

DRCOG FY2022-2025 TIP – Arapahoe County Subregion
Subregional Share Air Quality/Multimodal (AQ/MM)
Application Programming Federal Fiscal Years 2023-2025

APPLICATION OVERVIEW

What: The Subregional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

Funding Available: \$161,292,000 overall. Target of \$30,016,000 for Arapahoe County (estimated as of the open date)

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

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects

Call Opens: May 2, 2022

Call Closes: June 24, 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 the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
 - a. this application
 - b. one location map/graphic
 - c. cost estimate (your own or the CDOT [cost estimate form](#))
 - d. CDOT/RTD concurrence response (if applicable)
 - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
 - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than June 3, 2022

Other Notable items:

- **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 May 13, 2022, with CDOT/RTD providing a response no later than June 10, 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 Call #1 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 work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. 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 June 3, 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 post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums' recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM Subregional 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. Subregional Impact of Proposed Projects..... 30%

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

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

Score	% non-Subregional 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		Arapahoe County Transit and Micro-mobility Study	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: End point: OR Geographic Area: Urban area of Arapahoe County	
3. Project Sponsor (entity that will be financially responsible for the project)		Arapahoe County, Aurora, Centennial, Greenwood Village, Littleton, SPIMD/Denver South	
4. Project Contact Person:			
Name	Jim Katzer	Title	Transportation Division Manager
Phone	303-882-1568	Email	jkatzer@arapahoe.gov
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>	
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>	<input type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: 2040 Transportation Master Plan - AC Adopting agency (local agency Council, CDOT, RTD, etc.): Arapahoe County Provide date of adoption by council/board/commission, if applicable: December of 2021	
	Please describe public review/engagement to date:	Public Engagement occurred at 3 different times during the development of the Arapahoe County 2040 TMP, of which the Study will provide more detail regarding a path forward for Transit and micro-mobility in Arapahoe County.	
	Other pertinent details:	This study will incorporate RTD Reimagine public engagement efforts.	
7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:		Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)		1/1/23
<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):	05/2023
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

The urban area of Arapahoe County has seen significant development over the last 15 years and is projected to continue. This development has increased the need for effective and efficient transit and micro-mobility choices. This study will help the local jurisdictions understand the current transit and micro-mobility choices available to the commuting public along with the current and future needs for these services. The study will focus on origin and destinations. Jurisdictional boundaries often provide invisible boundaries to transit choices. This is definitely true with micro-mobility choices. The transit study will focus on providing transit services for commuters to and from employment centers within Arapahoe County.

The east and west transit services within the urban area of Arapahoe County are underserved, making these trips very difficult to make.

The results of the study can be used for development plans that will be needed as part of RTD's new governance model of having service councils.

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

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**

☒ Transit Facilities/Service (Expansion/New)

☐ **Safety Improvements**

☐ **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.*

Determine the existing conditions by defining current transit services within Arapahoe County and the transit services that continue in and out of Arapahoe County. The study will; focus on the complete trip, origins and destinations, identify areas with lack of transit services/infrastructure in the urban area of the County and determine what type of services could be used to meet these needs, determine the transit needs of commuters in the urban areas of Arapahoe County including those that come in and out of the County by coordinating with adjacent jurisdictions to address need of trips going from one jurisdiction to another, seek input from providers to give input on existing services and future solutions. The study will also make recommendations on adding and/or enhancing transit services throughout Arapahoe County including accessibility and leveraging existing investments made intransit.

The study will perform Public Outreach activities to determine gaps in transit services/infrastructure and seek feedback on recommendations. The feedback from recent studies will be incorporated into the project including RTD Reimagine efforts.

The study will develop recommendations for transit and micro-mobility improvements. Recommendations will include; early action items that can be done immediately, Near Term Projects (0 to 5 year), Mid Term Projects (5 to 10 year), Long Term Projects (10 to 20 year). The recommendations will include cost estimates. Solutions that address the first and final miles needs, mobility hub implementations, micro-mobility, and other challenging items that are identified in the study.

The study will include the development and implementation of a pilot project including; pilot project prioritization, administration of the pilot project, contracting for services needed to implement project, and evaluation of the pilot with performance measures.

The study will also create standardized information to be shared with RTD Service Councils by locals that address: growth and development, changes in demographics, and transit needs.

The project will identify grant opportunities that will implement study recommendations. In addition, the results of the study will provide input to RTD Service Council for Arapahoe County.

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.*

The scope of the study has been drafted with cooperation and participation from Arapahoe County, Aurora, Centennial, Greenwood Village, and Littleton and if successful the scope is in a status that can be finalized with a few meetings.

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: The applicants have a sense that the study will need to be funded fully to be effective and accomplish the original intent of the project.

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 Subregional Share Funding Request (in \$1,000's) (No less than \$100,000 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		\$1,295 89.00% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.	Contribution Amount	% Contribution to Overall Project Total
Arapahoe County	\$20	1%
Local jurisdictions (Aurora, Centennial, Englewood, Greenwood Village, Littleton)	\$108	7%
SPIDM/Denver South	\$32	2%
	\$	0%
	\$	0%
	\$	0%
Total Match (private, local, state, another subregion, or federal)	\$160	11.00%
Project Total		\$1,455
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 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$700	\$595	\$	\$1,295
CDOT or RTD Supplied Funds ²	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$90	\$70	\$	\$160
Total Funding	\$790	\$665	\$0	\$1,455
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 2023 is October 1, 2022 through September 30, 2023). 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. 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. Subregional 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 subregionally important? Relevant quantitative data in your response is required.

The study is subregionally important due to the low amount of transit related services in the urban area of Arapahoe County. The study will focus on the commuting traffic in and out of important employment centers within and outside of the County, how to leverage previous transit investments within the County. These employment centers are critical to the economic health of the region and the State of Colorado. The study will look into origin and destinations so as to remove jurisdictional barriers, as well as considering underserved or non-served areas and those which don't have other forms of transportation.

The County has 3 important LRT line that run along Santa Fe, I-25, and I-225. The closing of the last half mile is critical to the effectiveness of this service. The study will explore and pilot solutions to provide this service. Leveraging existing services and expanding beyond 1/2 mile will be considered and monitored for ridership and service enhancements.

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.

The study will look to increase transit ridership by 1 to 2% with a focus on the modeshift of SOV to transit. This will occur by closing gaps in transit service and increasing the number of mobility choices. The new transit services will be considered along Key Corridors within the County which were identified in the County's 2040 Transportation Master Plan. These Key Corridors include the following roads: Arapahoe Road, Dry Creek/Mineral/Easter/Broncos Parkway, Belleview, Hampden, Buckley, Mississippi, Quincy, University, Broadway, Santa Fe, I25, I225, Parker Road, Smoky Hill, 6th Avenue, Bowles Avenue/Littleton Boulevard, Colfax, E-470, Gun Club/Aurora Parkway, Iliff, I-70, Platte Canyon, and Watkins Road.

Micro-mobility and transit services centered around the three LRT lines will help improve the accessibility of this important transit service and a person's home, work, personal business, or recreation. The transit services will compliment the first and last mile solutions. The transit study will focus on providing transit services for commuters to and from employment centers within Arapahoe County and areas under served and without other modes of transportation.

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.

The project will have a benefit on Arapahoe County and its surrounding neighbors. One of the focuses of the study is making the complete trip possible regardless of a jurisdiction line. This will positively impact the 12 incorporated cities within Arapahoe County and the surrounding jurisdictions.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

	DI and 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	894,233	-	-
	b. Total households	369,848	-	-
	c. Individuals of color	360,988	40%	33%
	d. Low-Income households	29,882	8%	9%
	e. Individuals with limited English proficiency	38,391	4%	3%
	f. Adults age 65 and over	117,345	13%	13%
	g. Children age 5-17	150,108	17%	16%
	h. Individuals with a disability	41,035	5%	9%
	i. Households without a motor vehicle	20,121	5%	5%
	j. Households that are housing cost-burdened	110,767	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 groups, *including the required quantitative analysis*: The project will have a positive impact on each of these populations. The focus of the study is to improve transit and micro-mobility services for commutes along the 24 Key Corridors. These new and improved transit services will increase transit ridership by 1 to 2% with a focus on the modeshift of SOV to transit. The 24 Key Corridors run through and along the areas where these populations live, work and play.

The new micro-mobility services will allow these populations to gain access to existing and new transit services by solving the first and last mile of a transit trip.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

- Improve the diversity and livability of communities. The project will improve access to employment centers and these communities.
- Contain urban development in locations designated for urban growth and services.
- Increase housing and employment in urban centers.
- Improve and expand the region’s multimodal transportation system, services, and connections. The study will result in the increase of multimodal choices including micro-mobility.
- Operate, manage, and maintain a safe and reliable transportation system. The study will increase the number of people using transit services and micro-mobility options that will remove vehicles off the road and reduce greenhouse gases.
- Improve air quality and reduce greenhouse gas emissions. The study will result in projects that will improve air quality and reduce greenhouse gas emissions by increasing transit ridership by 1 to 2%.
- Connect people to natural resource and recreational areas. Although not a direction focus of the study the access to natural resources and recreational areas will increase.
- Reduce the risk of hazards and their impact.
- Increase access to amenities that support healthy, active choices. The increase in transit and micro-mobility services will increase access to amenities that support healthy, active choices.
- Improve transportation connections to health care facilities and service providers. The increase in transit service will have a positive impact to the access of health care facilities and services providers as these services are located along the Key Corridors within the County.
- Diversify the region’s housing stock.
- Improve access to opportunity. The study will improve access to opportunities by increasing the multimodal options by addressing gaps in transit and micro-mobility services
- Improve the region’s competitive position.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. 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: I-225/Parker Road, Iliff, Iliff Avenue Center, Hampden

Town Center, Florida, Buckingham Center, Tamarac & Hampden, Denver Technology Center, Aurora City Center, Belleview Station, Southmoor Park TOD, 1st Avenue Center, I-25 Corridor, 13th Avenue, Colorado Station, Colfax Avenue, Jewell Avenue, Fitzsimons, Smoky Hill, Southglenn, E-470 / I-70, East Colfax Main Street, City Center, Evans Station TOD, Littleton Downtown, Federal and Evans, Highlands Ranch Town Center

- Does the project connect two or more urban centers?*

☒ Yes ☐ No If yes, please provide the names:

- Is there a transit stop or station within ½ mile of the project limits?*

Bus stop: ☒ Yes ☐ No If yes, how many? 1847

Rail station: ☒ Yes ☐ No If yes, how many? 19

- Is the project in a locally-defined priority growth and development area?

☐ Yes ☐ No

If yes, provide a link to the relevant planning document:

If yes, provide how the area is defined in the relevant planning document:

- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?

☒ Yes ☐ No If yes, please provide the zoning district designation(s): Those located in the urban area of

Arapahoe County

Provide households and employment data*	2020	2050
Households within ½ mile	369,848	481,187
Jobs within ½ mile	623,562	831,937
Household density (per acre) within ½ mile	2.90	3.75
Job density (per acre) within ½ mile	7.58	9.80

Describe how this project will improve access to and/or connectivity between the above identified areas, *including the required quantitative analysis:*

The study will focus on providing transit and micro-mobility services to the areas within the County that have gaps in the needed transit services. The transit services will be provided along the 24 Key Corridors that the County identified.

The study will provide transit and micro-mobility solutions to these communities that increase access to employment centers and local services.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

The project will focus on providing increased transit services to employment centers. These will be identified in the public outreach and from the recent RTD Re-Imagine effort. The project will also focus on keeping jurisdictional boundaries from becoming obstacles in completing ones trip.

Key corridors identified within Arapahoe County's 2040 Transportation Master Plan will help inform the project on the corridor services need to be considered. These Key Corridors include Arapahoe Road, Dry

Creek/Mineral/Easter/Broncos Parkway, Belleview, Hampden, Buckley, Mississippi, Quincy, University, Broadway, Santa Fe, I25, I225, Parker Road, Smoky Hill, 6th Avenue, Bowles Avenue/Littleton Boulevard, Colfax, E-470, Gun Club/Aurora Parkway, Iliff, I-70, Platte Canyon, and Watkins Road.

B. MV RTP 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 MV RTP 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.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?
☐ Walking ☐ Bicycling ☒ Transit ☐ Roadway Operations ☒ Other: [Micro-mobility](#)
- 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 study will provide new services of transit and micro-mobility to areas that are dependent on these types of services.](#) The current infrastructure will meet the majority of the improvement to transit and micro-mobility services.
- 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

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

[The study will increase transit services for commuters giving those that commute more multimodal choices when determining how to get to work. As a result other groups of people will also benefit from this increase in transit services especially those who live and work close to these new services. The transit study will determine the location of the new transit services.](#)

[The micro-mobility services that this study will recommend will help transit users start and finish the last mile of their commute. This drastically increase the mobility choices for users.](#)

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.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- 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
	13.16	1.09	0.49	0.12

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.

Describe how this project reduces air pollutants, *include quantitative information, including any items referenced above, in your response:*

The project will increase transit ridership by 1 to 2% with a focus on the modeshift from SOV to transit. This will have a positive impact on the reduction of emissions by removing the number of SOVs from the road network especially during the AM and PM peak commuting hours. The removal of the SOVs during the peak travel times will have a ripple effect on emissions by roads operating at a higher level of service due to the decrease traffic demand.

The implementation of micro-mobility solutions that will help solve the first and last mile barrier. The implementation of micro-mobility will increase transit ridership further reducing emissions.

There are many transit and micro-mobility projects that will result from this study, all of which will impact emissions. It is very difficult to determine the total emission reduction for these projects, so an example project was used. The numbers above are for a new transit service that runs along Dry Creek Road that connects the Mineral Station with the Dry Creek Station. The new service focuses on commuters and the service is provided during peak travel times.

Regional Transit	<p>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. <u>Note:</u> 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.</p>
<p>How does this project improve connections to or expand the region's transit system, as outlined in the 2050 MVRTP? Note that rapid transit improvements must be on the Regional Rapid Transit System. Items marked with an asterisk (*) below are available in the TIP Data Tool.</p> <ul style="list-style-type: none"> Does this project implement a portion of the regional bus rapid transit (BRT) network?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, which specific corridor will this project focus on? Does this project involve a regional transit planning corridor?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, which specific corridor will this project focus on? Santa Fe LRT, I-25 LRT, and I-225 LRT Does this project implement a mobility hub as defined in the 2050 MVRTP? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project improve connections between transit and other modes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. Is this project adding new or expanded transit service? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, provide the name of the urban center: <p>Describe how this project improves connections to or expands the region's transit system, <i>include quantitative information, including any items referenced above, in your response:</i></p> <p>The project will seek to improve transit ridership by 1 to 2% by focusing on transit and micro-mobility services for commuting traffic within Arapahoe County.</p>	

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.																								
	<p>How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in Taking Action on Regional Vision Zero? Note that any improvements on roadways must be on the DRCOG Regional Roadway System. <u>Items marked with an asterisk (*) below are available in the TIP Data Tool.</u></p> <ul style="list-style-type: none"> 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?* <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <ul style="list-style-type: none"> Does this project implement a safety countermeasure listed in the countermeasure glossary? <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>																								
<table border="1"> <tr> <td colspan="2"> 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> NOTE: if constructing a new facility, report crashes along closest existing alternative route </td> <td rowspan="5"> Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology). </td> </tr> <tr> <td>Fatal crashes</td> <td>224</td> </tr> <tr> <td>Serious Injury crashes</td> <td>1,898</td> </tr> <tr> <td>Other Injury crashes</td> <td>21,120</td> </tr> <tr> <td>Property Damage Only crashes</td> <td>61,757</td> </tr> <tr> <td colspan="2"> Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i> </td> <td>Provide the methodology below:</td> </tr> <tr> <td>Fatal crashes reduced</td> <td>0.00</td> <td rowspan="4"></td> </tr> <tr> <td>Serious Injury crashes reduced</td> <td>0.00</td> </tr> <tr> <td>Other Injury crashes reduced</td> <td>0.00</td> </tr> <tr> <td>Property Damage Only crashes reduced</td> <td>0.00</td> </tr> </table>			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> NOTE: if constructing a new facility, report crashes along closest existing alternative route		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).	Fatal crashes	224	Serious Injury crashes	1,898	Other Injury crashes	21,120	Property Damage Only crashes	61,757	Estimated reduction in crashes <u>applicable to the project scope</u> <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
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> NOTE: if constructing a new facility, report crashes along closest existing alternative route		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).																							
Fatal crashes	224																								
Serious Injury crashes	1,898																								
Other Injury crashes	21,120																								
Property Damage Only crashes	61,757																								
Estimated reduction in crashes <u>applicable to the project scope</u> <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																								
<p>Describe how this project will improve safety, <i>include quantitative information, including any items referenced above, in your response:</i></p>																									

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.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). 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:
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
☒ Yes ☐ No
- 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.
- 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:
- 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.

Describe how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

Active Transportation	Expand and enhance active transportation travel options. (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.	
<p>How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the Denver Regional Active Transportation Plan? Items marked with an asterisk (*) below are available in the TIP Data Tool.</p>		
<ul style="list-style-type: none"> Does this project close a gap or extend a facility on a Regional Active Transportation Corridor or locally-defined priority corridor?* Does this project improve pedestrian accessibility and connectivity in a pedestrian focus area?* Does this project improve active transportation choices in a short trip opportunity zone?* Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)? 		
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, please describe in your response.		
Bicycle Use		
<i>NOTE: if constructing a new facility, report bike usage along closest existing alternative route</i>		
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. (Example: {#2 X 50%} or other percent, if justified on line 10 below)	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	0	0
1. 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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	0.00	0.00
5. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
6. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	0.00	0.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
9. If different values other than the suggested are used, please explain here:		
Pedestrian Use		
<i>NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route</i>		
2. 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
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: {#2 X 50%} or other percent, if justified on line 10 below)	0	0
5. = Number of new trips from project (#2 – #3)	0	0
6. 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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	0.00	0.00
7. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00

8. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	0.00	0.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, *include quantitative information, including any items referenced above, in your response:*

This project will be looking to implement micro-mobility solutions to remove the barrier of the first and last mile. The micro-mobility services would benefit the active transportation corridors when these micro-mobility solutions are deployed close to these corridors. The study will determine the exact location the micro-mobility service.

C. Project Leveraging		WEIGHT	10%
What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i>	11.00%	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	
D. Project Readiness		WEIGHT	10%
<i>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.</i>			
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? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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: <ul style="list-style-type: none"> • Utilities: • Railroad: • Right-of-Way: This project will be able to operate within the existing ROW • 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.)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, are the other prerequisite phases complete? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If this project is for construction, please note the NEPA status: Choose an item			
c. Has all required ROW been identified? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A Has all required ROW already been acquired and cleared by CDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does your agency have the appropriate staff available to work on this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, are they knowledgeable with the federal-aid process? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
e. Have other stakeholders in your project been identified and involved in project development? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A			

If yes, who are the stakeholders? The project stakeholders include Arapahoe County, Aurora, Centennial, Greenwood Village, Littleton, SPIMD/Denver South

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

The project will look at providing transit services to those who are and desire to use transit service in and through Arapahoe County. The study will be able to perform the scope of work within the allotted timeframe and will also utilize many existing studies to inform the plan. The project will also look to implement pilot projects. The project will develop, implement and evaluate pilot projects.

Public Outreach activities to determine gaps in transit services/infrastructure and seek feedback on recommendations. The feedback from recent studies will be incorporated into the project including RTD Reimagine efforts.

The study will develop recommendations for transit and micro-mobility improvements. Recommendations will include; early action items that can be done immediately, Near Term Projects (0 to 5 year), Mid Term Projects (5 to 10 year), Long Term Projects (10 to 20 year). The recommendations will include cost estimates. Solutions that address the first and final miles needs, mobility hub implementations, micro-mobility, and other challenging items that are identified in the study.

The study will also create standardized information to be shared with RTD Service Councils by locals that address: growth and development, changes in demographics, and transit needs.

The project will identify grant opportunities that will implement study recommendations. In addition, the results of the study will provide input to RTD Service Council for Arapahoe County.

Section 2. Local Match

- a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

☒ Yes ☐ No

Please describe:

Explain the partnerships with cities and also SPIMD/Denver South

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

☐ Yes ☒ No

Please describe:

The specific Countywide study is not found in the County's CIP and Call #2 has presented the local agencies within Arapahoe County the opportunity to partner together to accomplish a much needed study. The County's Transportation Master Plan outlines Goals and Strategies that the study will address: Promote an Efficient and Balanced Transportation System and Promote Alternative Transportation Solutions. While currently not in the County's CIP, a BOCC Study Session was held on 06/06/2022 to obtain BOCC support, which was obtained. therefore, if included in the TIP the County and partners will provide local match via 2023 budget approvals.

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:

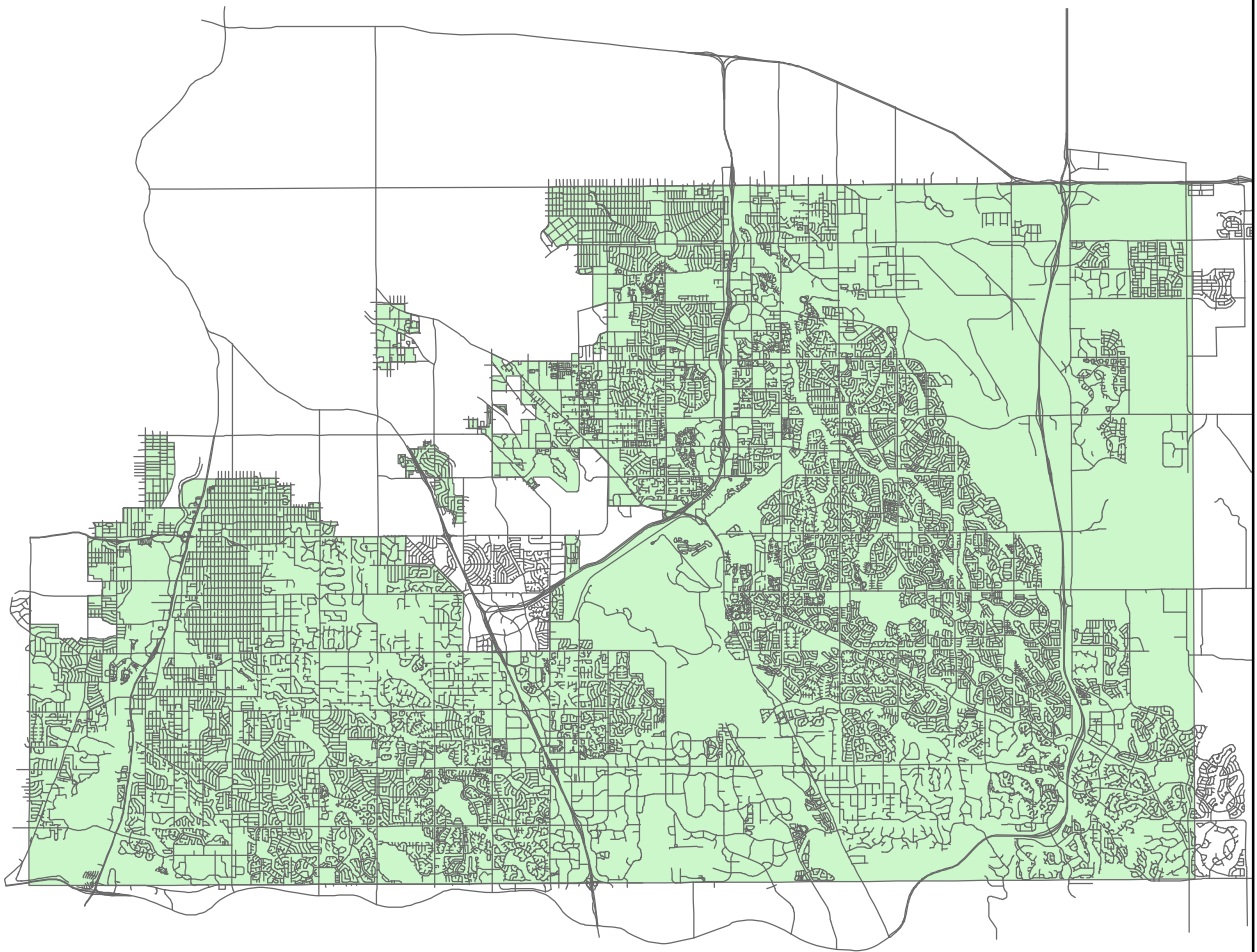
Outreach opportunities for the non-English speaking communities in the County was provided during the development of Arapahoe County's 2040 Transportation Master Plan. Spanish translations were provided for key project website content, including surveys, meeting notices, and instructions for online commenting tools.

- 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 June 24, 2022.



Legend

- Street Centerlines (not included in shapefile)
- Arapahoe_County_West_of_Powhatan

Cost estimate	Hours	Cost estimate
Existing conditions	550	\$ 123,750.00
• Define current transit services within Arapahoe County and the transit services that continue in and out of Arapahoe County\	250	\$ 56,250.00
• Identify areas with lack of transit services/infrastructure in the urban area of the County and determine what type of services could be used to meet these need: o Recommend solutions to provide transit services to areas of the County that need additional services	175	\$ 39,375.00 \$ -
• Determine the transit needs of <u>commuters</u> in the urban areas of Arapahoe County including those that come in and out of the County o Coordinate with adjacent jurisdictions to address need of trips going from one jurisdiction to another	125	\$ 28,125.00 \$ -
o Contact providers to provide input on existing services and future solutions		\$ -
o Areas of interest ▪ Medical and service trips • Senior communities		\$ - \$ - \$ -
▪ East and West connections • Define/list transit services		\$ - \$ -
Public Outreach/Stakeholder Outreach	615	\$ 138,375.00
• Public outreach: o Phase 1 - define gap in transit services/infrastructure	300	\$ 67,500.00
o Phase 2 - feedback on recommendations	175	\$ 39,375.00
o Incorporated RTD public outreach comments	40	\$ 9,000.00
• Stakeholder outreach	100	\$ 22,500.00
Plan Creation	890	\$ 950,250.00
• Develop plan: o Recommendations ▪ Near term – 0 to 5 yr • Early action items - now		\$ - \$ - \$ -
▪ Mid-term – 5 to 10 yr		\$ -
▪ Long term – 10 to 20 yr • Development scenarios		\$ - \$ -
o Reference past studies to inform the plan	40	\$ 9,000.00
• Develop solutions that are applicable in the study area o 1 st and final miles solutions		\$ -
o Mobility hub implementation solutions		\$ -
o Micro mobility solutions		\$ -
• Develop a pilot project that will allow alternatives to be implemented o Highlight the ways and locations on how we can implement every solution ▪ Project and programs	350	\$ 78,750.00 \$ - \$ -
o Recommend and pilot project prioritization		\$ -
o Assist in the administration of the pilot project ▪ Help with contracting for services needed to implement project	150	\$ 33,750.00 \$ -
▪ Evaluation of the pilot • Develop performance measures • Collect data and score project		\$ - \$ - \$ -
• Implement Pilot project		\$ 750,000.00
Miscellaneous Items	75	\$ 16,875.00
• Create standardized information to be shared with RTD service council by locals that address: growth and development, changes in demographics, and transit need	40	\$ 9,000.00
• Grant application o Identify grant opportunities	35	\$ 7,875.00 \$ -
o Led effort in applying for grant		\$ -
Project management	250	\$ 56,250.00
• Project Management and coordination	250	\$ 56,250.00
	Sub-total	2380 \$ 1,285,500
	Contingency 5%	\$ 64,275
	Inflation 8%	\$ 104,126
	Total	\$ 1,453,901

From: [Christopher Quinn](#)
To: [James Katzer](#)
Cc: [Callison, Mac](#); [Arthur Negretti \(anegretti@centennialco.gov\)](#); [Jeremy Hanak](#); [Andrea Suhaka](#); [Daniel Hutton \(daniel@denver-south.com\)](#); [Garrett Graybeal](#); [Maria D'Andrea](#); [Shane Roberts](#); [jdankenbring](#); [Melanie Ward](#); [John Voboril](#); [Todd Cottrell](#)
Subject: RE: Request for RTD support - Arapahoe County Transit study
Date: Thursday, May 26, 2022 4:22:14 PM
Attachments: [image005.png](#)
[image001.jpg](#)
[image002.jpg](#)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi James,

This email is to provide RTD's concurrence for **Arapahoe County's Countywide Transit and Mobility Study** TIP application.

Please let me know if I can provide additional information.

Thanks

Chris

Chris Quinn

Project Manager

Planning

he | him | his

o. 303.299.2439

chris.quinn@rtd-denver.com

rtd-denver.com



Regional Transportation District
1660 Blake Street, BLK-21
Denver, CO 80202

We make lives better through connections.

From: James Katzer <JKatzer@arapahoegov.com>
Sent: Friday, May 13, 2022 12:02 PM
To: Christopher Quinn <Chris.Quinn@RTD-Denver.com>
Cc: Callison, Mac <MCalliso@auroragov.org>; Arthur Negretti (anegretti@centennialco.gov) <anegretti@centennialco.gov>; Jeremy Hanak <jhanak@greenwoodvillage.com>; Andrea Suhaka <standy@ecentral.com>; Daniel Hutton (daniel@denver-south.com) <daniel@denver-south.com>; Garrett Graybeal <ggraybeal@greenwoodvillage.com>; Maria D'Andrea <mdandrea@Englewoodco.gov>; Shane Roberts <sroberts@littletongov.org>; jdankenbring <jdankenbring@centennialco.gov>; Melanie Ward <mward@centennialco.gov>; John Voboril <jvoboril@Englewoodco.gov>
Subject: Request for RTD support - Arapahoe County Transit study

Chris,

Please find our request for RTD support for the Arapahoe County Countywide Transit and Micro-mobility Study. The study has strong interest from the local jurisdictions within the County and we look forward to building upon recent RTD efforts.

Please email me with any questions,

Jim Katzer, PE

Arapahoe County Public Works and Development

Transportation Division Manager

720-874-6837



OUTPUT

Calculate Output

FLEET PERFORMANCE

Transit Bus VMT increase

500,000

Miles

Passenger Vehicle Trip Reduction

243,363

Trips

Passenger Vehicle VMT reduction

1,100,000

Miles

EMISSION REDUCTIONS

Pollutant	Total kg/day
Carbon Monoxide (CO)	13.616
Particulate Matter <2.5 μm (PM _{2.5})	0.035
Particulate Matter <10 μm (PM ₁₀)	0.119
Nitrogen Oxide (NOx)	1.085
Volatile Organic Compounds (VOC)	0.498
Carbon Dioxide (CO ₂)	1,209.151
Carbon Dioxide Equivalents (CO ₂ e)	1,222.370
Total Energy Consumption (MMBTU)	15.935



ARAPAHOE COUNTY

BOARD OF COUNTY COMMISSIONERS

Administration Building
5334 South Prince Street
Littleton, Colorado 80120
303-795-4630
arapahoe.gov

June 15, 2022

CARRIE WARREN-GULLY
District 1

NANCY N. SHARPE
District 2

JEFF BAKER
District 3

NANCY JACKSON
District 4

BILL L. HOLEN
District 5

To: Denver Regional Council of Governments staff

**RE: DRCOG 2022-2025 Transportation Improvement Program (TIP) Sub-regional Share
Call #2 application for Arapahoe County Transit and Micro-mobility Study**

Dear DRCOG:

Arapahoe County is excited to submit a 2022-2025 TIP Call #2 application for the Arapahoe County Transit and Micro-mobility study. The urban area of Arapahoe County has seen significant development over the last 15 years and the development is projected to continue. This development has increased the need for effective and efficient transit and micro-mobility choices. The study will help the County implement 2 Goals that were defined in the 2040 Transportation Master Plan; Promote an Efficient and Balanced Transportation System and Promote Alternative Transportation Solutions.

The Study will focus on the urban area within Arapahoe County and will define existing conditions of transit service, define the need for transit and micro-mobility needs, determine the gap between service and needs, determine future transit needs, and develop a plan to meet these needs in the future. The project will also develop a list of potential pilot projects to implement. This study will look to implement at least one of these pilot projects.

The project has received concurrence from RTD and has received support for coordination from Douglas County and Jefferson County. The local jurisdictions that are sponsoring the project include Arapahoe County, Aurora, Centennial, Englewood, and Greenwood Village, Littleton and Denver South Transportation Management Association (TMA). This project will build upon the Regional Transportation District (RTD) Reimagine effort and other recently completed studies.

This letter is intended to convey the County Board of County Commissioners' (BOCC) support for the Arapahoe County Transit and Micro-mobility Study. Please share this support with other members of the Selection Committee. If you have any questions or need additional information regarding this project and involvement of Arapahoe County, please do not hesitate to contact me at your convenience.

Sincerely,

ARAPAHOE COUNTY BOARD OF COMMISSIONERS

Commissioner Nancy Jackson
Chair of Board



June 22, 2022

To: Denver Regional Council of Governments staff

RE: Support for Arapahoe County Transit and Micro-mobility Study Application: DRCOG 2022-2025 Transportation Improvement Program (TIP) Sub-regional Share Call #2

Dear DRCOG:

Denver South is proud to support Arapahoe County's TIP Call #2 application for the Arapahoe County Transit and Micro-mobility Study. As a partnership organization made up of public and private entities along the South I-25 Urban Corridor – including Arapahoe County – Denver South was created with the mission of supporting and developing transportation solutions to enhance mobility and drive economic development. The proposed Transit and Micro-mobility Study will directly support this mission, as well as our goals of enhancing commuter experience and developing multimodal transit connections focused on regional mobility.

As an extension of the smart planning and development vision identified in the Denver South Framework (2019), this study will be imperative for managing the future growth of the region. The urban area of Arapahoe County has seen significant development over the last 15 years and this trend is projected to continue, necessitating exploration of new ways of getting around. Denver South, Arapahoe County, City of Centennial, Greenwood Village, CDOT, DRCOG, RTD and our other partners have to date invested millions of dollars into transit infrastructure through projects such as T-REX, the Southeast Rail Extension (SERE), and various bicycle and pedestrian improvements. This funding would help the area continue to serve residents as well as visitors from throughout the region and state to keep Colorado's economy moving.

This effort will focus on the urban area within Arapahoe County – including the South I-25 corridor - and will define existing conditions of transit service, define the need for transit and micro-mobility needs, determine the gap between service and needs, determine future transit needs, and develop a plan to meet these needs in the future. It will also develop a list of potential pilot projects and look to implement at least one pilot as part of the request. This project will build upon the Regional Transportation District (RTD) Reimagine effort and other recently completed studies, such as Denver South's North-South Regional Bicycle Corridors Study.

Arapahoe County has always been a trusted partner of Denver South, and as a mobility leader, we believe the County is well suited to deliver on this study. On behalf of Denver South, I fully support this application. Please do not hesitate to contact me with any questions at tom@denver-south.com or (303)531-8379.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Brook", written over a horizontal line.

Thomas Brook
President & CEO



June 24th, 2022

To: Denver Regional Council of Governments staff

RE: DRCOG 2022-2025 Transportation Improvement Program (TIP) Sub-regional Share Call #2
application for Arapahoe County Transit and Micro-mobility Study

Dear Review Committee:

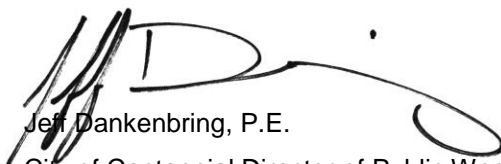
Please accept this letter demonstrating the City of Centennial's support for the Countywide Transit and Micromobility study, submitted by Arapahoe County. The City of Centennial is partnering with Arapahoe County, Aurora, Englewood, Greenwood Village, Littleton, and Denver South (TMA) in the funding of the project. The City of Centennial is committed to contributing either \$21,450 for Proposal A or \$17,875 for Proposal B towards the DRCOG TIP Call 2, FY23-FY25.

The City supports this project, which will focus on the urban area within Arapahoe County and will define existing conditions of transit service, define the need for transit and micro-mobility needs, determine the gap between service and needs, determine future transit needs, and develop a plan to meet these needs in the future. The project will also develop a list of potential pilot projects to implement. This study will look to implement at least one of these pilot projects.

The City of Centennial is devoted to being an involved partner in supporting and contributing to the project.

On behalf of the City of Centennial, we hope you will consider funding the Countywide Transit and Micromobility study.

Sincerely,



Jeff Dankenbring, P.E.
City of Centennial Director of Public Works

Cc: Bryan D. Weimer, Director - Public Works and Development
Jim Katzer, Division Manager, Transportation

11. Does your subregion/agency support this project? ☒ Yes ☐ No

12. Does your subregion/agency pledge financial support to this project, if requested?

☐ Yes ☐ No ☒ N/A

If yes, provide amount: \$ Fiscal year(s) funds are provided in:

If yes, where are funds coming from:

☐ Local Agency (i.e., non-DRCOG funds)

☐ Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Arthur E. Griffith

Date: 06/09/2022



June 22, 2022

To: Denver Regional Council of Governments staff

RE: Arapahoe County Transit and Micro-mobility Study TIP Application

Dear DRCOG:

The City of Littleton is excited to offer this letter of support for, and be a financial participant in, Arapahoe County's Transit and Micromobility Study. As Arapahoe County grows in population, and traffic volumes return to pre-pandemic levels, the frequency and reach of transit in the County has constricted. There is a growing need for a county-wide study that examines how current levels of transit service are meeting the needs of the residents and businesses of Arapahoe County and its municipalities.

The Arapahoe County Transit and Micromobility study will help the participating agencies have a deep understanding of how transit needs have shifted in the last two years and develop a strategy for delivering an innovative transit solution that meets these needs. This project will also examine how micromobility can better address the first and last mile connection issue and examine the potential benefits of county-wide management of micromobility.

In addition to the support offered by the City of Littleton, this project has received concurrence from RTD and has received support for coordination from Douglas County and Jefferson County. A number of other local jurisdictions and districts are sponsoring the project as well, including Arapahoe County, Aurora, Centennial, Englewood, Greenwood Village, and the Denver South Transportation Management Association (TMA). This project will build upon the Regional Transportation District (RTD) Reimagine effort and other recently completed studies.

If you have any questions about the City of Littleton's support for this project, please don't hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith Reester". The signature is fluid and cursive, with a large, stylized "K" and "R".

Keith Reester
Public Works & Utilities Director
City of Littleton

June 14th, 2022

Arapahoe County Subregional Forum – Commissioner Jeff Baker
C/O Bryan Weimer, PWLF, Director
Arapahoe County Transportation Forum
Arapahoe County Public Works and Development Department
6924 South Lima Street
Centennial, Colorado 80112

Dear Arapahoe Subregional Forum TIP Evaluation Committee:

We are writing in support of Arapahoe County's DRCOG Transportation Improvement Program (TIP) application for the "Transit and Micro-mobility Study". The urban area of Arapahoe County has seen significant development over the last 15 years and the development is projected to continue. This development has increased the need for effective and efficient transit and micro-mobility choices. The study will help the County implement two goals that were defined in the 2040 Transportation Master Plan; Promote an Efficient and Balanced Transportation System and Promote Alternative Transportation Solutions.

The Study will focus on the urban area within Arapahoe County and will define existing conditions of transit service, define the need for transit and micro-mobility needs, determine the gap between service and needs, determine future transit needs, and develop a plan to meet these needs in the future. The project will also develop a list of potential pilot projects to implement. This study will look to implement at least one of these pilot projects.

The City of Greenwood Village supports this project that facilitates an efficient multimodal transportation network to better serve the residential and commercial areas in Arapahoe County with interconnected transportation links with Greenwood Village. A well-planned transportation network that promotes safe and efficient movement of people and goods is important for our many residents and employees that travel within and through our city daily.

Please contact me if you have any questions.

Sincerely,



Jeremy Hanak, PE
Public Works Director



FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

☐ 22-25 Regional Call ☒ 22-25 Subregional Call ☐ 24-27 Regional Call ☐ 24-27 Subregional Call

APPLICANT INFORMATION

1. Who is requesting support? Subregional Forum: Arapahoe County Local Agency: Arapahoe County

2. Project Sponsor: Jim Katzer

3. Current Supporting Agency(ies): Aurora, Centennial, Englewood, Greenwood Village, Littleton

4. Contact Person: Jim Katzer
Email: jdkatzer@gmail.com

Title: Transportation Division Manager
Phone: 303-882-1568

PROJECT DESCRIPTION

5. Project Title: Arapahoe County Countywide Transit and Micro-mobility Study

Total Project Cost: \$1,300,000

Project Location: Urban areas Arapahoe County

Project Limits: (mileposts, intersecting roads, rivers, etc.)

County: Arapahoe County

Municipality(ies): Aurora, Centennial, Englewood, Greenwood Village, Littleton

Project Length:

Brief Description of Project: The Countywide Transit and Micro-mobility study will focus on the urban area within Arapahoe County. The study will define existing conditions of transit service, define the need for transit and micro-mobility needs, determine the gap between service and needs, determine future transit needs, and develop a plan to meet these needs in the future. The study will focus on origin /destination trips and the project will be coordinating with adjacent jurisdictions. The project will also develop a list of potential pilot projects to implement. This study will implement at least one of these pilot projects.

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.*

☒ Subregional Forum, Specify: Douglas County

☒ Local Agency, Specify: Parker, Lone Tree, Castle Rock

7. Type of Support Requested:

☒ Support Only

☐ Financial Pledge: ☐ Subregional Funds: Amount:
☐ Local (non-DRCOG) Funds: Amount:

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Jim Katzer

Date: 5/27/2022

RESPONSE (to be completed by agency/subregion from whom support is requested)

9. The forum/agency in #1 above has requested for you to support their project. Who are you?
Subregional Forum: N/A Local Agency: Douglas County

10. Contact person at supporting forum/agency: Art Griffith

Title: DC Transp. CIP Mgr. Email: agriffit@douglas.co.us

Phone: 303-947-8731