

DRCOG Transportation Improvement Program (TIP) FY 2024-2027 TIP Subregional Share (Call #4) – Southwest Weld County Subregion

Surface Transportation Block Grant (STBG) Project Application

APPLICATION OVERVIEW

What: The Subregional Share Call for Projects for the FY 2024-2027 TIP (Call #4)

Funding Available: \$2,709,000 for this subregion and this STBG Track. In the STBG Track, funding is split fairly evenly over all four years.

Major Project Eligibility Exceptions: Transit operations projects (*Note: these types of projects are only allowed to be submitted with the AQ/MM Track*)

Call Dates: November 28, 2022 until January 27, 2023, 3 pm

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

1. REQUIRED: a **single PDF document** containing 1) this application (**before saving to PDF, press Ctrl-A to select all, and F9 to update all formulas**), 2) one location map/graphic, 3) cost estimate (your own or the CDOT [cost estimate form](#)), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or [peer agency support](#). Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than December 30, 2022

Other Notable items:

- **Eligibility:** Projects must align with the eligibility guidelines in [Appendices B and C](#) of the TIP Policy. Proposed work on roadways must primarily be located on the [DRCOG Regional Roadway System](#) to be eligible for TIP funding (the DRCOG RRS can also be viewed within the [TIP Data Tool](#)). Further details can be found in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **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 December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – [JoAnn Mattson](#), CDOT Region 4 – [Josie Thomas](#), RTD – [Chris Quinn](#)
- **If a submitted application in Calls #1-3 was not funded,** and you wish to resubmit the same application for this call, please [contact DRCOG](#). In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than December 30, 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
- **Evaluation Process:** DRCOG staff will review submittals for eligibility, develop scoring sheets, and post all applications (Jan. 30-Feb. 3, 2023). On Feb. 6, a public comment period will open until Feb. 24. Also at that time, details will be provided to each subregion to begin scoring, discussing, and recommending their projects back to DRCOG by March 15. Each forums' recommendation will then be forwarded to the DRCOG committee process for incorporation into a new 24-27 TIP anticipated to be adopted in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The STBG 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 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 subregional problem and benefit people and businesses in multiple communities. |
| 4 | The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one community. |
| 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 | 30-39.9% |
| 1 | 20.1-29.9% |
| 0 | 20% |

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 | | WCR13 and WCR20 Intersection Improvement | |
|---|---|---|--|
| 2. Project Location <i>Provide a map, as appropriate (see Page 1)</i> | | Start point: WCR13 (Colorado Boulevard) End point: WCR20 (Bella Rosa Parkway/Pine Cone Avenue) OR Geographic Area: 40.131396, -104.941922 | |
| 3. Project Sponsor <i>(entity that will be financially responsible for the project)</i> | | Town of Frederick and Town of Firestone | |
| 4. Project Contact Person: | | | |
| Name: Jason Berg | | Title: Civil Engineer | |
| Phone: 720-382-5601 | | Email: jberg@frederickco.gov | |
| 5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service? | | | <input 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> | | | |
| If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period: N/A | | | |
| Local/Regional/Subregional plan: | | Planning Document Title: Transportation Master Plan (TMP) (pg. 24, 34, 36, 38, Appendix E pg. 1) Parks, Open Space and Trails (POST) Master Plan (pg. 77, 78, Appendix G pg. G3) Adopting agency (local agency Council, CDOT, RTD, etc.): Town of Frederick Provide date of adoption by council/board/commission, if applicable: TMP 02-23-2021, POST Master Plan 01-12-2021 | |
| Please describe public review/engagement to date: | | Stakeholder interviews, pop-up event, open-house meeting, Planning Advisory Committee, social media posts with on-line community surveys. | |
| Other pertinent details: | | Click or tap here to enter text. | |
| 7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below) | | | |
| Phases to be included: | Major phase milestones: | | Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY) |
| <input type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Both | | | |
| <u>REQUIRED FOR ALL PHASES</u> | Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable) | | 01/2024 |
| <input checked="" type="checkbox"/> Design | Design contract Notice to Proceed (NTP) issued (if using a consultant): | | 02/2024 |
| | Design scoping meeting held with CDOT (if no consultant): | | 02/2024 |
| | FIR (Field Inspection Review): | | 08/2024 |
| | FOR (Final Office Review): | | 12/2024 |

| | | |
|--|--|---------|
| <input checked="" type="checkbox"/> Environmental | Environmental contract Notice to Proceed (NTP) issued (if using a consultant): | 04/2024 |
| | Environmental scoping meeting held with CDOT (if no consultant): | 06/2024 |
| <input checked="" type="checkbox"/> Right-of-Way | Initial set of ROW plans submitted to CDOT: | 01/2025 |
| | Estimated number of parcels to acquire: 1 | |
| | ROW acquisition completed: | 12/2025 |
| <input checked="" type="checkbox"/> Construction | Required clearances: | 12/2025 |
| | Project publicly advertised: | 02/2026 |
| <input checked="" type="checkbox"/> Study | Kick-off meeting held after consultant NTP (or internal if no consultant): | 05/2026 |
| <input checked="" type="checkbox"/> Equipment Purchase (Procurement) | RFP/RFQ/RFB (bids) issued: | 06/2026 |
| <input type="checkbox"/> Other Phase not Listed Describe: Describe | First invoice submitted to CDOT/RTD: | 08/2026 |

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

WCR13 (Colorado Boulevard) forms the primary corridor in the Tri-Town area between the Town of Frederick, Town of Firestone and City of Dacono with both WCR13 and WCR20 identified as a Principal Arterial within the Regional Roadway System. With rapid growth of the Northern Front Range and within the Tri-Town area the Frederick Transportation Master Plan has identified intersection improvements as an area of focus to improve traffic operations through signal timing, controls and widening through the incorporation of auxiliary turn lanes on primary corridors. Additionally, the TMP and POST Master Plan has identified multimodal and trail links in coordination with these improvements to fill in gaps existing in the system. This element of the project will also facilitate a safe route to school, Coal Ridge Middle School and Frederick High School, for subdivisions that currently do not have pedestrian and bicycle facilities. The proposed project is necessary to alleviate congestion along the corridor and decrease pollution associated with such congestion, improve bicycle and pedestrian connectivity by creating trails and bicycle lanes where none currently exist, and improve safety by including ADA curb ramps and pedestrian crossing controls where none exist and reducing crashes associated with congestion and inadequate roadway capacity.

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

Roadway

- Operational Improvements
- General Purpose Capacity (2050 MVRTP)
- Managed Lanes (2050 MVRTP)
- Pavement Reconstruction/Rehab
- Bridge Replace/Reconstruct/Rehab

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

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

Regional Transit¹

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

Study

Other, briefly describe: Click or tap here to enter text.

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.*

This project will include 100% design, acquisition, bid and build. The design process shall include Subsurface Utility Engineering (SUE) within the full area of the roadway improvements with identification of design conflict and relocation coordination. All geotechnical investigation services required for the design of this project will be provided by the consultant. ROW acquisition is anticipated with this project, appraisal and acquisitions service shall be included with the design process identifying any ROW or easements required for the project and to facilitate the acquisition process. The intersection improvement design will provide the ultimate roadway design, including the installation of additional auxiliary acceleration and deceleration turn lanes where applicable with new traffic signals, signal timing and controls to handle lane configuration. Also, to include the installation of new ADA curb ramps, sidewalk and trail connections with associated pedestrian crossing controls.

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.*

RFP/Q for project design services has been prepared defining scope of work following similar process to other intersection improvement projects the Towns have undertaken.

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: Click or tap here to enter text.

Outline the differences between the scope outlined above and the reduced scope: Click or tap here to enter text.

| Project Financial Information and Funding Request (All funding amounts in \$1,000s) | | |
|---|----------------------------|--|
| <i>To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.</i> | | |
| Total amount of Subregional Share Funding Request (in \$1,000's) <i>(Not to exceed 80% of the total project cost)</i> | \$2,059,000 | 79.96% of total project cost |
| Match Funds (in \$1,000's) List each funding source and contribution amount. | Contribution Amount | % Contribution to Overall Project Total |
| Town of Frederick | \$258,000 | 10.0% |
| Town of Firestone | \$258,000 | 10.0% |
| Click or tap here to enter text. | \$Match Amount | 0.0% |
| Click or tap here to enter text. | \$Match Amount | 0.0% |
| Click or tap here to enter text. | \$Match Amount | 0.0% |
| Click or tap here to enter text. | \$Match Amount | 0.0% |
| Total Match <i>(private, local, state, regional, or federal)</i> | \$516,000 | 20.0% |
| Project Total | \$2,575,000 | |

| Funding Breakdown (in \$1,000s) (by program year) ¹ (Total funding should match the Project Total from above) | | | | | |
|--|---|----------------|----------------|----------------|-------------|
| <i>To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.</i> | | | | | |
| | FY 2024 | FY 2025 | FY 2026 | FY 2027 | Total |
| DRCOG Requested Funds ² | \$187,000 | \$104,000 | \$1,768,000 | \$Enter Amount | \$2,059,000 |
| CDOT or RTD Supplied Funds ³ | \$Enter Amount | \$Enter Amount | \$Enter Amount | \$Enter Amount | \$ 0 |
| Local Funds (Funding from sources other than DRCOG, CDOT, or RTD) | \$47,000 | \$26,000 | \$444,000 | \$Enter Amount | \$517,000 |
| Total Funding | \$234,000 | \$130,000 | \$2,212,000 | \$ 0 | \$2,576,000 |
| Phase to be Initiated | Design | ROW | Construction | Select Phase | |
| Notes: | <ol style="list-style-type: none"> Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). 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. For the 2024-2027 Subregional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027 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 subregional 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.*

Development in the Tri-Town has outpaced the growth of most nearby communities with Frederick at 5.61%, Firestone at 4.68% and Dacono at 4.20% growth rates over the last eight-years according to US Census data. TAZ Demographics data identifies an additional 48% growth between 2020 and 2050 within a 0.5-mile radius. Longitudinal Employer-Household Dynamics (LEHD) data show top employers of area residents are in Denver, Boulder and Longmont with less than 20% of residents working within a 10-mile commuting distance. More than half of the population travels more than 30-minutes to get to work. Growth projections of both employment and population within the Tri-Town will increase the demand on all aspects of the Towns transportation network. WCR13 (Colorado Boulevard) forms the primary corridor of the Tri-Town area and along with WCR20 the roadways connect the communities to the CDOT I25 Frontage Roads, HW52, HW119 and beyond. Roadway capacity and intersection operation will be vital to alleviating congestion as a result of growth seen to date and continued growth into the future.

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.*

Between 2015 and 2019 there have been 37 recorded crashes at the intersection of WCR13 and WCR20 including 1 reported fatality. The project aims to improve safety for vehicular road users with the proposed project addressing the subregional issue of traffic congestion by improving intersection operation and laying the foundation for the ultimate future widening of WCR13 (Colorado Boulevard) from HW52 to HW119 when warranted. The creation of trails and bicycle lanes along the corridor will fill gaps in connectivity for these transportation modes greatly improving safety for vulnerable users by including pedestrian, bicycle and trail connections.

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.

Yes, the Project will benefit multiple communities in the area including Tri-Town municipalities as well as the unincorporated Evanston and Weld County residents. The Tri-Town consists of the Town of Frederick and the Town of Firestone who will be partnering in the funding of the project as well as the City of Dacono. The total estimated cost of the project is \$2,496,000. The Town of Frederick and the Town of Firestone will be partnering to provide a 20% match or \$500,000 for the proposed project.

4. Disproportionately Impacted and Environmental Justice Communities

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

| | DI & EJ Population Groups | Number within ½ mile | % of Total | Regional % |
|--|---|----------------------|------------|------------|
| Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer) | a. Total population | 16,426 | - | - |
| | b. Total households | 5,987 | - | - |
| | c. Individuals of color | 3,500 | 21% | 33% |
| | d. Low-income households | 154 | 3% | 9% |
| | e. Individuals with limited English proficiency | 70 | 0% | 3% |
| | f. Adults age 65 and over | 1,532 | 9% | 13% |
| | g. Children age 5-17 | 3,509 | 21% | 16% |
| | h. Individuals with a disability | 659 | 4% | 9% |
| | i. Households without a motor vehicle | 48 | 1% | 5% |
| | j. Households that are housing cost-burdened | 1,146 | 19% | 32% |

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

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

The proposed Project will incorporate trails and bicycle lanes along the corridor to fill gaps in connectivity greatly improving safety and access for vulnerable users by including pedestrian, bicycle and trail connections where no facilities currently exist. For low-income households, those without a motor vehicle or are housing cost-burdened who represent 46% of the regional population it would provide a means of alternate transportation. Additionally, these multimodal improvements would facilitate a safe route to school for middle and high school age students as well as adults over 65 and those with a disability whose represent 16%, 13% and 9% of the regional population within 0.5-miles respectfully. The Project will also include the installation of ADA curb ramps and pedestrian crossing controls where these items do not exist on the north and west legs of the intersection and update the south and east leg crossings to current standards thus increasing safety at the inspection for these vulnerable users. The intersection project would provide transportation improvements in the area of planned higher density zoning to facilitate and encourage development of these areas to increase diversity and offer more affordable housing types in each community. Additionally, the intersection improvement will help those with health or respiratory issues by reducing overall vehicle emissions caused by vehicle congestion. The proposed project will increase livability of this subregional corridor increasing opportunities for physical health, access to a variety of destinations to help our residents thrive.

5. How will this project move the subregion toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#) in terms of...
- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
 - The proposed intersection improvement project will improve transportation and multimodal facilities in the area of a variety of residential zoning types.
 - Public investment in transportation facilities will encourage and facilitated the impact of private development of the areas high density residential which will increase housing diversity in the subregion.
 - Improve access opportunity for traditionally underserved populations through increased diverse housing stock available in the area.
 - Increase livability of this subregional corridor by increasing opportunity and access to a variety of destinations for physical health, community gathering areas as well as neighborhood commercial and industrial employment zones.
 - Continued investment in our subregions multimodal infrastructure supports our region's economic vitality by keeping people and freight moving safely and smoothly through the network.
 - Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*
 - Installation of sidewalk and trail system adjacent to residential communities where none currently exist to improved and expand the multimodal transportations systems to connect residents to existing trail systems and public recreation areas.
 - Improved safety and reduce risk hazards by providing ADA crossing facilities where none exist and improving those currently in place.
 - Project will include the construction of auxiliary turn lanes in all directions of travel and incorporate signal controls to improvement intersection operation and level of service. With this there will be less congestion and improved the flow of traffic at the intersection resulting in less vehicle idling and an overall emissions reduction.
 - Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
 - The intersection improvement project will increase opportunity and access of this subregional corridor to a variety of destinations for physical health to help our residents thrive. Including the Firestone Trail system, Frederick Recreation Area, Milavec Lake, Bella Rosa Golf Course, Saddleback Golf Course and proposed new Carbon Valley Recreation Center facility.
 - Improved intersection operations and reduce congestion on a primary corridor to area healthcare facilities and service providers located on WCR13 (Colorado Boulevard) both north and south of the proposed intersection improvement.
 - Continued investment in our subregions multimodal infrastructure supports our region's economic vitality by keeping people and freight moving safely and smoothly through the network.

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

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name: Click or tap here to enter text.
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: Click or tap here to enter text.
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many: Click or tap here to enter text.
- Rail station: Yes No If yes, how many: Click or tap here to enter text.
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No

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

Town of Frederick

<https://frederickco.maps.arcgis.com/apps/webappviewer/index.html?id=f7e46cc34f4b44b49972d341fd8a589f>

Town of Firestone

<https://co-firestone2.civicplus.com/DocumentCenter/View/52/Zoning-Map?bidId=>

Weld County

<https://www.co.weld.co.us/maps/zoning/>

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

Zoning in the TAZ Demographic 0.5-mile radius area includes a variety of existing and potential development types, including; Agricultural District, Neighborhood Commercial (Low Density), Community Commercial (Medium Density), R-1 (Residential Low Density), R-C (Medium Density Residential), R-C (High Density Residential), Open Space, Planned Unit Development, Public District, Regional Trail System and AG (Agriculture).

| Provide households and employment data* | 2020 | 2050 |
|--|-------|-------|
| Households within ½ mile | 5,987 | 8,836 |
| Jobs within ½ mile | 2,077 | 3,627 |
| Household density (per acre) within ½ mile | 0.70 | 1.13 |
| Job density (per acre) within ½ mile | 0.23 | 0.38 |

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

As previously stated, the WCR13 and WCR20 Intersection Improvement project is located in an area of variety of zoning and planned development areas; including, existing low-density single family residential as well as planned medium and high-density residential and low and medium-density commercial. The intersection improvement on the principal arterial corridors will help to facilitated the traffic impact generated by projected 2050 growth of 48% household and 75% jobs increase within 0.5-miles of the project area.

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

The DRCOG-defined urban centers of Denver, Boulder and Longmont are identified as the top employers of area residents with less than 20% of residents working within a 10-mile commuting distance and more than half of the population traveling more than 30-minutes to get to work.

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 an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?
 Walking Bicycling Transit SOV Freight Other: [Click or tap here to enter text.](#)
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.): [The Project will include the installation of sidewalk, shared use trail, bicycle lanes and ADA crossing facilities where none currently exist to connect residents in the Project area to other multi-use/multi-modal segments. The addition of auxiliary deceleration and acceleration left and right turn lanes, new traffic signals, signal timing and controls.](#)
- 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.
[The Project will support the installation of safe and comfortable pedestrian and bicycle facilities by installing separated shared use trails, sidewalks and improving ADA crossing facilities to facilitate crossing from all intersection quadrants.](#)
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?
 Yes No

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

The WCR13 and WCR20 Intersection Improvement project will include the installation of pedestrian, bicycle and multimodal transportation facilities where none currently exist. These improvements will fill in gaps of the Bella Rosa Parkway Trail as identified in the Town of Frederick TMP and POST Master Plan. With the creation of a safe alternate transportation option to access the trails system residents will have increased mobility choices to access area amenities including curb ramps and pedestrian crossing controls

Air Quality**Improve air quality and reduce greenhouse gas emissions.**

(drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))

Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

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

| Emissions Reduced (kg/day) | CO | NOx | VOCs | PM 10 | CO ₂ e |
|-------------------------------|-------|-------|-------|-------|-------------------|
| | 0.237 | 0.135 | 0.054 | 0.007 | 106.678 |

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

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

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

The proposed Project will include the construction of auxiliary turn lanes in all directions of travel and incorporate signal controls to improvement intersection operation and level of service. With this there will be less congestion and improved the flow of traffic at the intersection resulting in less vehicle idling and an overall emissions reduction.

**Regional
Transit**

Expand and improve the subregion’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, etc.

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

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

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the [2050 MVRTP](#))?*
 Yes No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?*
 Yes No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- 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.
- Does this project add and/or improve transit access to or within a DRCOG-defined urban center?*
 Yes No

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

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

The WCR13 and WCR20 Intersection Improvement project is not located on the Regional Rapid Transit System. The Town of Frederick, Town of Firestone and the City of Dacono have low numbers of rapid transit users due to the lack of convenient access to regional rapid transit.

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

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

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

| | | |
|--|----|---|
| Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i> | | Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology). |
| Fatal crashes | 1 | |
| Serious Injury crashes | 1 | |
| Other Injury crashes | 8 | |
| Property Damage Only crashes | 27 | |
| Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i> | | Provide the methodology below: |
| Fatal crashes reduced | 0 | CMF Clearinghouse 35% reduction |
| Serious Injury crashes reduced | 0 | |
| Other Injury crashes reduced | 5 | |
| Property Damage Only crashes reduced | 18 | |

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

This Project will implement safety improvement through the addition of auxiliary lanes in all directions with advanced stop bars at the intersection; including, protected left turn lanes as well as right turn deceleration and acceleration turn lanes. The intersection will include dual ADA curb ramps where not currently exist, countdown pedestrian signal heads, leading pedestrian interval with prohibited turn movements during crossing phase, high-visibility crosswalks and updated LED intersection lighting. Traffic signal controls for advanced zone detection, with yellow/all-red signal timing and signal coordination are planned for improved safety approaching and between intersections.

Freight

Maintain efficient movement of goods within and beyond the subregion.

(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: bridge improvements, improved turning radii, increased roadway capacity, etc.

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

- Is this project located in or impact access to a [Freight Focus Area](#)?*
 Yes No If yes, please provide the name: [Click or tap here to enter text.](#)
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
 Yes No If yes, please describe in your response.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
 Yes No
- Check any items from the [Inventory of Current Needs](#) which this project will address:
 Truck Crash Location Rail Crossing Safety ([eligible locations](#))
 Truck Delay Truck Reliability Highway Bottleneck
 Low-Clearance or Weight-Restricted Bridge
Please provide the location(s) being addressed: [Click or tap here to enter text.](#)
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
 Yes No If yes, please describe in your response.

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

Project will improve traffic operations with the addition of auxiliary turn lanes in all directions. Traffic operations at the Principal Arterial intersection of Colorado Boulevard and Bella Rosa Parkway

| | |
|------------------------------|--|
| 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. |
|------------------------------|--|

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.

The proposed project will include separated shared use trails, sidewalks along WCR20 (Bella Rosa Parkway) and improve ADA crossing facilities at the intersection to fill in gaps where no facilities currently exist and connect these areas to the existing Firestone Trail system running adjacent to WCR13 (Colorado Boulevard).

Bicycle Use

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

| | | |
|---|------------------------|------------------------------|
| 1. Current Average Single Weekday Bicyclists: | Unknown | |
| 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. | Increased | Increased |
| 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) | Enter Data | Enter Data |
| 4. = Initial number of new bicycle trips from project (#2 – #3) | 0 | 0 |
| 5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below) | Enter Data | Enter Data |
| 6. = Number of SOV trips reduced per day (#4 - #5) | 0.00 | 0.00 |
| 7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below) | Enter Data | Enter Data |
| 8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.) | 0.00 | 0.00 |
| 9. If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text. | | |
| 10. If different values other than the suggested are used, please explain here: Click or tap here to enter text. | | |

Pedestrian Use

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

| | | |
|--|------------------------|------------------------------|
| 1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs): | Unknown | |
| 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 | Increased | Increased |
| 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) | Enter Data | Enter Data |
| 4. = Number of new trips from project (#2 – #3) | 0 | 0 |

| | | |
|--|------------|------------|
| 5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below) | Enter Data | Enter Data |
| 6. = Number of SOV trips reduced per day (#4 - #5) | 0.00 | 0.00 |
| 7. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below) | Enter Data | Enter Data |
| 8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.) | 0.00 | 0.00 |
| 9. If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text. | | |
| 10. If different values other than the suggested are used, please explain here: Click or tap here to enter text. | | |

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

Data for bicycle and pedestrian use is not available. The WCR13 and WCR20 Intersection Improvement project will include the installation of pedestrian, bicycle and multimodal transportation facilities where none currently exist. These improvements will fill in gaps of the Bella Rosa Parkway Trail west of WCR13 as identified in the Town of Frederick TMP and POST Master Plan and connect to the existing north-south Firestone Trail system east of WCR13. Addition bicycle and pedestrian facilities extending east of WCR13 will provide connection for future high-density residential areas in the Town of Firestone. With the creation of alternate transportation options to utilize the trails system as well as providing new ADA curb ramps and pedestrian crossing controls where they do not currently exist and updating others safe means by which to access, this will help connect residents to area trails system, provide a safe route to schools, and connect people to recreational areas to support healthy and active choices.

| | | |
|------------------------------|---------------|------------|
| C. Project Leveraging | WEIGHT | 10% |
|------------------------------|---------------|------------|

| | | |
|---|--------------|--|
| <p>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. If this has not updated, select the box to the right and click F9)</i></p> | 20.0% | <p>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</p> |
|---|--------------|--|

| | | |
|-----------------------------|---------------|------------|
| 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 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:
- Kevin Ash, PE
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: SUE included with project design scope.
 - Railroad: N/A
 - Right-of-Way: Acquisition of ROW at NW quadrant identified in project scope.
 - Environmental/Historic: N/A
 - Other: Drainage – Design in process for Colorado Boulevard and Bella Rosa Parkway culvert crossings in partnership between Town of Frederick and Town of Firestone.
- b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, 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 N/A

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

Yes No N/A

If yes, who are the stakeholders?

[Town of Frederick and Town of Firestone](#)

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

[City of Dacono and Weld County](#)

Section 2. Local Match Availability

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

Yes No

Please describe:

[Matching funds are available in the Town of Frederick 2023 Street and Alley Fund](#)

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

Yes No

Please describe:

[CIP Program extends 5-years \(2023-2027\). This project is identified for Fiscal 2024/2025.](#)

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:

[Click or tap here to enter text.](#)

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.

[Project is in conceptual phase.](#)

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on January 27, 2023.

Prior to submitting, press Ctrl+A to select all, then press F9 to update all formulas. You can then print to PDF.