

DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Regional Share (Call #3)
Air Quality/Multimodal (AQ/MM) Project Application
APPLICATION OVERVIEW

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #3)

Funding Available: \$21,105,000 for this application (6% in FY25, 44% in FY26, and 50% in FY27)

\$28,089,000 is available in the STBG track; \$49,194,000 overall for call 3. All funding levels are estimated as of the open date

Eligibility: Air Quality & Multimodal (AQ/MM) eligible projects only.

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects (*Note: these types of projects are only allowed to be submitted with the STBG application*)

Call Dates: August 22, 2022 until October 11, 2022, 3 pm

Application Submittals: submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing 1) this application, 2) one location map/graphic, 3) cost estimate (your own or the CDOT [cost estimate form](#)), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or [peer agency support](#). Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than September 23, 2022

Other Notable items:

- **Eligibility:** Projects must align with the eligibility guidelines in [Appendices B and C](#) of the TIP Policy. Proposed work on roadways must primarily be located on the [DRCOG Regional Roadway System](#) to be eligible for TIP funding (the DRCOG RRS can also be viewed within the [TIP Data Tool](#)). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application)
- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than September 2, 2022, with CDOT/RTD providing a response no later than September 30, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, joann.mattson@state.co.us; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, chris.quinn@rtd-denver.com
- **If a submitted application in Calls #1 or #2 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at tipapplications@drcog.org. In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than September 23, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and provide a score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a 1) recommended funding list within the funding available, and 2) a ranked wait list. The panels’ recommendations will then be forwarded to the DRCOG committee process for approval. Following Call #4 (FY 2024-2027 TIP Subregional Share Call for Projects), all Call #3 and Call #4 projects will be incorporated into the new FY 2024-2027 TIP in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM Regional Share application contains two parts: *project information* and *evaluation questions*.

Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

Scoring Methodology: Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

Section A. Regional Impact of Proposed Projects..... 30%

Projects will be evaluated on the degree to which they address a significant regional problem or benefit people throughout the region. Relevant quantitative data should be included within narrative responses.

5	The project benefits will substantially address a major regional problem and benefit people and businesses in multiple subregions.
4	The project benefits will significantly address a major regional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either moderately address a major regional problem or significantly address a moderate -level regional problem.
2	The project benefits will moderately address a moderate -level regional problem.
1	The project benefits will address a minor regional problem.
0	The project does not address a regional problem.

Section B. Metro Vision Regional Transportation Plan Priorities50%

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable substantial benefits in the 2050 MVRTP priority area and is determined to be in the top fifth of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable significant benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable moderate benefits in the 2050 MVRTP priority area and is determined to be in the middle fifth of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable modest benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable slight benefits in the 2050 MVRTP priority area and is determined to be in the bottom fifth of applications based on the magnitude of benefits in that priority area.
0	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

Section C. Project Leveraging (“overmatch”) 10%

Scores are assigned based on the percent of other funding sources (non-Regional Share funds).

Score	% non-Regional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

Section D. Project Readiness 10%

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	Substantial readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	Significant readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	Moderate readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	Slight readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	Few mitigation or readiness activities have been demonstrated.
0	No mitigation or readiness activities have been demonstrated.

Project Information

1. Project Title	Light Rail Level Boarding Feasibility Study	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point:	
	End point:	
	OR Geographic Area:	RTD's entire light rail system
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	RTD	
4. Project Contact Person:		
Name: Brian Welch	Title: Acting Assistant General Manager, Planning	
Phone: 303-299-2404	Email: brian.welch@rtd-denver.com	

5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
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6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period:	
	Local/Regional plan:	Planning Document Title: Reimagine RTD Adopting agency (local agency Council, CDOT, RTD, etc.): RTD Provide date of adoption by council/board/commission, if applicable:
	Please describe public review/engagement to date:	Reimagine RTD conducted extensive public outreach on what the future of the agency should look like, including many public meetings and online surveys. Public meetings were held in person and online throughout the District. RTD engaged more than 4,000 attendees at over 181 public meetings. RTD received more than 1,000 responses to its online survey.
	Other pertinent details:	A light rail level boarding feasibility study was recommended by Reimagine RTD. This study would provide RTD with the necessary information to understand the approximate scale of improvements and general cost needed to transition the light rail system to one with level boarding.

7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)		
Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
<input checked="" type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both		

REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	01/2025
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	
	Design scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	
	Environmental scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire:	
<input type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
<input checked="" type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	04/2025
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other Phase not Listed:	First invoice submitted to CDOT/RTD:	

8. **Problem Statement:** What specific regional problem/issue will the transportation project address?

RTD's first light rail line opened in 1994 with the Central Corridor. When the line opened, RTD purchased rail vehicles that were common for the period. These rail vehicles are "high floor" vehicles, which require passengers to board the train, and then climb up stairs to access the passenger areas. As RTD expanded its light rail system, it acquired more of the same high floor rail vehicles. Nearly 30 years and multiple expansions later, RTD has over 200 light rail vehicles and 50 light rail stations. The high floor vehicles used by RTD are no longer the norm for light rail systems in North America; most agencies now operate with low floor vehicles. Low floor vehicles are advantageous as they provide level boarding with the train platform, making it easier for disabled passengers and those with mobility issues to use the system.

RTD frequently receives complaints about its high floor trains, as the vehicles are difficult to board for individuals with mobility impairments. RTD also is using a rail vehicle that is no longer manufactured, making some parts more difficult to procure. When a train breaks down, depending on the type of repair needed, the vehicle could be out for longer than anticipated due to part availability. These problems can affect the reliability of the system, making the public transportation system less useful to those who need it most.

RTD is a critical player in addressing the regional problems of air quality, mobility, safety, and climate change. RTD is the primary public transportation provider in the region, and additional investment in RTD facilities will position the agency to manage increased demand in the future. Shifting people away from single-occupancy vehicles and onto public transportation will not only reduce emissions and improve air quality, but it will also improve safety of the transportation network. Because public transportation is a safer mode of transportation than driving, a robust public transit network is important to the region meeting its transportation safety goals. Finally, public transportation provides mobility to many people in the region; without RTD, they would not have access to jobs, school, or healthcare.

9. Identify the project's **key elements**. A single project may have multiple project elements.

Roadway

Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities/Service (Expansion/New)

Safety Improvements

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

Multimodal Mobility (i.e., accommodating a broad range of users)

Complete Streets Improvements

Study

Other, briefly describe:

¹For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

10. Define the **scope and **specific elements** of the project (including any elements checked in #9 above). *DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.***

- Best practices, peer review, and engagement: report on industry best practices related to low floor vs high floor light rail vehicles, provide a peer review of other LRT properties, and engage with stakeholders who would be impacted by transition to level boarding (local governments, nonprofits, disability advocates).
- Station assessment: conduct an assessment of current station conditions including platform design, existing access, etc.
- Fleet assessment: conduct an assessment of the existing LRT fleet, the remaining useful life of subfleets, documentation of issues with existing fleet, and any changes needed.
- Fleet transition plan and rail control systems study: study will look at possible project phasing of platform reconstruction, fleet transition, and check for compatibility of new vehicles with train control systems.
- Roadmap for implementation:
 - produce conceptual designs and renderings to explain what is involved in the project,
 - establish rough cost estimates for project components (fleet, systems, station work)
 - provide rough durations that the major components will take
 - recommendations for phasing implementation for fleet, systems, and station work
 - summary document that can be understood by a non-technical audience
 - Environmental Justice study

11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

RTD is prepared to begin this feasibility study in 2025. The feasibility study is a recommendation from Reimagine RTD, and the local match for this project has been programmed into the agency’s Mid-Term Financial Plan, which is a six-year financial planning document. The project has been discussed in the past, but it has been delayed for various reasons. During the construction of the Southeast Rail Extension, the Federal Transit Administration indicated dissatisfaction with the accessibility of RTD’s current light rail system, and indicated that it would want the agency to provide level boarding, should it seek federal funds for light rail projects again in the future. This feasibility study is the first step to meeting FTA’s desire for a modern, low floor, rail fleet.

RTD currently does not understand the scale of improvements that will be needed to transition to a low-floor light rail fleet with level boarding. First, the entire rail fleet will need to be replaced in phases. This will be operationally complex, because RTD will need to maintain ADA accessible boarding in the first vehicle at the high block. Second, every station will need to be modified to ensure the rail car floor is level with the boarding platform. Redesigning RTD’s 50+ light rail platforms is no small task, and minimizing disruptions to day-to-day operations during construction will take careful planning. The feasibility study proposed in this application will help RTD begin to understand the time, effort, and cost it will take to transition the light rail system to one with level boarding and a modern fleet.

12. Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?

Yes No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request:

Outline the differences between the scope outlined above and the reduced scope:

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
Total amount of Regional Share Funding Request (in \$1,000's) (No greater than \$20 million and not to exceed 90% of the total project cost) <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹		\$1200	80.00% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
RTD Sales and Use Tax		\$300	20.00%
		\$	0.00%
		\$	0.00%
		\$	0.00%
		\$	0.00%
		\$	0.00%
Total Match (private, local, state, subregional, or federal)		\$300	20.00%
Project Total		\$1,500	
Notes:	1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.		

Funding Breakdown (in \$1,000s) (by program year)¹ (Total funding should match the Project Total from above)

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$800	\$400	\$	\$1,200
CDOT or RTD Supplied Funds ³	\$	\$	\$	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$200	\$100	\$	\$ 300
Total Funding	\$1,000	\$ 500	\$ 0	\$1,500
Phase to be Initiated	Study	Study	Choose an item	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. For the 2024-2027 Regional Share AQ/MM Call, 6% of the DRCOG funding is available in FY 2025, 44% in FY 2026, and 50% in FY 2027 3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

Evaluation Questions

A. Regional Impact of Proposed Project

WEIGHT

30%

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project regionally important? *Relevant quantitative data in your response is required.*

This project is regionally important because RTD's light rail system provides mobility for millions of people per year located across a large portion of Metro Denver. RTD's light rail system has stations in multiple counties, including Denver, Arapahoe, Douglas, Jefferson, and Adams County. In 2019 (pre-COVID), the light rail system provided more than 20,000,000 rides. Nearly 3,000,000 residents of the five counties listed above use RTD's light rail system to access work, school, healthcare, and recreational opportunities.

Based on public outreach completed as part of Reimagine RTD as well as input from stakeholders, RTD has identified its aging light rail system as an area that needs new investment. The system is a truly regional issue, as the light rail system spans five counties and is accessed by millions of people per year. Upgrades to the light rail system will make it more accessible, and promote continued use of public transportation in the region. Ensuring the public transit system is accessible to all people is regionally important.

RTD's light rail system is the backbone of the public transit network, and ensuring that the system continues to adapt with the times is critical to building ridership. The issues caused by the older RTD light rail design are regional in nature, and the benefits of funding this feasibility study will be felt by many.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? Relevant quantitative data in your response is required.

This project will directly address the issue described in the Problem Statement. This project is a feasibility study that will determine what it will take to transition the light rail fleet to one with low floors. The project will also conduct conceptual design work for platform reconstruction at RTD's stations, which will need to be adjusted to accommodate a new rail fleet. This project will make RTD's system more accessible for disabled passengers and those with mobility issues to use RTD's services, and help the agency determine the cost and timing for how a transition might take place. RTD's light rail system was used by more than 20 million people in 2019 (pre-COVID), and the population of the five counties the system serves is nearly three million.

This project will address four specific transportation problems identified in the Problem Statement. These four problems include air quality, mobility, safety, and climate change.

Air quality: this project will address regional air quality, as it will allow RTD to modernize its light rail system. Without new investment, residents of the Denver region will be more likely to drive themselves. A report from the Federal Transit Administration estimates that public transportation emits less than half of the emissions per capita compared to a single-occupancy vehicle. By shifting modes, we will help improve air quality in the region. With the recent reclassification of Denver's air quality to "Severe" by the Environmental Protection Agency, this is even more important.

Mobility: this project will improve regional mobility for all people living, working in, and visiting the region. This project will make the light rail system more accessible for people with mobility issues. By providing level boarding, people with disabilities, the elderly, and parents with children, will be able to access every rail vehicle. Currently, passengers with mobility devices must board the front rail car via the high block ramp. Those without a disability are not allowed to use the high block, per ADA regulations. This means parents with strollers or customers carrying large loads cannot easily board the light rail vehicle. Transitioning to a modern, low floor system will provide better access for all customers.

Safety: this project will enhance regional safety, as it will modernize RTD's light rail system, encouraging additional use. According to a report from the American Public Transportation Association, public transportation is significantly safer than driving a vehicle. From 2000-2014, deaths per billion passenger-miles for buses was 0.2, while soared to 6.53 for passenger cars. Enhancing public transportation is a vital part of the region's fight to improve safety of the transportation network. Low floor vehicles are also safer to board, as slips, trips, and falls are much less common when passengers don't have to climb stairs.

Climate change: similar to the project's impact on air quality, transitioning to a light rail system with level boarding is critical in the fight against climate change. Public transportation emits fewer emissions per capita than cars, and shifting trips to transit is important to fight climate change. Additionally, public transportation can also help foster smarter, denser land use, which is more climate-friendly than the urban sprawl that is so common around the region. Making the light rail system more accessible and easier to use for all individuals will encourage additional ridership, leading to positive impacts on climate change.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

This project will benefit all five subregions where RTD’s light rail system operates. These subregions include Adams, Arapahoe, Denver, Douglas, and Jefferson County. Additionally, this project will impact residents of more than 16 municipalities, including Aurora, Centennial, Cherry Hills, Columbine Valley, Denver, Edgewater, Englewood, Glendale, Golden, Greenwood Village, Lakewood, Littleton, Lone Tree, Morrison, Parker, and Sheridan. This study will lay out a roadmap for RTD to transition the light rail system to one with level boarding. The station upgrades and new light rail vehicles that would ultimately result from the study will enhance access to public transit, particularly for those with more limited mobility.

4. Disproportionately Impacted and Environmental Justice Communities

This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	426,383	-	-
	b. Total households	210,964	-	-
	c. Individuals of color	162,957	38%	33%
	d. Low-income households	22,134	10%	9%
	e. Individuals with limited English proficiency	17,173	4%	3%
	f. Adults age 65 and over	52,284	12%	13%
	g. Children age 5-17	54,131	13%	16%
	h. Individuals with a disability	22,668	5%	9%
	i. Households without a motor vehicle	18,640	9%	5%
	j. Households that are housing cost-burdened	63,661	30%	32%

For Lines c. – i. use definitions in the [DRCOG Title VI Implementation Plan](#). For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “cost-burdened’ means a household that spends more than thirty percent of its income on housing.”

Describe how this project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table above, *including the required quantitative analysis*:

Assessing the feasibility for level boarding is the first step in potentially upgrading RTD’s light rail network. Level boarding would have a positive impact on many populations including allowing adults over age 65, individuals with disabilities, and young children to board light rail vehicles more easily than with the current high floor vehicles.

Additionally, the current high floor vehicles have no designated space for a bike rack and anyone wishing to transport a bicycle on a light rail vehicle must carry it up the steep stairs into the train car. Many individuals may wish to combine a local bicycle trip with a regional transit trip in order to reach their final destination, including the 30% of households within a half mile of the light rail system that are cost burdened, the 10% that qualify as low-income, the 9% of households that do not have a motor vehicle, or 13% of children that are too young to operate an automobile. Better integration between transit and bicycle trips provides these populations better mobility and accessibility in the region.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#) in terms of...
- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
 - Public transportation is most successful in developed areas that have the housing and employment density to support it. This project will modernize RTD's light rail system, improve access for all passengers, and increase connectivity between travel modes, making transit more usable in urban growth areas.
 - This project will directly enhance multimodal connections within urban centers and continue to encourage private sector investment in areas near RTD stations. Investment in public transit infrastructure is critical to this goal.
 - The public transportation network plays a key role in the region's economy by providing transportation to individuals who do not own an automobile, as well as providing a more sustainable alternative to driving on congested roads. Since 2010, more than 22,000 jobs have been created within a half mile of RTD's rapid transit stations and in 2019, more than 40% of downtown employees commuted via transit. It is clear that employers value the public transportation network, and continued investment in the region's public transit system will improve the region's economic position.

 - Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*
 - This project will improve the region's multimodal transportation system by providing critical upgrades to RTD's light rail system. Transitioning to a modern, low-floor light rail fleet and modifying stations to allow for level boarding will provide all people with better access to transit services.
 - RTD's light rail vehicles have a very old design. The vehicles are no longer manufactured, and RTD had to special order vehicles for its last light rail expansion. As RTD moves into the future, having a modern rail fleet is important to operating and maintaining a reliable public transit system. This project is a first step into making that transition to more modern vehicles.
 - Public transportation systems play a key role in reducing greenhouse gas emissions. The EPA just recently downgraded the Metro Denver Region to "Severe" for air quality. Increasing public transportation ridership can help reduce greenhouse gas emissions as well as improve air quality; with fewer people driving, there are fewer cars on the road to emit pollutants. This project will improve access to the system, thus increasing ridership. This increase in ridership will have a positive impact on air quality and emissions by reducing the number of people driving single occupancy vehicles.

 - Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
 - RTD prioritizes access to multimodal networks including regional trails and greenways. All 1,035 RTD fixed-route buses are equipped with bicycle racks, allowing passengers to easily complete their trip using a bike and the bus.
 - This project will enable more people to bring their bikes onboard light rail vehicles. Currently, customers have to carry their bike up four stairs to board. This can be prohibitive to customers who cannot lift the weight of their bike. Level boarding would allow customers with bikes to roll their bikes directly onto the train, without having to lift them up, which supports healthy and active choices.

- This project will enhance multimodal connections within the District, helping reduce critical health, education, income, and opportunity disparities. RTD provides high capacity transportation to the four largest employment centers in the state (Downtown Denver, Downtown Boulder, Denver International Airport, and the Denver Tech Center). New investment in RTD's light rail system will enhance access to opportunity.

6. Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name: [See list in Appendix](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [See list in Appendix](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? 1141
- Rail station: Yes No If yes, how many? 57
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No
- If yes, provide a link to the relevant planning document: <https://www.rtd-denver.com/sites/default/files/files/2019-10/RTD-TOD-Station-Area-Master-Plans.xls>
- If yes, provide how the area is defined in the relevant planning document: RTD's light rail system covers multiple stations where station area master plans were conducted. A full list of the STAMPs, as well as links to each of them, is located at the link above. These STAMPs identified RTD station areas as locations where compact, mixed-use development is supported by zoning and encouraged by the local municipality. The goal of the STAMPs was to foster transit-supportive land use in station areas.

Provide households and employment data*	2020	2050
Households within ½ mile	210,964	296,379
Jobs within ½ mile	718,690	920,986
Household density (per acre) within ½ mile	7.33	11.24
Job density (per acre) within ½ mile	72.00	88.03

Describe how this project will improve transportation options in and between key geographic areas including DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas, *including the required quantitative analysis*:

RTD'S light rail network currently connects many DRCOG Urban Centers, multimodal corridors, mixed-use areas, and TOD. This will only increase as development continues to occur near RTD stations. Level boarding may provide an enhanced transit experience for the individuals currently living in the geographic areas noted above, as well as future individuals that will move into new development. As the number of households and jobs increases nearby to the project area in the next 30 years, it's essential that transit make a good impression (in terms of ease of use amongst other essential qualities) to encourage ridership. Before achieving this enhanced transit experience, RTD must conduct a comprehensive assessment to understand the benefits and challenges of implementing level boarding.

In addition to the potential improvements to the light rail network itself, implementing level boarding may also have a positive impact for individuals wishing to bring their bicycles aboard light rail vehicles in order to reach their final destinations. RTD's current high-floor light rail vehicles do not have space to accommodate bicycle racks and cyclists must carry their bikes up the steep stairs into the vehicles. As heavier bikes become more popular in the region, these limitations of RTD'S light rail vehicles may provide a significant barrier for individuals wishing to link local bicycle trips with regional transit trips. Having access to first and last mile connections via bicycle, or other modes, can help more strongly link the key geographic destinations in the region.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

RTD's light rail network already connects key employment and regional destinations, including: Downtown Denver, Denver Tech Center, Olde Town Arvada, University of Denver, Englewood City Center, Downtown Littleton, Fiddler's Green Amphitheater, Aurora City Center, and Anschutz Medical Campus. Improving the transit experience for passengers through updated low floor vehicles allows for easier integration with bicycle trips and simpler boarding for individuals over 65, with disabilities, and young children. Any individuals who do not wish to or cannot drive should still have the ability to access the many key destinations in our region; simplifying and improving their experience with RTD's system through a potential upgrade to low-floor vehicles would increase their access to these locations. Additionally, low-floor vehicles could provide a more straightforward experience for individuals wishing to bring their bicycles onto RTD's light rail system. New low-floor vehicles would provide space for bicycle racks and end any difficulties with carrying bicycles up the steep stairs of the high-floor vehicles. These upgrades might entice more riders to bring their bicycles with them on longer regional trips and provide the sorely needed first and last mile connections to RTD's stations.

B. MVRTP Priorities

WEIGHT

50%

- ***Qualitative and quantitative*** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. ***To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer.*** (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

Multimodal Mobility

Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [The entire project is a transit project, as it will conduct a feasibility study of upgrading RTD's light rail system to a system with level boarding.](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? [This data is available in the TIP Data Tool.](#)
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
 Yes No

Question: Describe how this project will help increase mobility choices for people, goods, and/or services. Please include quantitative information, including any items referenced above, in your response. *Note that a majority of the proposed roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).*

This project directly address RTD's light rail network, as it will assess the costs and infrastructure improvements needed to transition the light rail system to one with level boarding. This will help improve travel time reliability, as RTD patrons will be able to board light rail vehicles more quickly, reducing dwell times at each station. The new low floor vehicles that would eventually be purchased would also be more reliable than the rail vehicles in RTD's currently aging fleet. The eventual purchase of new rail vehicles would improve RTD's asset management of these transit vehicles.

The outputs of this study will lead to the region having more resilient transit infrastructure that allows RTD to be more accessible during natural hazards, such as snow storms. The current light rail vehicles have multiple steps to climb to board the vehicle. During snow storms, passengers track snow and ice onto the stairs, presenting a safety hazard. Falls aren't uncommon, and many people avoid light rail during snowy periods, as the rail cars are harder to access. Implementing a low floor rail vehicle will make RTD more accessible when natural hazards, such as snow storms, are present.

Air Quality **Improve air quality and reduce greenhouse gas emissions.**
 (drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))
 Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

- Does this project reduce congestion?
 Yes No
- Does this project reduce vehicle miles traveled (VMT)?
 Yes No
- Does this project reduce single-occupant vehicle (SOV) travel?
 Yes No

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10	CO ₂ e
	0.00	0.00	0.00	0.00	0.00

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.
 Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

Question: Describe how this project helps reduce congestion and air pollutants, including but not limited to carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions. Please include quantitative information, including any items referenced above, in your response.

While RTD anticipates this project will create reductions to congestion, VMT, and SOV travel, there is limited research on the exact impact such a project will have on reducing car trips. For this reason, we are unable to quantify the reduction in emissions. The agency expects this project to improve the customer experience and enhance access to the light rail system. Investments in public transit infrastructure provide people with alternatives to driving. By encouraging a shift in travel mode from single occupancy vehicles to public transportation, regional VMT will be reduced, leading to positive reductions in air pollutants such as carbon monoxide, ground-level ozone, particulate matter, and greenhouse gas emissions.

**Regional
Transit**

Expand and improve the region’s transit network.

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the [2050 MVRTP](#))?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project implement a mobility hub (as defined in the [2050 MVRTP](#))?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No

Question: Describe how this project improves connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#). Please include quantitative information, including any items referenced above, in your response.

Note that rapid transit improvements must be on the [Regional Rapid Transit System](#).

RTD’s light rail system provides transit service to many parts of the region. Exploring how to implement level-boarding and shifting to a low-floor rail fleet can help ensure a more resilient transit system in future decades. RTD’s current high-floor light rail vehicles are aging and unable to be replaced as this older model of vehicles is no longer manufactured. These vehicles are more susceptible to wear and tear and demand more resources to maintain, and due to. Updating the fleet to new low-floor vehicles helps ensure a more reliable provision of service to the region; as repairs inevitably become necessary with the low-floor fleet, it will be easier to RTD employees to source parts and complete the repairs in a timely fashion.

Additionally, while this project does not lay new track or expand service, it would promote better connections between transit and other transportation modes, specifically bicycles. RTD’s current high-floor light rail vehicles require passenger to climb steep stairs into order to reach the seating area. Additionally, there are currently no bicycle racks on the light rail vehicles and cyclists are not permitted to load their bikes into the vehicles via the high block ramps due to requirements by the Americans with Disabilities Act. This forces cyclists to lift their bikes and carry them up the steep stairs while navigating any other passengers also entering and exiting the vehicle. Some may have difficulty lifting their bicycles, particularly models that maybe be over 50 pounds. Modernizing the RTD light rail fleet to low floor vehicles would allow cyclists to roll their bikes directly onto the rail vehicle and likely would be able to accommodate bike racks in the vehicle. By providing easier access for cyclists, more RTD passengers may be encouraged to bring their bicycles onboard and supplement their regional transit trip with a last mile connection to their destination on their bicycles. Implementing a low-floor fleet for light rail will improve the transit experience on all light rail corridors, which connect many DRCOG urban centers, employment hubs, entertainment destinations, and residential communities in the region.

Safety **Increase the safety for all users of the transportation system.**
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?*
 Yes No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?
 Yes No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology).
Fatal crashes	15	
Serious Injury crashes	101	
Other Injury crashes	1,453	
Property Damage Only crashes	4,055	
Estimated reduction in crashes applicable to the project scope <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Question: Describe how this project will implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#). Please include quantitative information, including any items referenced above, in your response. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

Improving access to transit constitutes a behavioral countermeasure for vehicular crashes; by encouraging individuals to opt out of driving and opt in to transit, the number of crashes should decrease. According to the American Public Transportation Association, transit is ten times safer per mile than traveling by car. While it is impossible to estimate the reduction in crashes, RTD expects this project to have a positive impact of traffic safety.

This project would be the first step toward modernizing RTD’s light rail system and improving transit accessibility for the region. Making the experience of using transit less cumbersome and complex will encourage individuals to use transit rather than rely on personal automobiles. Level boarding helps to provide improved access by allowing cyclists, older adults, people with disabilities, parents with young children, and all other passengers to walk directly onto a rail vehicle rather than ascend steep stairs. A transit system that is easier to use will see higher ridership.

Freight

Maintain efficient movement of goods within and beyond the region.

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?*
 Yes No If yes, please provide the name: [I-70 East Distribution Corridor](#), [Downtown Denver](#), [I-70 and US Route 6 West](#), [I-25 South and Centennial Airport](#)
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
 Yes No If yes, please describe in your response.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
 Yes No
- Check any items from the [Inventory of Current Needs](#) which this project will address:
 Truck Crash Location Rail Crossing Safety ([eligible locations](#))
 Truck Delay Truck Reliability
Please provide the location(s) being addressed: [Corridors in the Freight Focus Areas above](#)
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
 Yes No If yes, please describe in your response.

Question: Describe how this project will improve the efficient movement of goods. In your response, identify those improvements identified in the [Regional Multimodal Freight Plan](#), include quantitative information, and include any items referenced above. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

While this project will not make direct improvements to the freight network, it will impact four different Freight Focus Areas, listed above. The impacts of this project include improvements to the public transportation network, allowing RTD to carry people more efficiently and making public transit a more attractive mode-choice. By way of carrying more passengers on transit, congestion on the region's roadway freight network will be reduced. Truck mobility is identified as a need and issue in all four of the impacted Freight Focus Areas. This project will help improve truck mobility through reduced congestion on the region's roadways.

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc. </small>
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Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) or locally-defined priority corridor?*
- Yes No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
- Yes No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
- Yes No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
- Yes No If yes, please describe in your response.

Bicycle Use

NOTE: if constructing a new facility, report bike usage along closest existing alternative route

1. Current Average Single Weekday Bicyclists:	0	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	0	0
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
7. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	0.00	0.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

Pedestrian Use

NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route

1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	0	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	0	0
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Number of new trips from project (#2 – #3)	0	0
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
6. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor on line 10 below)</i>	0.00	0.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

10. If different values other than the suggested are used, please explain here:

Question: Describe how this project helps expand the active transportation network, closes gaps, improves comfort, and/or improves connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#). Please include quantitative information, including any items referenced above, in your response.

This project will improve pedestrian accessibility and connectivity within many pedestrian focus areas in the region. RTD's light rail system operates through pedestrian focus areas along the Southeast corridor, Southwest Corridor, W Line, and R Line. RTD receives regular complaints that its light rail vehicles are difficult to board for people with mobility issues or people who have to carry large loads with them when riding light rail. Ensuring the public transportation system is as accessible as possible is a goal of RTD's and aligns with a regional goal of expanding active transportation travel options. The improved comfort provided by a light rail system with level boarding will improve connections to key destinations.

Bike access would also be enhanced by this project. Currently, anyone who wants to bring a bicycle with them on light rail has to lug it up multiple steps through a crowded doorway with people entering and exiting. This creates a perilous situation, especially for individuals with limited strength and have trouble lifting their bike. If someone cannot bring their bicycle on-board a transit vehicle, the only other option for them is to store their bike at a station. RTD provides bike lockers for secure bike storage at many of its stations, but not all stations. Many customers do not feel comfortable leaving their bike locked at a station u-rack due to fears of bike theft. Additionally, others may need their bike on the other end of their transit trip as a "last mile" connection to their destination. Transitioning RTD's light rail fleet to one with low-floors would allow more people to commute by bicycle. These new rail vehicles would likely have bike racks similar to those on RTD's commuter rail system, providing even more convenience to those making multimodal trips.

C. Project Leveraging	WEIGHT	10%
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What percent of outside funding sources (non-Regional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i>	20.00%	60%+ outside funding sources 5 pts 50-59.9% 4 pts 40-49.9% 3 pts 20-39.9% 2 pts 10.1-19.9% 1 pt 10%..... 0 pts
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D. Project Readiness	WEIGHT	10%
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Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?

Yes
 No
 N/A (for projects which do not require engineering services)

If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- Utilities:
- Railroad:
- Right-of-Way:
- Environmental/Historic:
- Other:

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?

Yes
 No

If yes, are the other prerequisite phases complete?
 Yes
 No
 N/A

If this project is for construction, please note the NEPA status: [Choose an item](#)

c. Has all required ROW been identified?
 Yes
 No
 N/A

Has all required ROW already been acquired and cleared by CDOT?
 Yes
 No
 N/A

d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?

Yes
 No

Does your agency have the appropriate staff available to work on this project?
 Yes
 No

If yes, are they knowledgeable with the federal-aid process?
 Yes
 No
 N/A

e. Have other stakeholders in your project been identified and involved in project development?

Yes No N/A

If yes, who are the stakeholders?

Please provide any additional details on any of the items in Section 1, if applicable.

Section 2. Local Match Availability

a. Is all the local match identified in your application currently available and not contingent on any additional decisions, and if a partnering agency is also committing match, do you have a commitment letter?

Yes No

Please describe:

RTD has local Sales and Use Tax budgeted in its Mid-Term Financial Plan to use as local match for this project. This funding is not contingent on any additional decisions.

b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

Yes No

Please describe:

This project is budgeted in RTD's Mid-Term Financial Plan.

Section 3. Public Support

a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

Yes No

b. Has the public had access to translated project materials in relevant languages for the local community?

Yes No

Please describe:

This project is a direct recommendation from Reimagine RTD. Reimagine had an extensive public outreach campaign and engaged thousands of residents within the region. These materials were translated into relevant languages, and Spanish public meetings were held as part of this outreach campaign.

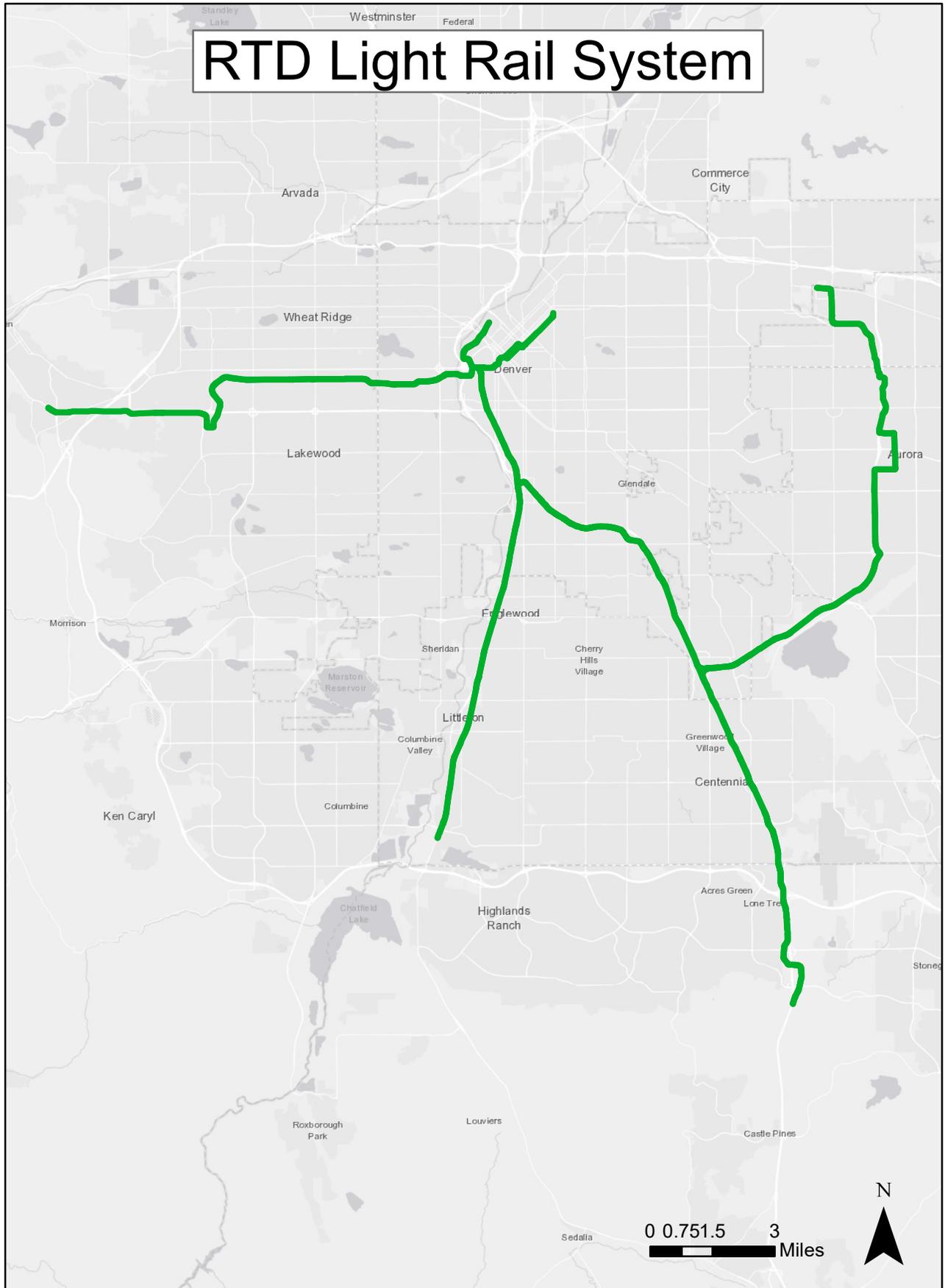
c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

Yes No N/A

Please provide any additional details on the items in Section 3, if applicable.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on October 11, 2022.

RTD Light Rail System



Item	TIP Share	Local Share	Total Cost
Peer Review/Engagement	\$160,000	\$40,000	\$200,000
Station Assessment	\$160,000	\$40,000	\$200,000
Fleet Assessment	\$160,000	\$40,000	\$200,000
Fleet Transition Plan	\$320,000	\$80,000	\$400,000
Implementation Roadmap	\$400,000	\$100,000	\$500,000
Total	\$1,200,000	\$300,000	\$1,500,000