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~~Independent Transportation Management Organizations (TMOs) or Transportation Management Associations (TMAs)—eligible to submit only TDM projects in the Air Quality Improvement project type, with concurrence of affected local governments (see Table 13 for details). These eligible are:~~

- ~~• Transportation Solutions TMA~~
- ~~• Stapleton TMA~~
- ~~• Boulder East TMO/South I-25 Urban Corridor TMA~~
- ~~• Downtown Denver Partnership TMA~~
- ~~• 36 Commuting Solutions TMA~~

~~Each municipality and county in the TIP area may submit up to the following number of funding requests based on DRCOG’s latest estimate of population or employment (2008 12). Table 3 lists the number of new funding request submittals allowed by jurisdiction:~~

- ~~• Two-Five (5) requests for jurisdictions with population or employment up to 12,499 10,000;~~
- ~~• Four-Eight (8) requests for jurisdictions with population or employment between 12,500 10,001 and 49,999 100,000;~~
- ~~• Six-Ten (10) requests for jurisdictions with population or employment between 50,000 100,001 and 99,999 600,000; and~~
- ~~• Eight-Fifteen (15) requests for communities with a population or employment of 100,000 or more.~~

~~The maximum number of funding requests jurisdictions that are both a city and county can submit is double the above listed amounts (reflecting the dual nature).~~

~~Other eligible applicants may submit up to the following number of funding requests:~~

- ~~• Six (6) requests for TMOs/TMAs (independent\*—listed above): two requests, for TDM projects only as described further in Table 13;~~
- ~~• regional and state agencies, state agencies other than CDOT;~~
- ~~• Eight (8) requests for CDOT (total all regions).~~

~~*\*If a jurisdiction has a department or division that provides TMO-type services, the applications must be submitted by the jurisdiction and they count toward the project submittal total for that jurisdiction.*~~

~~DRCOG selects individual projects to be funded by “pools” identified in the TIP at times other than the broad TIP call for funding requests. The processes and policies governing pool project selection are reviewed and approved by the Metro Vision Issues Committee (MVIC). These include the Regional Intelligent Transportation System (ITS) Pool, the Regional Traffic Signal System Improvement (TSSIP) Program, the Regional Transportation Demand Management (TDM) program pool, and the Station Area Master Plan/Urban Center Studies pool (FY14/15 funding only). Non-standard applicant~~

**Comment [DRCOG6]:** Reflects previous MVIC action. TMOs/TMAs are only eligible under the TDM Set-Aside.

**Comment [DRCOG7]:** Modified new funding request structure.

Further explanation requested per 6/2 TAC:  
Staff felt it was prudent to allow smaller communities more than 2 submittals considering the lower funding request minimums, which in turn increased the entire funding request structure.

**Comment [DRCOG8]:** Eliminated.

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sponsors to complete applications is either noted within the project type tables and/or embedded within the website application.

Funding request applications, with formal project commitment forms, will be due approximately eight weeks after the date of the announcement of the solicitation for funding requests. ~~All Applicants that desire first year TIP funding (i.e., fiscal year 2012) must also submit CDOT's design data form 463 and checklist with the application. For all other projects selected for TIP funding, form 463 and the checklist must be completed at least four months in advance of the beginning of the first fiscal year of funding shown in the TIP.~~ Applicants will also be required to submit a project implementation schedule with their funding requests, which will be available on the website application. All funding request application forms must be complete when submitted to DRCOG as candidates for selection. Incomplete applications will NOT be evaluated.

Applications from eligible ~~applicants-sponsors~~ must be prepared by ~~individuals-those~~ that have been certified as attending required training (see Section III.B.2). The application must be signed by either the applicant's ~~City or County Manager,~~ Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency directors or equivalent for other applicants.

**Comment [DRCOG15]:** Per 6/2 TAC, recommend allowing City or County Managers to sign for the submitted requests.

~~C. Carryover Projects~~

~~2008-2013 TIP projects, which are funded with STP Metro, STP Enhancement, and/or CMAQ in fiscal year 2012 and/or 2013, must be resubmitted by the TIP sponsor for inclusion in the 2012-2017 TIP through the TIP web application in order to continue. Projects that contain other types of funding, such as state or transit funding, will be allowed to be carried over on an as-needed basis per the project sponsor's request.~~

**Comment [DRCOG16]:** No longer valid since moving to a 4 year TIP.

~~Carryover projects funded with DRCOG-selected funding will be automatically recommitted if four conditions are met in the sponsor's resubmittal:~~

- ~~the project scope is not reduced;~~
- ~~no additional federal funds are requested;~~
- ~~the CDOT design data form 463 and its checklist are included to demonstrate sponsor readiness to start the contracting process; and~~
- ~~advance work on engineering, environmental clearance work, or right-of-way acquisition has progressed since the project was originally submitted (this must include, at minimum, conceptual design as specified in Appendix C). Prior to the solicitation for funding requests, DRCOG will ask project sponsors to provide documentation of such advance work. Based on this documentation, DRCOG staff will inform the sponsor if this advance work condition has been met. Projects that have not undertaken such advance work will not be deemed carryover projects and would have to be submitted as a new project if the sponsor still desires federal funding.~~

~~Note: Past TIP funding of a study does not imply a commitment to fund implementation of the study's recommendations; such implementation is not a carryover project.~~

~~Carryover projects do not count toward a sponsor's maximum number of submittals.~~

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The Board will consider the potential to fund a total of \$330,000 federal of STP-Metro to fund CDOT assistance to sponsors with projects from the time funding is awarded by means of approval of the TIP to the time an IGA is signed.

4. Selection Process

From the anticipated funds, DRCOG will program congestion management programs/pools and other commitments. Once carryover projects, off-the-top programs and other commitments are allocated, the remaining fundings isare designated for funding any carryover projects and selection of new projects from the eligible funding requests in a two-phase process.

GE. First Phase Selection

In the first of the two phases, new projects are selected directly from the ranked lists of funding requests, to a maximum of 75 percent of not-yet-programmed funding. **Funding targets** per project type or groups are established below to implement the objectives in the 2035 Metro Vision RTP. These funding targets are used to establish the maximum selection in the first phase for each project type. Funding requests must score a minimum of 50 points to be selected in the first phase. Project types not listed (Other Enhancements projects and Studies) are not scored and will be considered in the second phase selection process only.

The results of first phase selection will be presented to the Transportation Advisory Committee and Metro Vision Issues Committee.

**Comment [DRCOG21]:** All eligible projects, regardless of score, will be considered.

Funding Targets for First Phase Selection by Funding Category 75% of not-yet-programmed funding	
<b>STP-Metro</b>	
<b>Roadway Capacity Projects</b> , includes roadway widening, new roadways, new interchanges, interchange reconstruction capacity, HOT/BRT/HOV-(see text)	60%
<b>Roadway Operational Improvements</b>	<del>20</del> 15%
<b>Roadway Reconstruction</b>	<del>20</del> 25%
<b>Studies</b> (Capacity, Operational Improvement, Planning and Environmental Linkage (PEL), DRCOG-selected, RAQC-selected, and Passenger Rail/Bus Transit)	0%
<b>CMAQ</b>	
<b>Air Quality Improvement Projects</b>	90%
<b>Roadway Operational Improvements</b>	<del>40</del> 0%
<b>Bicycle/Pedestrian Projects</b>	<del>30</del> 0%
<b>New and Expanded Bus Service Transit Service Projects</b>	<del>10</del> 20%
<b>Non-FasTracks Transit Passenger Facilities</b>	<del>0</del> 10%
<b>STP-Enhancement Transportation Alternatives Program (TAP)</b>	
<b>Bicycle/Pedestrian Projects</b> (New and Upgrade/Reconstruction)	100%

**Comment [DRCOG22]:** Per 6/2 TAC recommendation.

**DRAFT Table 4. Roadway Capacity Projects**

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> <li>• Provision of left-turn lanes at signalized intersections</li> <li>• Provision of signal interconnection</li> <li>• Provision of ITS infrastructure</li> <li>• Provision of infrastructure that implements an approved incident management plan</li> <li>• <u>Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).</u></li> </ul>
Multimodal connectivity	0-1518	<p>Various points for each of the following features, Up to 15-18 points (of a possible 3545), will be awarded for the following features <u>existing and being retained, or</u> being included in and newly constructed by the project:</p> <ul style="list-style-type: none"> <li>• <u>48 points for providing a physically-protected facility (includes, but not limited to the use of bollards, landscaping, curb) for bicycle 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></li> <li>• <u>7 points for grade separating an existing bike/ped trail from the road</u></li> <li>• 8 points for adding a new travel lane or redesignating an existing general purpose travel lane for transit/HOV use <u>(and turns by general purpose traffic)</u> for a continuous distance longer than a <u>transit/carpool</u> queue jump lane <u>but not more than 1,800 feet.</u></li> <li>• <u>35 points for including major transit/HOV operational features -- transit/carpool queue jump lanes</u></li> <li>• 4 points for adding a new bike lane, <u>or shoulders, or multi-use path</u></li> <li>• 2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks)</li> <li>• <u>2 points for a bicycle and/or pedestrian facility directly touching school property; OR 1 point if facility is within 1/8 mile</u></li> <li>• <u>2 points for a 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); OR 1 point if facility is within 1/8 mile</u></li> <li>• 2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway</li> <li>• 2 points for widening sidewalks to a minimum width of 8 feet</li> <li>• 2 points for incorporating transit priority at project <u>traffic</u> signals</li> <li>• <u>1 point for incorporating bicycle activation at project signals</u></li> <li>• 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.)</li> <li>• <u>1 point for building pedestrian linkages to other adjacent land uses (other than schools)</u></li> <li>• 1 point for including minor transit operational features - bus pads</li> <li>• 1 point for providing bike amenities (e.g., bike racks, bike lockers)</li> <li>• 1 point for installing bicycle counters at newly constructed facilities</li> </ul>

**Comment [DRCOG29]:** 5/19 TAC addition credits sponsors who have exercised "good planning" by incorporating multimodal connectivity features prior to funding request.

**Comment [DRCOG30]:** MVIC requested TAC to review increasing the number of points to 8, for providing a new transit travel lane.  
**TAC concurred.**

**Comment [DRCOG31]:** Per 5/19 TAC, increased points to 5 and added carpool queue jump lanes.

**Comment [DRCOG32]:** Added per 5/19 TAC and MVIC suggestion.

**Comment [DRCOG33]:** Per 6/2 TAC, added "or multi-use path"

**Comment [DRCOG34]:** 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.

**TAC was silent on the transit/routes question, but concurred with defining distance. Specifically, TAC recommends 2 points for directly touching and 1 point within 1/8 mile.**

**Comment [DRCOG35]:** MVIC questioned the value and applicability of this criterion.

**TAC recommended maintaining the optional point.**

## DRAFT 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 appropriate 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 Rrelocation 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 [DRCOG37]: Added per 6/2 TAC.

**DRAFT Table 5. Roadway Operational Improvement Projects**

Evaluation Criteria	Max Points	Scoring Instructions
Current congestion	0-12	<p>Based on the degree of current (20082011) congestion on the most congested approach or segment of the project:</p> <p>12 points will be awarded to projects with <del>current a</del> congestion score of <del>18</del>16 or more; 0 points to projects with <del>current a</del> congestion score of <del>6</del>4 or less; with straight-line interpolation between.</p> <p>Sources:</p> <ul style="list-style-type: none"> <li>• <del>Roadways Projects</del>: DRCOG congestion management program.</li> <li>• <del>For gGrade sSeparations Projects</del>: 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.</li> </ul>
Crash reduction (Safety)	0-5 <del>7</del>	<p>Based on the project's estimated crash reduction and weighted crash rate, up to <del>5-7</del> points will be awarded. Appendix <del>ED</del> explains the point allocation.</p> <p>Source: DRCOG or sponsor supplied crash data. <del>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.</del></p>
Delay reduction	0- <del>12</del> 18	<p><b>Project must identify a VHT reduction in both peak hours to be eligible.</b></p> <p>Based on the project's current estimated <del>vehicle</del>person hours of travel (<del>V</del>PHT) reduced during the AM peak hour <del>plus</del> the PM peak hour;</p> <p><del>12-18</del> points will be awarded to projects reducing <del>200XXX</del> VPHT or more during the two peak hours; 0 points to projects reducing <del>20XXX</del> VPHT or less; with straight line interpolation between.</p> <p><b>PHT Calculation:</b></p> <ol style="list-style-type: none"> <li>1. Calculate vehicle hours of travel (VHT) using sponsor-supplied traffic data             <ol style="list-style-type: none"> <li>a) For intersection <del>operations</del>projects, use intersection operations software (for multiple intersections, sum individual intersection improvements).</li> <li>b) For grade separation <del>projects</del>, compute delay by [(average closure time) * (estimated recovery multiplier)] * [number of trains per hour] * [total volume in peak hour] /60.</li> </ol> </li> <li>2. Calculate Average Vehicle Occupancy (AVO) = ((# of vehicles in the peak hour - # of buses in</li> </ol>

**Comment [DRCOG38]:** 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. See below.

After 6/2 TAC, revise to reflect measurement change from VHT to PHT.

**Comment [DRCOG39]:** To be determined.

**DRAFT Table 5. Roadway Operational Improvement Projects**

Evaluation Criteria	Max Points	Scoring Instructions
		<p><i>the peak hour) x 1.36) + total transit riders in the peak hour / (# of total vehicles in the peak hour)</i></p> <p><i>3. Calculate Person Hours Travel (PHT) = VHT x AVO</i></p> <p><i>Source: sponsor computations based on sponsor-supplied traffic data. Use "Max Load" from RTD's Ridecheck data to calculate total transit riders in the peak hour (total all routes that intersect project location)</i></p>
<del>Bus boarding per hour</del>	<del>2</del>	<p><del>2 points if the project is located on a roadway with bus service that has 31.6 boarding per hour or higher (average of all intersecting routes).</del></p> <p><del>1 point if the boarding per hour are 31.5 or less (average of all intersecting routes).</del></p> <p><del>Source: 2012 service performance provided by RTD</del></p>
<del>Cost Funding-effectiveness</del>	<del>0-12</del>	<p>Based on the project's <del>current estimated cost requested federal funds</del> per <del>vehicleperson</del> hour of travel (<del>V</del>PHT) reduced during the AM peak hour plus PM peak hour:</p> <p><del>10-12</del> points will be awarded to projects with a <del>federal funding cost request</del> per <del>V</del>PHT reduced of \$<del>10,000XXX</del> or less; 0 points to projects with a <del>federal funding cost request</del> per <del>V</del>PHT reduced of \$<del>210,000XXX</del> 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 <del>67 features</del>):</p> <ul style="list-style-type: none"> <li>• Provision of raised, depressed, or barrier medians for the entire length of the project</li> <li>• Access consolidation (driveways, side streets)</li> <li>• Provision of left-turn lanes at signalized intersections</li> <li>• Provision of signal interconnection</li> <li>• Provision of ITS infrastructure</li> <li>• Provision of infrastructure that implements an approved incident management plan</li> <li>• <del>Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).</del></li> </ul>
Multimodal connectivity	0-18	<p><del>Various points for each of the following featur</del>, Up to <del>15-18</del> points (of a possible <del>3545</del>), will be awarded for the following features <del>existing and being retained, or</del> being included in and newly constructed by the project:</p>

**Comment [DRCOG40]:** Staff recommendation based on MVIC note regarding delay reduction.

6/2 TAC due to VHT to PHT conversation, this criterion is no longer necessary.

**Comment [DRCOG41]:** After 6/2 TAC, revise to reflect measurement change from VHT to PHT.

**Comment [DRCOG42]:** 5/19 TAC addition credits sponsors who have exercised "good planning" by incorporating multimodal connectivity features prior to funding request.

**DRAFT Table 5. Roadway Operational Improvement Projects**

Evaluation Criteria	Max Points	Scoring Instructions
		<ul style="list-style-type: none"> <li>4 points for adding a new bike lane, <del>or shoulders</del>, <del>or multi-use path</del></li> <li>2 points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks)</li> <li><del>2 points for a bicycle and/or pedestrian facility directly touching school property; OR 1 point if facility is within 1/8 mile</del></li> <li><del>2 points for a 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; OR 1 point if facility is within 1/8 mile</del></li> <li>2 points for detaching sidewalks to a minimum buffer of 6 feet from the roadway</li> <li>2 points for widening sidewalks to a minimum width of 8 feet</li> <li>2 points for incorporating transit priority at project <del>traffic</del> signals</li> <li><del>1 point for incorporating bicycle activation at project signals</del></li> <li>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.).</li> <li><del>1 point for building pedestrian linkages to other adjacent land uses (other than schools)</del></li> <li>1 point for including minor transit operational features - bus pads</li> <li>1 point for providing bike amenities (e.g., bike racks, bike lockers)</li> <li>1 point for installing bicycle counters at newly constructed <del>facilities</del></li> <li><del>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</del></li> <li>1 point for providing pedestrian-oriented street lighting for the entire length of the project</li> <li>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</li> </ul>
Environmental justice	0-3	3 points will be awarded if 75% or more of the project length is located within a <del>2040</del> RTP-defined environmental justice area <del>(Figure 34 of the 2035 Metro Vision RTP)</del> . [The sponsor must identify the benefits and disadvantages <del>the project may have on of the project to</del> the environmental justice community <del>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.</del>
Project-related Metro Vision implementation <del>and strategic corridor focus</del>	0-1 <del>7</del> 8	Up to <del>18</del> 17 points will be awarded as described in Appendix <del>F</del> E.
Sponsor-related Metro Vision implementation	0-8	Up to 8 points will be awarded <del>for sponsor actions implementing Metro Vision as described in</del> Appendix <del>G</del> F <del>explains the specific criteria.</del>
<b>Total</b>	<b>100</b>	

**Comment [DRCOG43]:** Added per 5/19 TAC and MVIC suggestion.

**Comment [DRCOG44]:** Per 6/2 TAC, added "or multi-use path"

**Comment [DRCOG45]:** 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.

TAC was silent on the transit/routes question, but concurred with defining distance. Specifically, TAC recommends 2 points for directly touching and 1 point within 1/8 mile.

**Comment [DRCOG46]:** MVIC questioned the value and applicability of this criterion.

TAC recommended maintaining the optional point.

**Comment [DRCOG47]:** MVIC discussed the overall environmental justice criterion (for all project types) and questioned the level of documentation to require for "proof" of EJ benefits.

TAC affirmed the level of documentation was sufficient.



**DRAFT Table 6. Roadway Reconstruction Projects**

Evaluation Criteria	Max Points	Scoring Instructions
		straight line interpolation between.  <i>Source: Sponsor computations.</i>
Usage	0-79	Based on current <u>average weekday traffic (AWDT) per lane</u> (average for overall project length):  Projects with AWDT/lane of <u>15,500</u> or more will receive <u>7-9</u> points; projects with AWDT/lane of <u>52,000</u> or less will receive 0 points; with straight line interpolation between. <i>Source: Sponsor data.</i>
Transportation system management	0-5	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 <u>67 features</u> ): <ul style="list-style-type: none"> <li>• Provision of raised, depressed, or barrier medians for the entire length of the project</li> <li>• Access consolidation (driveways, side streets)</li> <li>• Provision of left-turn lanes at signalized intersections</li> <li>• Provision of signal interconnection</li> <li>• Provision of ITS infrastructure</li> <li>• Provision of infrastructure that implements an approved incident management plan</li> <li>• <u>Provision of bicycle detection at signalized locations (in-pavement loops, video, microwave).</u></li> </ul>
Multimodal connectivity	0-1518	Various points for each of the following features <u>existing and being retained, or</u> being included in and newly constructed by the project: <ul style="list-style-type: none"> <li>• <u>48</u> points for <u>providing a physically-protected facility (includes, but not limited to the use of bollards, landscaping, curb) for bicycle travel</u> <u>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</u> for the entire length of the project</li> <li>• <u>7</u> points for <u>grade separating an existing bike/ped trail from the road</u></li> <li>• <u>8</u> points for adding a new travel lane or redesignating an existing general purpose travel lane, for transit/HOV use <u>(and turns by general purpose traffic)</u> for a continuous distance longer than a <u>transit/carpool</u> queue jump lane <u>but not more than 1,800 feet.</u></li> <li>• <u>35</u> points for including major transit/HOV operational features <u>– transit/carpool queue jump lanes</u></li> <li>• <u>4</u> points for adding a new bike lane, <u>or shoulders, or multi-use path</u></li> <li>• <u>2</u> points for including transit amenities (e.g., bus shelters, benches, multimodal information kiosks)</li> <li>• <u>2</u> points for a bicycle and/or pedestrian facility directly touching school property; OR 1 point if <u>facility is within 1/8 mile</u></li> </ul>

**Comment [DRCOG48]:** 5/19 TAC addition credits sponsors who have exercised "good planning" by incorporating multimodal connectivity features prior to funding request.

**Comment [DRCOG49]:** MVIC requested TAC to review increasing the number of points to 8, for providing a new transit travel lane.

**TAC concurred.**

**Comment [DRCOG50]:** Per 5/19 TAC, increased points to 5 and added carpool queue jump lanes.

**Comment [DRCOG51]:** Added per 5/19 TAC and MVIC suggestion.

**Comment [DRCOG52]:** Per 6/2 TAC, added "or multi-use path"

**DRAFT Table 87. Transit Passenger Facilities Projects**

**Eligibility Criteria**

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

**Comment [DRCOG56]:** Per 6/2 TAC, all applicants are eligible to submit projects with the transit agency or CDOT concurrence.

Evaluation Criteria	Max Points	Scoring Instructions
<del>Potential Usage and Benefits</del>	<del>0-30</del> <del>44</del>	<p><del>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:</del></p> <p><del>-Results greater than 100,000 will receive 30 44 points will be awarded to projects serving more than 5,000 people; results less than 8,000 receive 0 1 points to facilities serving less than 1,500; with straight-line interpolation between.</del></p> <p><del>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.</del></p> <p><del>Source: Sponsor estimates.</del></p>
Multimodal connectivity	<del>0-24</del> <del>28</del>	<p><del>Based on the basis of number of modes directly 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.</del></p> <p><del>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, car sharing, auto parking, and rental car.</del></p>
Environmental justice	<del>0-3</del>	<p><del>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.</del></p>

**Comment [DRCOG57]:** MVIC discussed the overall environmental justice criterion (for all project types) and questioned the level of documentation to require for "proof" of EJ benefits.

**TAC affirmed the level of documentation was sufficient.**