a 2035</u> Metro Vision RTP major regional arterials and above (as adopted by the DRCOG Board on July 21, 2010) or within 1/8 mile of <u>AND</u> fulfilling the function of the <u>that</u> facility depicted on that network 3 points will be awarded for pedestrian projects along <u>or within 1/8 mile of a 2035</u> Metro Vision RTP principal arterials (as adopted by the DRCOG Board on July 21, 2010) or within 1/8 mile of <u>AND</u> fulfilling the function of pedestrian movement for the <u>ate</u> facility depicted on that network 1 point will be awarded for pedestrian-all other projects on a corridor on an adopted local plan
Safety	0-1012	<p>Projects will be evaluated on the anticipated <i>improvement</i> of existing safety problems <u>related to the following measures: to be made by building new facilities for non-motorized travel.</u></p> <p><u>Three measures of safety improvement will be awarded:</u></p> <ol style="list-style-type: none"> Relevant crash history Based on the number of <i>documented</i> injury <u>and fatal</u> accidents crashes: <ul style="list-style-type: none"> created by the interaction between motorized and non-motorized <u>involving non-motorized</u> traffic; in the area <u>to be affected</u> by the <u>proposed new facility</u> facility; and occurring over the last three-year period for which data is available. 1 point will be awarded for each applicable injury accident, up to a maximum of 5 <ol style="list-style-type: none"> Conflict factor <u>Speed limit</u> If the existing facilities are <u>is a</u> roadway that allows interaction between motorized and non-motorized traffic, and if the project will build <u>a</u> new facilities y for the non-motorized traffic that eliminate or reduce the conflict factor, the project will earn safety points. Based on the speed limit on <u>of</u> the existing facilities y, up to 4 points will be awarded as follows: <ul style="list-style-type: none"> <u>4 points will be awarded if the existing speed limit is 40 MPH or more</u> <u>2 points will be awarded if the existing speed limit is either 30 or 35 MPH; or</u> <u>1 point will be awarded if the existing speed limit is less than 30 MPH, or the project is not near and doesn't interact with a roadway</u> <u>point will be awarded if the existing speed limit is 30 MPH or less;</u>

Comment [DRCOG67]: MVIC suggested adding rapid transit lines here also. Staff believes connectivity to rapid transit is already covered sufficiently under the Connectivity criterion.

Comment [DRCOG68]: Simplified.

Comment [DRCOG69]: Minor changes reflect more recent safety studies.

Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>2 points will be awarded if the existing speed limit is 35 MPH; 3 points will be awarded if the existing speed limit is 40 MPH; or 4 points will be awarded if the existing speed limit is 45 MPH or above.</p> <p>3. Facility lighting</p> <ul style="list-style-type: none"> 1 point will be awarded to projects that will provide <u>new or upgraded</u> ADA/AASHTO compliant lighting to facilitate non-motorized travel on the <u>planned-proposed</u> facilities, if no lighting is currently available. <p>4. Protected or grade separated facilities</p> <p><u>2 points will be awarded for constructing an at-grade physically-protected bicycle facility (includes use of bollards, landscaping, curb) or a grade-separated facility</u></p>
Connectivity	<p>0 <u>1925</u></p>	<p>Up to <u>1925</u> points will be awarded for specific project attributes that address existing local or regional connectivity of non-motorized travel. Points will be awarded as follows:</p> <p>Connectivity measures – g Gap closure (score points for only one of these two <u>these two</u>)</p> <ul style="list-style-type: none"> 4 <u>7</u> points - <u>constructing a new facility that</u> completely closes ing a gap between two existing similar bicycle facility/sidewalk sections (trail to trail, sidewalk to sidewalk, path to path, <u>bike lane to bike lane</u>) 2 <u>5</u> points - <u>constructing a new facility that</u> completely closes ing a gap between an existing pedestrian/bicycle facility and an RTP roadway (arterial and above) that <u>currently</u> serves pedestrian/bicyclists <p>Connectivity measures – a Access (score points for only one of these three)</p> <ul style="list-style-type: none"> 3 <u>4</u> points - <u>facility provide</u> directly access (project directly touch <u>ing</u> es) to a school <u>property</u> 2 <u>3</u> points - <u>facility provide</u> directly access (project directly touch <u>ing</u> es) to an employment center with greater than 2,000 jobs 1 <u>2</u> point - <u>facility provide</u> directly access (project directly serv <u>ing</u> es) to such destinations as employment, shopping, dining, or government buildings, or recreational destinations such as parks or recreational facilities <p>Connectivity measures – b Barrier elimination (score points for only one of these four)</p> <ul style="list-style-type: none"> 6 points - entirely eliminate a barrier (railway, highway, waterway) for pedestrians or cyclists by <u>constructing a new</u> grade separation ing <u>on (bridge or underpass) or upgrading an existing one</u> which provides a continuity of motion (i.e., no bike dismount or use of elevator) 4 points - entirely eliminate a barrier (railway, highway, waterway) for pedestrians or cyclists by <u>constructing a new</u> grade separation ing <u>or upgrading an existing one</u> which DOES NOT provide a

Comment [DRCOG70]: Added to reflect importance of safety.

Comment [DRCOG71]: Simplification and clarification to this section.

Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
		<p>continuity of motion (i.e., bike dismount or use of elevator required)</p> <ul style="list-style-type: none"> 3 points - entirely eliminate a barrier (railway, highway) for pedestrians or cyclists by providing a <u>new</u> controlled crossing where one does not currently exist (demonstrate achievement of signal warrant if signal proposed) <u>or by upgrading an existing one to meet ADA and/or AASHTO standards</u> 1 point - construct <u>or upgrade</u> at least one phase of a multi-phase improvement (as dictated <u>identified through in</u> an approved plan) towards eliminating a barrier (railway, highway, waterway) <p>Connectivity measures – Transit (score points for only one of these if applicable two)</p> <ul style="list-style-type: none"> 4 <u>6</u> points - provide <u>new direct</u> access to “transit”. “Transit” is rail station, park-n-Ride lot, or transit terminal existing or anticipated to be completed by no later than the end of 2016; or existing bus stops serving 3 or more routes. Direct means physically touching the transit site or stop. <u>2</u> 3 points - provide <u>new indirect</u> access (extends the service of an existing linkage) to “transit” within 1.5 miles for bike projects and within 0.25 miles for pedestrian projects. “Transit” is rail station, park-n-Ride lot, or transit terminal existing or anticipated to be completed by no later than the end of 2016; or existing bus stops serving 3 or more routes. Distance measured from center <u>closest point</u> of project to the specific transit site <u>platform</u> or stop. <p><u>“Transit” in this circumstance is defined as rail or BRT stations, park-N-Ride lots, transit terminals (all currently open or before 2025), and existing bus stops serving 3 or more routes.</u></p> <p>Connectivity measures – Location (score points for only one of these two <u>2</u> points maximum)</p> <ul style="list-style-type: none"> 2 points – project touches more than one local governmental entity (with written confirmation and agreement by the other affected governmental entities besides the applicant) 1 point – project connects 2 or more defined existing neighborhoods where an exclusive bicycle and/or pedestrian access does not currently exist, excluding roadways.
Multiple enhancements	0-4 <u>0-5</u>	Up to <u>45</u> points (of 7 available) will be awarded for multiple enhancements (score all that apply):
		<ul style="list-style-type: none"> 2 points if <u>the</u> project will provide a multi-use bi-directional facility <u>(new or upgraded to)</u> for use by both bicycles and pedestrians to a minimum width of 10 feet for 90% or greater of the length of the project <u>2</u> points if the project site includes <u>signage/wayfinding with destinations and distances.</u> 1 point if the project provides 20 or more bicycle spaces within ½ mile of the project and fulfills the function of that facility <u>1</u> point if at least 10 of the provided spaces are covered and/or considered long-term parking spaces that are secure <u>1</u> point if the project connects or is adjacent to a <u>bikeshare station</u>
Use and Benefits (VMT)	0-8 <u>0-15</u>	<u>Up to 15 points will be awarded based on the calculated “indicator units” for project benefits:</u>

Comment [DRCOG72]: Added two important types of enhancements.

Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
<p><u>Reduction</u></p> <p><u>(New Construction projects only)</u></p>		<p>Results greater than 120,000 will receive 15 points; results less than 1,000 receive 1 point, with straight line interpolation between.</p> <p>Up to 8 points will be awarded based on the estimated user base of a project as follows: projects with a user base of 24,000 or more will receive 8 points; projects with a user base of 0 will receive 0 points; with straight line interpolation between.</p> <p>Source: DRCOG 2010 model data and US Census. The project's user base indicator units are tabulated the estimated number of daily bicycle and/or pedestrian trips that start and/or end within a 1.5 mile radius of the project area for a bicycle project and within a 0.5 mile radius for a pedestrian project. Sponsors wanting to know a project's possible indicator units score prior to submittal may request DRCOG to compute indicator units no later than 2 weeks before the application deadline. Sponsors will may request DRCOG staff to compute the user base indicator units directly from the model no later than 2 weeks prior to the application deadline, specifying the appropriate type of users (bicycle, pedestrian or both).</p> <p>For projects with non-contiguous elements, sponsors will ask DRCOG to will compute the user base indicator units for each element. The project's overall user base indicator units are the weighted average based on the percent of the project length in each element compared to the overall length. The request to DRCOG must be made no later than 2 weeks prior to the call for projects closure.</p>
<p>Existing Users</p> <p><u>(Upgrade/Reconstruct projects only)</u></p>	15	<p>Based on current recorded users:</p> <p>Facilities with 200 users or more during the AM 2-hour AM peak will receive 15 points; facilities with 25 users or less during the AM 2-hour AM peak will receive 0 points; with straight line interpolation between. Users are to be counted at a representative location in the project area.</p> <p>Source: Actual count from applicant between 7 AM and 9 AM on a Tuesday, Wednesday, or Thursday between August 3 and September 16, 2010 during the open Call for Projects.</p>
<p><u>Cost Funding effectiveness</u></p>	0-8/10	<p>Projects with a total federal funding cost request per person miles travelled (PMT) the calculated indicator unit below \$1 or less 50 will receive 8/10 points; projects with a total federal funding cost request per PMT indicator unit above \$2,450 60 will receive 0 points; with straight line interpolation between.</p> <p>PMT calculation: $\{ \text{Pedestrian user base} * \text{percent using this facility} * \text{average pedestrian trip distance} \} + \{ \text{Bicycle user base} * \text{percent using this facility} * \text{average bicycle trip distance} \}$ </p> <p>Source: User base above. Sponsor estimates percent use and provides documentation of assumptions. Sponsor will request DRCOG staff to compute the average trip distance for the daily bicycle and/or pedestrian trips in the catchment areas noted above. Source: DRCOG 2010 model.</p>
<p>Environmental justice</p>	0-3	<p>3 points will be awarded if 75% or more of the project length is located within a 2040 RTP-defined</p>

Comment [DRCOG73]: Reflects previous MVIC action.

Comment [DRCOG74]: Reflects previous MVIC action.

Comment [DRCOG75]: See MVIC comments in previous Roadway Capacity Table 4.

Table 9. Bicycle/Pedestrian Projects

Evaluation Criteria	Max Points	Scoring Instructions
(Criteria discussed in previous Table 4)		environmental justice area (Figure 34 of the 2035 Metro Vision RTP) . The sponsor must identify the benefits and disadvantages the project may have on of the project to the environmental justice community during submittal AND provide evidence (e.g., subarea or comprehensive plan) that the project has been taken through a community level public process that gave credence to the project being a benefit to the environmental justice area in which the project is located.
Project-related Metro Vision implementation and strategic corridor focus	0- 18-17	Up to 48- 17 points will be awarded as described in Appendix F.
Sponsor-related Metro Vision implementation	0-8	Up to 8 points will be awarded for sponsor actions implementing Metro Vision as described in Appendix G explains the specific criteria.
Total	100	

Comment [DRCOG76]: Simplified.

Table 10. Other Enhancement Projects

Eligibility Criteria

- ~~Projects will not be scored. Projects will be considered in the second phase selection process only.~~
- Three types of projects are eligible:
 1. **Transportation Aesthetics and Scenic Values**
 2. **Historical Preservation**
 3. **Environmental Mitigation (to address water pollution or wildlife mortality)**

Comment [DRCOG77]: Reflects previous MVIC action.

Table 4011. Roadway/Transit Studies

Eligibility Criteria

- ~~Projects will not be scored. Projects will be considered in the second phase selection process only.~~
- ~~Only four~~ **Six** types of transportation studies are eligible:
 - ~~4. for funding requests in this project type for the 2012-2017 TIP:~~
 - ~~5-1.~~ **Roadway capacity project** studies further project development for regionally-funded roadway widening, new road, new interchange, interchange reconstruction, and HOT/**BRT/HOV** projects identified in the ~~adopted networks for testing for the~~ fiscally constrained ~~2035~~-Metro Vision RTP (~~Appendix D~~); this can include design and NEPA.
 - ~~6-2.~~ **Roadway operational improvement** studies identify low-cost system management and operational improvements to reduce congestion on an arterial corridor (or portion thereof but not less than one mile in length) shown on the ~~2035~~-Metro Vision Regional Roadway System (~~as adopted by the DRCOG Board on July 21, 2010~~).
 - ~~7-3.~~ **Planning and Environmental Linkage (PEL)** studies for corridors that include segments shown as regionally funded in the ~~adopted networks for testing for the~~ fiscally constrained ~~2035~~-Metro Vision RTP (~~Appendix D~~). ~~Information about PEL studies is available at www.environment.fhwa.dot.gov/integ/index.asp~~.
 - 4. Passenger rail/bus transit** studies that extend outside the region to major metropolitan areas. To be eligible, the other MPO(s) must be participants in the study (sponsor must provide specifics in the submittal).
 - 5. Studies submitted by the DRCOG Board**
 - ~~8-6.~~ **Studies submitted by the RAQC Board**

Comment [DRCOG78]: Reflects previous MVIC action. All studies combined into one table.

Comment [DRCOG79]: Reflects previous MVIC action.

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Transportation Planning Coordinator
303 480-6749 or jriger@drcog.org

Meeting Date	Agenda Category	Agenda Item #
May 19, 2014	Discussion	7

SUBJECT

This item concerns development of the *Fiscally Constrained 2040 Regional Transportation Plan* (2040 RTP) to be adopted in December 2014.

PROPOSED ACTION/RECOMMENDATIONS

Staff will provide and discuss the draft scores for a portion of candidate roadway capacity projects desiring regional funding in the 2040 RTP. This item is for information only this month.

ACTION BY OTHERS

Board, March 19, 2014: Approved the evaluation criteria and solicitation process for regionally funded roadway capacity projects for the 2040 RTP.

SUMMARY

Regionally-significant roadway capacity projects are scored as one of the factors to help determine which projects are included in the RTP as eligible for regional funds. All roadway capacity projects, such as new interchanges, new lanes on principal arterials, and new managed lanes on freeways must be individually identified in the fiscally constrained 2040 RTP.

The roadway capacity project scoring and evaluation criteria was approved by the DRCOG Board in April following the TAC's initial recommendation. Staff then solicited candidate roadway capacity projects from local governments and RTD. Approximately 30 eligible projects were submitted for evaluation. Staff scored these projects together with approximately 20 projects in the 2035 RTP that are candidates for regional funding in the 2040 RTP.

DRCOG staff will provide draft project evaluation and scoring results at the meeting. CDOT has not yet formally submitted 2040 RTP project input. The draft scoring results therefore represents a portion of the candidate roadway capacity projects competing for regional funds for the 2040 RTP. CDOT has also discussed possibly requesting \$50 million in STP-Metro funds be allocated to the I-70 East (viaduct) reconstruction and widening project.

Project scoring is not the only factor considered in determining which projects will comprise the fiscally constrained RTP. The TAC will consider scoring and other factors when reaching a recommendation at its special June 2 meeting. Staff also expects to have CDOT's 2040 RTP roadway capacity project cost, revenue, and staging input before then. The TAC is expected to make recommendations on fiscally constrained roadway capacity (and rapid transit) staging networks for air quality conformity modeling. It is also expected MVIC, RTC, and the Board will take action in June.

PREVIOUS DISCUSSIONS/ACTIONS

TAC, February 24, 2014 – TAC recommended approval of roadway capacity project scoring and evaluation criteria and process to solicit a limited number of additional candidate projects to evaluate.

PROPOSED MOTION

N/A

ATTACHMENTS

Project scoring evaluation criteria for the 2040 RTP

Forthcoming: Table 1 – 2040 RTP Draft Project Scoring and Evaluation Results

ADDITIONAL INFORMATION

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

Project Scoring Evaluation Criteria for 2040 RTP
Regionally Significant Roadway Capacity Projects
DRCOG Board Approved April 16, 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 if gap is completely closed, 8 points for partial gap closure (min 50% closure) (gap must be < 5 miles)	15
4. Arterial Roadway Spacing <i>proximity to parallel Regional Roadway System facilities</i>	5 points if nearest parallel arterial is > 3 miles away 2 points if > 1.5 miles away	5
5. Regional Roadway System Classification <i>Freeways, MRAs, or NHS-Principal Arterial segments</i>	4 points for freeway 2 points for major regional arterial (MRA) 1 point for principal arterial on National Highway System (NHS)	4
6. Serves Urban Centers/Rural Town Center <i>Proximity to designated Urban Centers/Rural Town Centers</i>	5 points if project is within or touching 3 points for roadway segment project, if within 1/2 mile	5
7. Safety Measure <i>Most recent 3-years of crash data</i>	Based on weighted crash rate (crashes/vmt) (Injury and fatal crashes factored by 5) 8 points to 10% of projects with highest value 4 points to next 15% of projects	8
8. Urban Growth Boundary/Area <i>is project entirely within the UGB/A?</i>	2 points if the project is entirely within the contiguous urban growth boundary area (including preserved land)	2
9. Serve Major Intermodal or High Security Facility <i>DIA, Union Station, GA airports</i> <i>intermodal freight terminals, Buckley AFB</i>	4 points if project is within or touching 2 points if within 1 mile	4
10. Rapid/Frequent Transit Corridor <i>support of major transit corridors</i>	Rapid Transit Tier 1 Corridor: 10 points. 15 mins. or better headway corridor (avg. weekday peak period): 5 points	10
		100