



DRCOG Transportation Improvement Program (TIP) Non-MPO Area Multimodal Transportation & Mitigation Options Fund (MMOF) Application Programming Federal Fiscal Years 2023-2027

APPLICATION OVERVIEW

What: The Non-MPO Area Call for Projects, programming federal fiscal years 2023-2027

Eligible Locations within DRCOG Boundary: Gilpin County and municipalities of Empire, Georgetown, Idaho Springs, and Sliver Plume; Clear Creek County and municipalities of Blackhawk and Central City; Adams County and municipalities (only east of Kiowa Creek) of Bennett; and Arapahoe County and municipalities (only east of Kiowa Creek) of Bennett and Deer Trail

Funding Available and Match: \$1,671,000 in MMOF funds; 50% minimum match for Adams, Arapahoe, and Gilpin Counties, Bennett. 25% minimum match for Clear Creek County, Georgetown, Sliver Plume, Central City. No match required for Deer Trail, Empire, Idaho Springs, and Blackhawk

Eligibility Project Types: Transit (capital, operating, fixed-route, on-demand), TDM programs, multimodal mobility projects enabled by new technology, multimodal transportation studies, travel modeling tools, GHG mitigation projects that decrease VMT or increase multimodal travel, bike/ped 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 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](#) (if applicable)
2. 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
3. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable

Other Notable items:

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended a previous February 2022 training OR a mandatory virtual TIP training workshop on May 11, from 1-3pm. Please register [here](#)
- **CDOT Concurrence:** If required, [CDOT concurrence](#) must be provided with the application submittal. The CDOT concurrence request is due to CDOT no later than May 13, 2022, with CDOT providing a response no later than June 10, 2022. Submit requests to JoAnn Mattson, joann.mattson@state.co.us
- **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 reference guide](#) was also developed)
- **Evaluation Process:** DRCOG staff will review and score eligible applications. A funding recommendation will then be provided 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 Non-MPO Area MMOF 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, 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. Impact of Proposed Projects 30%

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

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

Section B. Metro Vision Regional Transportation Plan Priorities50%

DRCOG 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-DRCOG funds).

Score	% non-DRCOG funds ABOVE minimum match requirement
5	40% and above
4	30-39.9%
3	20-29.9%
2	10-19.9%
1	0.1-9.9%
0	Min. Match Only

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		US 40 Safe Walk	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: US 40 and Pine St End point: US 40 and Burton Av OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Town of Deer Trail	
4. Project Contact Person:			
Name	John Kettling	Title	Trustee
Phone	303-769-4008	Email	johnkettling3307@gmail.com
5. Required CDOT Concurrence: Does this project touch CDOT Right-of-Way or involve a CDOT roadway?			<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: Deer Trail Masterplan 2021 Adopting agency (local agency Council, CDOT, etc.): Provide date of adoption by council/board/commission, if applicable: concurrence board meeting may'22	
	Please describe public review/engagement to date:	public viewing of U of Colo sponsored master plan for future of Town of Deer Trail	
	Other pertinent details:		
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)	
FOR ALL PHASES	Intergovernmental Agreement (IGA) executed (with CDOT; assumed process is 4-9 months)	10/2022	
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	03/2023	
	Design scoping meeting held with CDOT (if no consultant):	09/2023	
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		
	Design 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 checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	11/2023
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<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:	

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

TRANSIT SAFETY. Presently peds walking 2-3 abreast on highway with both freight and car traffic present

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

Grade Separation

- Railway
- Bicycle
- Pedestrian

Regional Transit

- Mobility Hub(s)
- 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:

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.**

Project is a 1 mile walkway set in drainage area 20 yards from high speed traffic. Steps include a) project design and approvals b)grading to level in walk area c) one mile of suitable footing d) paving, 21120 sq ft concrete e) add optional LED lighting along path for safety at night

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.

present environment is a grassy drainage area not suitable for peds/bikes, esp when wet

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: could lower width or total length of pathway for up to 25% savings

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 DRCOG Funding Request (in \$1,000's)

Infrastructure minimum: \$300 total project; Maximum: \$1,671 MMOF funds

Non-Infrastructure minimum: \$25 in MMOF funds; Maximum: \$1,671 MMOF funds

Use dropdown below for match requirements.

Select Jurisdiction: Deer Trail - no match required

\$500

100.00%
of total project cost

Match Funds

List each funding source and contribution amount.

Contribution Amount

% Contribution to Overall Project Total

	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%

Total Match

(private, local, state, or federal)

\$0

0.00%

Project Total

\$500

Notes:

- Per CDOT action, the following jurisdictions are required to provide a 50% minimum match on the MMOF funds: Adams County, Arapahoe County, Bennett, CDOT, Gilpin County, and RAQC. The following jurisdictions are only required to provide a 25% minimum match on the MMOF funds: Central City, Clear Creek County, Georgetown, and Silver Plume. The following jurisdictions are **not** required to provide any match on the MMOF funds: Black Hawk, Deer Trail, Empire, and Idaho Springs.

Funding Breakdown in \$1,000s (by program year)¹

	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds	\$500	\$	\$	\$	\$	\$500
CDOT Supplied Funds²	\$	\$	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG or CDOT)	\$	\$	\$	\$	\$	\$0
Total Funding	\$500	\$0	\$0	\$0	\$0	\$500
Phase to be Initiated	Construction	Choose an item	Choose an item	Choose an item	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 an 3% inflation factor. 2. Only enter funding in this line if CDOT specifically gives permission via concurrence letters or other written source. 					
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor/County Commission Chair/City-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. Impact of Proposed Project

WEIGHT

30%

Provide **qualitative and quantitative** responses to the following questions on the 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 important? Relevant quantitative data in your response is required.

gets nearly all peds/bikes off highway into safe walking corridor

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.

present walking area rarely used, wet and with tall grass

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

primarily for Bijou Creek in Deer Trail, but visitors to area for public events (car show, rodeo, outdoor theatre etc) would also be impacted, essentially kept safely away from high speed traffic

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	750	-	-
	b. Total households	250	-	-
	c. Individuals of color	280	37%	33%
	d. Low-Income households	10	4%	9%
	e. Individuals with limited English proficiency	50	7%	3%
	f. Adults age 65 and over	75	10%	13%
	g. Children age 5-17	150	20%	16%
	h. Individuals with a disability	20	3%	9%
	i. Households without a motor vehicle	0	0%	5%
	j. Households that are housing cost-burdened	75	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:

(households tot) able to safely access parks, comm events down the hill plus downtown area as it is revitalized, per U of Colo masterplan

(indiv of color) ability to assimilate with activities in "old town" and Deer Trail center

(low income) can walk or bike safely down I40 hill to stores, conveniences, post office

(indiv limited english) assimilate with Deer Trail Center, church, museum (65 older) walk to downtown, would not have to use car to access US40 at dangerous intersection

(children 5-17) safe walk to and from school, away from highway (disabled) project would be ADA compliant

(housing cost overburdened) chance to safely access free services and activities, ie public library, museum

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. chance for Bijou neighborhood (mostly new residents) to connect with “old town” and other areas
 - Contain urban development in locations designated for urban growth and services.
 - Increase housing and employment in urban centers. access by ped or bike to both school (DT's largest employer) and urban areas at bottom of US 40 corridor
 - Improve and expand the region’s multimodal transportation system, services, and connections.
 - Operate, manage, and maintain a safe and reliable transportation system. Ped/bike safety (see above), keeping people off highway
 - Improve air quality and reduce greenhouse gas emissions.
 - Connect people to natural resource and recreational areas. connecting people in Bijou to parks at bottom of US 40 corridor ex museum and R/R park-frisbee golf course
 - Reduce the risk of hazards and their impact. Prevent high speed truck/ped incidents
 - Increase access to amenities that support healthy, active choices. ped and bike access to parks, activities at bottom of hill ex frisbee golf, basketball court, R/R park trail
 - Improve transportation connections to health care facilities and service providers. Improve ped/bike access to 2nd av mobile clinic
 - Diversify the region’s housing stock.
 - Improve access to opportunity. Many of best economic and social opportunities occur at bottom of US40 hill - jobs/opportunities in DT are concentrated at bottom of I 40 hill
 - 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:
- 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?
- Yes No
- 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: [growth area of new housing incl single family and affordable townhomes](#)
- 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): [mixed use housing on 5th st side, single family elsewhere](#)

Provide households and employment data*	2020	2050
Households within ½ mile	150	150
Jobs within ½ mile	100	200
Household density (per acre) within ½ mile	4.00	4.00
Job density (per acre) within ½ mile	100.00	200.00

Describe how this project will improve access to and/or connectivity between the above identified areas, *including the required quantitative analysis:*
[school employment expected to double on or before 2050, student population also expected to double, thus job density will noticeably change. Requirement for safe ped and bike corridors to and from school as well as to and from revitalized downtown is thus needed in near term.](#)

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**.
[each of above listed destinations in Deer Trail are reached from Bijou via ped or bike, none of destinations are in Bijou itself. Car traffic from Bijou presently covers destinations along with bike and ped on US 40 itself which is spectacularly unsafe.](#)

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.

How does this project help increase mobility choices for people, goods, and/or services?

- What modes will project improvements directly address?
 Walking Bicycling Transit Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, etc.): [sidewalk, shared use path](#)
- 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 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:*

[Complete Streets: not yet, pending redevelopment/urban renewal of adjacent areas](#)

[Hazards: project is all about human made traffic hazards and mitigation](#)

[75% of 150 households would use path if it was available. Path would eliminate 50 plus instances per week of people using US40 as a walkway](#)

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; 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?					
<ul style="list-style-type: none"> Does this project reduce congestion? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project reduce vehicle miles traveled (VMT)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Does this project reduce single-occupant vehicle (SOV) travel? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 					
Emissions Reduced (kg/day)		CO	NOx	VOCs	PM 10
		0.00	0.00	0.00	0.00
Use FHWA CMAQ Calculators or 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, <i>include quantitative information, including any items referenced above, in your response:</i> A bike/ped path is not likely to by itself reduce air pollution, however research by engineers and auto services people living in Bijou will be vital contributors to the new wave of EV and the end of chronic emissions as we know it.					

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..			
How does this project improve connections to or expand the region’s transit system, as outlined in the 2050 Metro Vision Regional Transportation Plan ?				
<ul style="list-style-type: none"> 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 type="checkbox"/> Yes <input checked="" 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? <u>This data is available in the TIP Data Tool.</u> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, provide the name of the urban center: 				
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> Mobility hub: creates connectivity to future transit hubs Urban center: Deer Trail is a bedroom community, not especially close to an urban center Project as proposed does not attempt to connect arterials. Instead, goal is to keep bike/ped users safely away from arterial highway.				

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, 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 High-Injury Network or Critical Corridors?* <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does this project implement a safety countermeasure listed in the countermeasure glossary? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No 		
Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) 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	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
Estimated reduction in crashes applicable to the project scope (per the five-year period used above)		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> keeping 50 or more people, including children, off what is supposed to be a high speed arterial, redirecting them to a safer space</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: dynamic loading zones, etc.	
<p>How does this project improve the efficient movement of goods? Note that any improvements on roadways must be on the DRCOG Regional Roadway System.</p> <ul style="list-style-type: none"> Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. <p>Describe how this project will improve the movement of goods, <i>include quantitative information, including any items referenced above, in your response:</i> Would allow for cargo bikes and similar human powered transit to and from Bijou neighborhoods since walkway is designed with enough width for mixed use</p>		

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.
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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.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#)?*
 Yes No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
 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:		20
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.	50	200
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)	20	100
4. = Initial number of new bicycle trips from project (#2 – #3)	30	100
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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	5.00	20.00
6. = Number of SOV trips reduced per day (#4 - #5)	25.00	80.00
7. 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)	25.00	80.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	23.75	76.00
9. If values would be distinctly greater for weekends, describe the magnitude of difference: during week school children on bikes		
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):		20
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	40	80
3. 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)	20	40
4. = Number of new trips from project (#2 – #3)	20	40
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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	12.00	16.00
6. = Number of SOV trips reduced per day (#4 - #5)	8.00	24.00
7. 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)	6.00	24.00

8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	5.70	22.80
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:		

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:*

project closes gap from Bijou neighborhoods to downtown and other Deer Trail connective areas

C. Project Leveraging

WEIGHT

10%

What percent of outside funding sources (non-DRCOG funding) does this project have?
(Number will automatically calculate based on values entered in the Funding Request table)

0.00%

Match funds ABOVE minimum match:
 40%+ outside funding sources 5 pts
 30-39.9% 4 pts
 20-29.9% 3 pts
 10-19.9% 2 pts
 0.1-9.9% 1 pt
 Minimum Match Only 0 pts

D. Project Readiness

WEIGHT

10%

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 within the project 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:

CDOT engineering has reviewed project and provided cost suggestions.

Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:

- Utilities: X
- Railroad:
- Right-of-Way: X
- 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](#)

<p>c. Has all required ROW been identified? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Has all required ROW already been acquired and cleared by CDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>
<p>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, so you can begin your project on time? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Does your agency have the appropriate staff available to work on this project? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, are they knowledgeable with the federal-aid process? <input type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>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</p> <p>If yes, who are the stakeholders? DT school district</p>
<p>Please provide any additional details on any of the items in Section 1, if applicable.</p>
<p>Section 2. Local Match</p>
<p>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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Please describe: match not required</p>
<p>b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please describe: match not required</p>
<p>Section 3. Public Support</p>
<p>a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>b. Has the public had access to translated project materials in relevant languages for the local community? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Please describe: u of Colo masterplan presentation to public</p>
<p>c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p>
<p>Please provide any additional details on the items in Section 3, if applicable.</p>

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.

project costing						

Trail	5280X4ft	22000	8.53	187660.00
drainage			.05	9383.00
traffic control devices			.08	15012.00
envron/erosion/lnds			.03	5629.00
unltd item allow			.25	46915.00
			sub-----	264600.00
mobilization			.07	18522.00
m contr review force			.10	26400.00
const eng indirects			.25	66150.00
			sub-----	111132.00
const total				375232.00
design 10% of cost				37573.00
cdot admin				20000.00

project total -----500,000.00



COLORADO
Department of Transportation
Region 1

June 10, 2022

John Kettling
Trustee
Town of Deer Trail
P.O. Box 217
Deer Trail, CO 80105

RE: CDOT Region 1 Support Request for DRCOG TIP Non-MPO Area Call FY22-FY25

Dear Mr. Kettling,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following Town of Deer Trail application for the Denver Regional Council of Governments (DRCOG) Non-MPO Area FY22-25 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Safepath project, in the event this project is selected by DRCOG as a project on or around August/September 2022. If this project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time. The project as constructed will be maintained by the local agency, and not by CDOT.

Projects impacting state highways should assume that CDOT will manage the project and that the local agency is responsible for payment of CDOT's work, including indirect charges. An accurate project cost estimation, that accounts for cost escalation, is vital to the success of a project. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects or the cost estimate is low, sponsors must make up any shortfalls. Regardless of CDOT's concurrence or support, sponsors should have no expectation of CDOT funding being available to help cover any funding shortfalls.

This concurrence is conditionally granted based on the scope as described. CDOT does, however, retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or Federal Highway Administration (FHWA) requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual

Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact JoAnn Mattson at (303) 757-9866.

Sincerely,

Jessica Myklebust
CDOT Region 1 Transportation Director

