



DRCOG FY2022-2025 TIP – Douglas 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 \$16,726,000 for Douglas 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		Integrated Transit and Multi-Modal Feasibility Study	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Douglas County, CO End point: Douglas County, CO OR Geographic Area: Countywide	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Douglas County, CO	
4. Project Contact Person:			
Name	Zeke Lynch	Title	Traffic Division Manager
Phone	303-663-6225	Email	zlynch@douglas.co.us
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 type="checkbox"/> Yes <input checked="" 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: N/A		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: 2030 Douglas County Transportation Master Plan Adopting agency (local agency Council, CDOT, RTD, etc.): Douglas County Provide date of adoption by council/board/commission, if applicable: September 2019	
	Please describe public review/engagement to date:	Some public involvement occurred as part of previous studies	
	Other pertinent details:	Update to 2016 Transit Framework Plan	
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/RTD; assumed process is 4-9 months)	03/2023	
<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):	06/2023
<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?

This proposed Integrated Transit and Multi-Modal Feasibility Study will expand on previous planning efforts, identify gaps in the County transit and multi-modal transportation network, and recommend pilot projects that can be implemented to maintain and enhance transit access; improve multi-modal mobility; connect vulnerable populations to critical services; reduce SOV use thereby reducing greenhouse gas emissions; capture shorter trips; link urban centers, community destinations, and pedestrian centric areas; and provide transit service that is flexible to meet changing demands.

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

Roadway

Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

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

Safety Improvements

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

Complete Streets Improvements

Study

Other, briefly describe:

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

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

The scope of the study will focus on identifying transit and multi-modal needs within the County and its local municipal agencies, recommending pilot projects for implementation, providing a framework of an integrated multimodal system, and positioning the subregion for funding to implement the plan. The specific study elements will be refined as the scope is further developed but will consist of the following:

- Project management
- Data collection and consolidation
- Existing transit service and multi-modal transportation network evaluation
- Identify gaps and unmet needs
- Future expansion opportunities and trends
- Public and stakeholder engagement
- Recommendations and pilot projects
- Phasing and funding

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.*

A Douglas County transportation forum subcommittee has been meeting since February 2022 to discuss and refine elements of the scope of work. This subcommittee is comprised of staff from Douglas County, RTD, and multiple municipalities.

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

Yes No

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

Smaller DRCOG funding request:

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

Project Financial Information and Funding Request

(All funding amounts in \$1,000s)

<p>Total amount of Subregional Share Funding Request (in \$1,000's) <i>(No less than \$100,000 and not to exceed 90% of the total project cost)</i></p> <p><input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds)¹</p>	<p>\$525</p>	<p>87.50% of total project cost</p>
<p>Match Funds (in \$1,000's) List each funding source and contribution amount.</p>	<p>Contribution Amount</p>	<p>% Contribution to Overall Project Total</p>
<p>Douglas County, CO</p>	<p>\$75</p>	<p>13%</p>
<p></p>	<p>\$</p>	<p>0%</p>
<p></p>	<p>\$</p>	<p>0%</p>

	\$	0%
	\$	0%
	\$	0%
Total Match <i>(private, local, state, another subregion, or federal)</i>	\$75	12.50%
Project Total		\$600
Notes:	<p>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.</p>	

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	\$175	\$350	\$	\$525
CDOT or RTD Supplied Funds²	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$25	\$50	\$	\$75
Total Funding	\$200	\$400	\$0	\$600
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.

Douglas County remains one of the fastest growing counties in Colorado. Most of the County is rural with only portions of northern Douglas County being served by transit. The County and municipalities have taken considerable steps to develop regional and local trails and bike lanes, as well as contributed significant funding to LRT expansion. The City of Lone Tree has been successfully running Link on Demand transit service and other municipalities may benefit from similar transit. There is a need to clearly define the future framework for transit and multimodal transportation in the County because:

- A gap assesment for both transit and multimodal mobility will help identify critical links, prioritize projects, and focus funding resources,
- A more robust bicycle and pedestrian transportation network is needed to meet regional transportation goals,
- Most population and employment centers are not currently served or are under served by transit,
- Vulnerable populations do not have transit service to access housing, employment, and services,
- There is no transit access to courts and human services,
- Most jobs have limited to no access to transit,
- There is a need to provide transportation options,
- Those without cars or without a driver's license have limited to no mobility,
- Seniors and the disabled have limited to no mobility, and
- There is limited access to the regional system – RTD, light rail, mobility hubs, and Bustang

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 identify 2-3 pilot projects that can be implemented. Potential new intracounty transit service will connect major urban centers, reduce the reliance on SOVs, reduce GHG emissions, and provide access to existing regional transit. Potential local feeders/circulators will improve multimodal mobility, capture shorter trips, provide access to community destinations, and provide flexibility in meeting changing demands. Potential new multi-modal corridors and services will close critical gaps and provide first/last mile solutions. The study will determine the appropriate MOEs for transit and multi-modal investments.

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 Integrated Transit and Multi-Modal Feasibility Study will benefit residents of greater Douglas County, and those within the City of Castle Pines, City of Lone Tree, Town of Castle Rock, and Town of Parker.

The local match for this funding request is borne by Douglas County. However, while local agency partners cannot formally commit funding beyond their current budget cycles, the City of Castle Pines, City of Lone Tree, Town of Castle Rock, and Town of Parker have been involved in the preparation of this request and may financially participate in implementing future transit projects.

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	381,197	-	-
	b. Total households	154,192	-	-
	c. Individuals of color	65,757	17%	33%
	d. Low-Income households	4,817	3%	9%
	e. Individuals with limited English proficiency	2,303	1%	3%
	f. Adults age 65 and over	47,297	12%	13%
	g. Children age 5-17	76,605	20%	16%
	h. Individuals with a disability	11,874	3%	9%
	i. Households without a motor vehicle	2,743	2%	5%
	j. Households that are housing cost-burdened	31,889	21%	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 study will identify key gaps in the transit and multi-modal transportation system and quantify the number of disproportionately impacted and environmental justice population groups. While the County as a whole has less of these individuals and a lower percentage than the region, the need to serve these population groups may actually be greater than in other parts of the region because of the distance between destinations and overall lack of transit. Evaluating this in detail will be a key aspect of this study.

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. This study will identify transit and multimodal elements that promote active transportation and attract investment.
 - Contain urban development in locations designated for urban growth and services. The study will identify transit and multimodal elements that link the 7 urban centers: Downtown Castle Rock, RidgeGate Village, Highlands Ranch Town Center, RidgeGate City Center, Lincoln Station TOD, Parker Greater Downtown District, and the I-25 Corridor.
 - Increase housing and employment in urban centers. The study will identify transit and multimodal elements that have the potential to focus growth in and around urban centers.
 - Improve and expand the region’s multimodal transportation system, services, and connections. The study will identify transit and multimodal elements that meet local transit needs and connect travelers to the regional system.
 - Operate, manage, and maintain a safe and reliable transportation system. The study will identify transit and multimodal elements that provide a safe experience, garner local support, and become part of the community so that users of all ages and abilities feel comfortable and safe.
 - Improve air quality and reduce greenhouse gas emissions. The study will identify transit and multimodal elements that reduce per capita vehicle miles traveled, air pollution, and greenhouse gas emissions.
 - Connect people to natural resource and recreational areas. The study will identify transit and multimodal elements that achieve this outcome although large portions of the County are national forest and open space.
 - Reduce the risk of hazards and their impact. The study will not identify transit and multimodal elements that achieve this outcome.
 - Increase access to amenities that support healthy, active choices. The study will identify transit and multimodal elements that help achieve this outcome by identifying gaps in the regional trail network and prioritizing improvements to address those gaps.
 - Improve transportation connections to health care facilities and service providers. The study will identify transit and multimodal elements that link vulnerable populations to major medical centers and

other adjacent medical service complexes including but not limited to Parker Adventist, Castle Rock Adventist, Sky Ridge Medical Center, and Children's Hospital Highlands Ranch.

- Diversify the region’s housing stock. The study will not specifically address this outcome but transit and multimodal elements have the potential to encourage investment in alternative housing types.
- Improve access to opportunity. The study will identify transit and multimodal elements that improve mobility for all users especially those that have been historically underserved.
- Improve the region’s competitive position. The study will identify transit and multimodal elements that connect people to jobs either directly or via the connections to the regional transportation network.

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: There are 7 urban centers in Douglas County: Downtown Castle Rock, RidgeGate Village, Highlands Ranch Town Center, RidgeGate City Center, Lincoln Station TOD, Parker Greater Downtown District, and the I-25 Corridor.

- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: The study will identify a phasing plan for which urban areas to connect first and which to focus on in the future.

- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? There are 279 bus stops in the study area and additional stops associated with new service will be identified.

Rail station: Yes No If yes, how many? There are 5 RTD LRT stations in the study area and the study will identify future local connectors to these stations.

- 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): Portions of the study area have zoning districts that promote compact mixed use development patterns and focus new development in urban centers to reduce sprawl. For example, the Town of Parker has specific guidance to encourage intensity, activity, and identify of downtown (<http://parkeronline.org/597/Greater-Downtown-District-Standards>).

Provide households and employment data*	2020	2050
Households within ½ mile	154,192	221,466
Jobs within ½ mile	212,094	288,470
Household density (per acre) within ½ mile	1.05	1.39
Job density (per acre) within ½ mile	2.97	3.65

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

The study will identify transit and multimodal elements that connect urban centers: downtowns, transit station areas, employment centers, and smaller scale compact mixed-use development, to support a growing share of the region’s housing and employment.

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 study will identify transit and multimodal elements that that improve access and connections. The following lists those community resources that have initially been identified and the extent that they are served by transit:

- Urban Centers
 - o Downtown Castle Rock (not served), RidgeGate Village, Highlands Ranch Town Center (limited), RidgeGate City Center, Lincoln Station TOD, Parker Greater Downtown District (limited), and the I-25 Corridor
- Employment
 - o Key employment Centers – I-25 Corridor and north
 - o Lone Tree, Castle Rock (not served), Castle Pines (not served), Parker(limited), and Highlands Ranch (limited)
- Health services
 - o Parker Adventist (limited)
 - o Castle Rock Adventist (not served)
 - o Sky Ridge
 - o Childrens Hospital Highlands Ranch (limited)
- Educational
 - o Arapahoe Community College Castle Rock (not served)
 - o Rocky Vista University (not served)
 - o Neighborhood and Charter Schools (limited)
 - o Private high schools (Lutheran, Valor, etc.)(limited)
 - o Innovation Campus on Lincoln (old Wildlife Experience)(limited)
- Cultural
 - o PACE Center (limited)
 - o Lone Tree Arts Center
 - o Schweiger Ranch
 - o Highlands Ranch Mansion (limited)
 - o Historic Castle Rock (not served)
- Recreational
 - o Phillip S. Miller Park (not served)
 - o Reutter Hess Reservoir Recreation (not served)
- Community Resources
 - o Justice Center (not served)
 - o Jail (not served)
 - o Douglas County Human Resources (not served)
 - o Castle Rock Senior Center (not served)
 - o Parker Senior Center (limited)
 - o DMV's (limited)
 - o Town Hall's (limited)
 - o PD's and Sherriff (limited)

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? 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:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.):
- 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 identify transit and multimodal elements that increase mobility choice for all users but particularly for the vulnerable populations and those who have been historically underserved. The study will recommend intracounty transit, local circulator service, and multi-modal opportunities to address the first/last mile problem.

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	NO _x	VOCs	PM 10
	0.00	0.00	0.00	0.00

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

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

The study will identify transit and multimodal elements that reduce congestion, vehicle miles traveled, and single occupant vehicle travel. This data tool will be used to quantify the benefits of the study recommendations.

**Regional
Transit**

Expand and improve the region’s transit network.

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

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

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

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.

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?*
 Yes No If yes, which specific corridor will this project focus on? [However, the study will identify transit and multimodal elements that connect to and enhance the future Broadway/Lincoln Street BRT corridor.](#)
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on? [The study will identify transit and multimodal elements that connect to and enhance the Southwest LRT, the Southeast LRT, the RidgeGate Parkway Transit Mobility Corridor, and the Castle Pines Transit Mobility Corridor.](#)
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service? [RTD has been involved in developing this application and provided their concurrence. The study will determine the location, type, general times, and operator of any recommended transit service.](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No If yes, provide the name of the urban center: [The study will identify transit and multimodal elements that link 2 or more of the 7 urban centers: Downtown Castle Rock, RidgeGate Village, Highlands Ranch Town Center, RidgeGate City Center, Lincoln Station TOD, Parker Greater Downtown District, and the I-25 Corridor.](#)

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

The study will identify transit and multimodal elements that expand transit within the county and provide connections to the regional system. The study will evaluate existing routes that could be modified and recommend new routes to connect municipalities within the county. Potential new municipal connectors may include 50 miles or more of new routes, and 4 or more new municipal circulators:

- Castle Rock to Parker: 13 miles
- Castle Rock to Sterling Ranch: 15 miles
- Highlands Ranch to Lone Tree 8 miles
- Lone Tree to Parker: 7 miles
- Lone Tree to Castle Pines: 7 miles
- Castle Rock circulator
- Parker circulator
- Highlands Ranch circulator
- Sterling Ranch circulator

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.

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

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

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	79	
Serious Injury crashes	425	
Other Injury crashes	5,460	
Property Damage Only crashes	23,338	
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	2.00	The study will determine the potential crash reduction potential of transit and multi-modal recommendations. The author has assumed a 2% reduction.
Serious Injury crashes reduced	9.00	
Other Injury crashes reduced	109.00	
Property Damage Only crashes reduced	467.00	

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

The study will identify transit and multimodal elements that improve safety by incorporating proven safety countermeasures into the study recommendations. All potential design options that have the potential to improve safety will be considered and implement at strategic locations.

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: 1) U.S. Route 85 South Corridor. 2) I-25 South and Centennial Airport
- 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:*

The study will not identify transit and multimodal elements that address freight.

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc. </small>
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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](#) or locally-defined priority corridor?*
- Yes No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
- Yes No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
- Yes No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
- Yes No If yes, please describe in your response.

Bicycle Use

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

1. Current Average Single Weekday Bicyclists:	0	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	0	0
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	0	0
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.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	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) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	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

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

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 <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	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.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	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:*

The study will identify transit and multimodal elements that encourage and facilitate active transportation. Bicycle and pedestrian recommendations will focus on facilities that have the most potential to serve the greatest number of users, critical gaps that limit mobility, as well as those corridors that connect to existing and planned transit services. The study will also determine current barriers to active transportation and identify potential multi-modal/transit connections, hot spots of multi-modal activity, and ways to improve the multi-modal and transit interaction so neither is a barrier to overall mobility.

C. Project Leveraging	WEIGHT	10%
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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>	12.50%	60%+ outside funding sources 5 pts 50-59.9% 4 pts 40-49.9% 3 pts 20-39.9% 2 pts 10.1-19.9% 1 pt 10%..... 0 pts
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D. Project Readiness	WEIGHT	10%
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Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?
 Yes No N/A (for projects which do not require engineering services)
- If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities:
 - Railroad:
 - Right-of-Way:
 - Environmental/Historic:
 - Other:
- b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?
 Yes No
- If yes, are the other prerequisite phases complete? Yes No N/A
- If this project is for construction, please note the NEPA status: **Other**
- c. Has all required ROW been identified? Yes No N/A
 Has all required ROW already been acquired and cleared by CDOT? Yes No N/A
- d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
 Yes No
- Does your agency have the appropriate staff available to work on this project? Yes No
- If yes, are they knowledgeable with the federal-aid process? Yes No
- e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A

If yes, who are the stakeholders? [City of Castle Pines](#), [City of Lone Tree](#), [RTD](#), [Town of Castle Rock](#), and [Town of Parker](#)

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

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:

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

Yes No

Please describe:

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:

[Some public involvement occurred as part of previous studies](#)

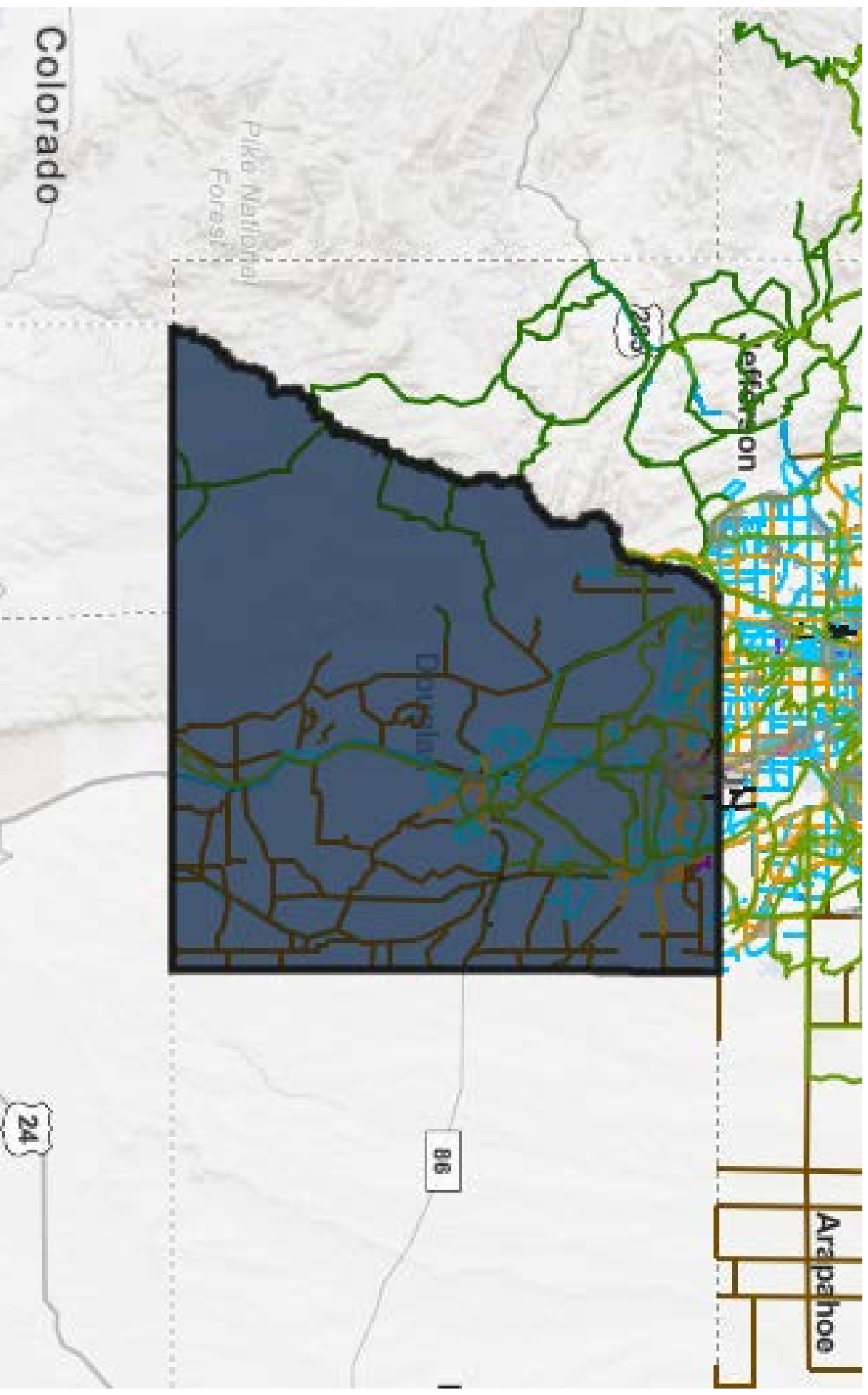
- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

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.

Douglas County Integrated Transit and Multi-Modal Feasibility Study



REQUEST FOR CDOT / RTD SUPPORT OF DRCOG PROJECT

Select **one** of the following:

Non-MPO MMOF Call

FY22-25 TIP Regional Call

FY24-27 TIP Regional Call

FY22-25 TIP Subregional Call

FY24-27 TIP Subregional Call

Select the agency from which support is being requested. Complete a separate form for each.

Colorado Department of Transportation

Regional Transportation District

APPLICANT INFORMATION

1. SUBREGION / AGENCY REQUESTING SUPPORT:

2. SPONSOR AGENCY:

3. SUPPORTING AGENCIES:

4. CONTACT PERSON

TITLE:

EMAIL:

5. AGENCY MAILING ADDRESS:

CITY:

STATE:

ZIP:

PROJECT DESCRIPTION

6. PROJECT NAME:

7. PROJECT LOCATION/ADDRESS:

8. PROJECT LIMITS: (mileposts, intersecting roads, rivers, etc...)

9. COUNTY:

10. MUNICIPALITY:

11. PROJECT LENGTH:

12. BRIEF DESCRIPTION OF PROJECT:

13. PRIOR WORK / PHASES COMPLETED IN THIS LOCATION:

14. PRIORITY RANKING WITHIN SUBREGION:

15. IS THIS PROJECT ON THE STATE HIGHWAY SYSTEM?

16. WILL THIS PROJECT IMPACT ADJACENT PROPERTIES, INCLUDING ROW OR EASEMENTS?

17. WILL THIS PROJECT REQUIRE COORDINATION WITH ONE OR MORE RAILROADS?

SUPPORT REQUEST

18. TYPE OF SUPPORT REQUESTED

PLEASE NOTE: CDOT AND RTD HAVE VERY LIMITED FUNDS, AND MAY NOT BE ABLE TO PROVIDE MATCHING FUNDS TO A PROJECT. IF CDOT/RTD DETERMINES THAT IT WILL PROVIDE MATCH TO SUPPORT A PROJECT, THIS SUPPORT IS LIMITED TO THE PROJECT SELECTED WITHIN THIS SUBREGIONAL CALL FOR PROJECTS, BASED ON THE FUNDS AVAILABLE WHEN THE CALL IS OPENED. ANY SUBSEQUENT CALL FOR PROJECTS OR ADDITION OF FUNDS WILL REQUIRE A SEPARATE REQUEST FORM AND WILL BE EVALUATED INDEPENDENTLY OF THIS CALL FOR PROJECTS.

REQUESTING CDOT / RTD CONCURRENCE:

REQUESTING CDOT FUNDING CONTRIBUTION:

AMOUNT SPONSOR IS REQUESTING FROM CDOT FOR THIS PROJECT:

19. PROVIDE FINANCIAL PACKAGE FOR THIS PROJECT BY SOURCE, INCLUDING ANY FUNDS REQUESTED ABOVE:

20. IF THIS IS A BIKE / PEDISTRIAN CONNECTION OR A TRAIL PROJECT, HOW AND BY WHOM WILL ELEMENTS OF THIS PROJECT BE MAINTAINED?

Send completed form to:

CDOT Region 1 - JoAnn Mattson at JoAnn.Mattson@state.co.us

CDOT Region 4 - Josie Hadley at Josie.Hadley@state.co.us

RTD - Chris Quinn at Chris.Quinn@rtd-denver.com

From: [Christopher Quinn](#)
To: [Zeke Lynch](#)
Cc: [Art Griffith](#); [Charlie Stanfield](#); [Todd Cottrell](#)
Subject: RE: Douglas County Integrated Transit and Multi-Modal Feasibility Study
Date: Thursday, May 26, 2022 2:54:11 PM

Hi Zeke,

This email is to provide RTD's concurrence with Douglas County's Integrated Transit and Multimodal Feasibility Study.

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: Zeke Lynch <zlynch@douglas.co.us>
Sent: Monday, May 23, 2022 10:40 AM
To: Christopher Quinn <Chris.Quinn@RTD-Denver.com>
Cc: Art Griffith <AGriffit@douglas.co.us>; Charlie Stanfield <charlie.stanfield@rtd-denver.com>
Subject: Douglas County Integrated Transit and Multi-Modal Feasibility Study

Chris, we initially thought that we would not ask for RTD concurrence since this is 'only' a study. At the urging of Charlie, I am submitting the attached request for your consideration. Thanks in advance and thanks to Charlie for his regular attendance and advice at our sub-committee meetings. Best,

Zeke Lynch P.E. | Traffic Division Manager
**Douglas County Department of Public Works Engineering
Engineering Services**
Address | 100 Third St., Castle Rock, CO 80104
Main | 303-660-7490
Email | zlynch@douglas.co.us