

## APPLICATION OVERVIEW

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The **Subregional Share Call for Projects** will **open on January 2, 2019**, with applications **due no later than 3 p.m. on February 27, 2018** to [your subregional forum](#).

- To be eligible to submit, at least one person from your agency must have attended one of the mandatory TIP training workshops (held August 8 and August 16) or a supplemental training held on September 14.
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than January 7, with CDOT/RTD providing a response no later than February 8. The form can be found [here](#).
- Any applications submitted by regional or similar agencies (TMA’s), or municipalities crossing multiple subregions, must be submitted through the subregional forum based on where the majority of the project is located.
- Data to help the sponsor fill out the application, *especially Part 3*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to [tcottrell@drcog.org](mailto:tcottrell@drcog.org) no later than February 6, 2019.
- The application must be affirmed by either the applicant’s City or County Manager or Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP***, which can be found online [here](#).

## APPLICATION FORM OUTLINE

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The 2020-2023 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review each forum’s submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a final recommendation to the TAC, RTC, and DRCOG Board.

### Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

### Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant’s responses in Part 2.

**Scoring Methodology:** Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

**Subregional Significance of Proposed Projects..... 40%**

<b>High</b>	The project will significantly address a clearly demonstrated major subregional problem and benefit people and businesses from multiple subregions.
<b>Medium</b>	The project will either moderately address a major problem or significantly address a moderate-level subregional problem.
<b>Low</b>	The project will address a minor subregional problem.

**Section A. Metro Vision TIP Focus Areas ..... 30%**

<b>High</b>	The project will <b>significantly improve</b> the safety and/or security, <b>significantly increase</b> the reliability of the transportation network, and benefit a <b>large number and variety</b> of users (including vulnerable populations*).
<b>Medium</b>	The project will <b>moderately improve</b> the safety and/or security, <b>moderately increase</b> the reliability of the transportation network, and benefit a <b>moderate number and variety</b> of users (including vulnerable populations*).
<b>Low</b>	The project will <b>minimally improve</b> the safety and/or security, <b>minimally increase</b> the reliability of the transportation network, and benefit a <b>limited number and variety</b> of users (including vulnerable populations*).

*\*Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

**Section B. Consistency & Contributions to Transportation-focused Metro Vision Objectives ..... 20%**

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region’s residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

<b>High</b>	The project will <b>significantly</b> address Metro Vision transportation-related objectives and is determined to be in the <b>top third</b> of applications based on the magnitude of benefits.
<b>Medium</b>	The project will <b>moderately</b> address Metro Vision transportation-related objectives and is determined to be in the <b>middle third</b> of applications based on the magnitude of benefits.
<b>Low</b>	The project will <b>slightly or not at all</b> address Metro Vision transportation-related objectives and is determined to be in the <b>bottom third</b> of applications based on the magnitude of benefits.

**Section C. Leveraging of non-Subregional Share funds (“overmatch”) ..... 10%**

Scores are assigned based on the percent of outside funding sources (non-Subregional Share).

% of Outside Funding (non-Subregional Share)	<b>High</b>	60% and above
	<b>Medium</b>	30-59%
	<b>Low</b>	29% and below

**Part 3 | Project Data – Calculations and Estimates**

Based on the applicant’s project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant’s qualitative narrative.

# Part 1

# Base Information

1. Project Title	<b>Wadsworth &amp; Morrison Intersection improvements</b>
2. Project <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>	Wadsworth (SH121) from W. Vassar Ave to W. Woodard Dr. Southwest corner of Morrison portion.
3. Project Sponsor ( <i>entity that will construct/ complete and be financially responsible for the project</i> )	City of Lakewood
4. Project Contact Person, Title, Phone Number, and Email	Mike L Whiteaker, City Transportation Engineer, 303-987-7981, mikwhi@lakewood.org

5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?  Yes  No  
*If yes, provide applicable concurrence documentation with submittal*

6. What planning document(s) identifies this project?	<input type="checkbox"/> <a href="#">DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FC RTP)</a>
	<input checked="" type="checkbox"/> Local plan: Jefferson county road plan for Upham extension to Morrison
	<input checked="" type="checkbox"/> Other(s): DRCOG 2040 RTP Vision (unfunded)
	<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>

7. Identify the project's **key elements**.

<input type="checkbox"/> Rapid Transit Capacity (2040 FC RTP) <input type="checkbox"/> Transit Other: <input type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input checked="" type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FC RTP) <input checked="" type="checkbox"/> Roadway Operational	<b>Grade Separation</b> <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:
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8. **Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?  
 Congestion management on regional roadway system.

9. Define the **scope** and **specific elements** of the project.  
 The project would construct a southbound acceleration lane from Morrison with associated retaining walls and irrigation ditch siphon modifications to complete the existing project that is modifying the NW, NE and SE corners of the Wadsworth & Morrison intersection.

**10. What is the status of the proposed project?**

Muller Engineering has been working on a design for CDOT. The project is estimated to be at 30% design.

**11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?**

Yes  No

*If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.*

**A. Project Financial Information and Funding Request**

<b>1. Total Project Cost</b>	<b>\$3,125,000</b>	
<b>2. Total amount of DRCOG Subregional Share Funding Request</b>	<b>\$2,500,000</b>	<b>80%</b> of total project cost
<b>3. Outside Funding Partners (other than DRCOG Subregional Share funds)</b> List each funding partner and contribution amount.	<b>\$\$</b> <b>Contribution Amount</b>	<b>% of Contribution</b> <b>to Overall Total</b> <b>Project Cost</b>
City of Lakewood	\$625,000	20%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
<b>Total amount of funding provided by other funding partners</b> <i>(private, local, state, Regional, or federal)</i>	<b>\$625,000</b>	

<b>Funding Breakdown (year by year)*</b>					
	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>Total</b>
<b>Federal Funds</b>	\$	\$	\$	\$	<b>\$0</b>
<b>State Funds</b>	\$	\$	\$	\$	<b>\$0</b>
<b>Local Funds</b>	\$	\$	\$	\$625,000	<b>\$625,000</b>
<b>Total Funding</b>	\$0	\$0	\$0	\$625,000	<b>\$625,000</b>
<b>4. Phase to be Initiated</b> <i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i>	Choose an item	Choose an item	Choose an item	CON	

*\*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.*

5. **By checking this box**, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded.



## Part 2 Evaluation Criteria, Questions, and Scoring

### A. Subregional significance of proposed project

WEIGHT **40%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.

1. Why is this project important to your subregion?

Wadsworth (SH121) is one of the main roadways between I-25 and C470 for north-south mobility. Wadsworth and Jewell intersection is one of the main bottlenecks on this route. The Green Gables development was approved in Jefferson County with the traffic analysis showing the connection of Upham to form the 4<sup>th</sup> leg at the Morrison signal. This future connection alleviate some traffic from the Wadsworth & Jewell intersection from Green Gables, while also providing access to the new City Park. This project will further improve the intersection by providing a right turn acceleration lane, wider sidewalk and better sight distance for the southwest corner.

2. Does the proposed project cross and/or benefit multiple **municipalities and/or population centers**? If yes, which ones and how?

Lakewood and Jefferson County residents both will benefit immediately with access to the park and improved operations on Wadsworth.

3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?

No

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Part 1, #8)?

Provides acceleration lane for right turners from Morrison leg of the intersection.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

The overall project will provide better operations at the intersection and provide the necessary pedestrian and vehicular access to a new city park.

6. How will connectivity to different travel modes be improved by the proposed project?

The existing sidewalk is very narrow and immediately adjacent to high speed traffic. This project will widen Wadsworth and provide an acceleration lane moving the pedestrians further from the high speed traffic and on normal width sidewalks. There is a bus stop on Wadsworth southbound just past the widening so bus riders who became pedestrians will have an improved route to or from the intersection.

7. Describe funding and/or project partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.

Jefferson County is supportive of the overall project as it supports their planned extension of Upham Street to allow another signalized exit from the Green Gables development. CDOT has been working on plans for a rebuild of the Wadsworth & Morrison intersection. This project is the last portion of the overall project and improves the southwest corner of the intersection.

### B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).

**1. Describe how the project will improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).**

The existing sidewalk is very narrow and immediately adjacent to high speed traffic. This project will widen Wadsworth and provide an acceleration lane moving the pedestrians further from the high speed traffic and on normal width sidewalks. There is a bus stop on Wadsworth southbound just past the widening so bus riders/pedestrians will have an improved route to or from the intersection.

**2. Describe how the project will increase reliability of existing multimodal transportation network.**

The overall project will build a new multipurpose path on the eastside of wadsworth and this project will widen the sidewalk on the westside where narrow providing options for the most direct or safer route to users.

**3. Describe how the project will improve transportation safety and security.**

The project will rebuild the existing signalized crossing of Wadsworth and Morrison. The project will buffer the pedestrians with an acceleration lane for vehicles instead of being immediately adjacent to high speed traffic.

**C. Consistency & Contributions to Transportation-focused Metro Vision Objectives**

WEIGHT **20%**

Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.

[MV objective 2](#)

**Contain urban development in locations designated for urban growth and services.**

**1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place?**

Yes  No

Describe, including supporting quantitative analysis

The overall project will construct the fourth leg at Morrison and will support development at the old Taylor properties and eventually allow another signalized outlet for the green gables development. This project will further increase the operaiton and safety at the intersection with improvements to the southwest corner.

[MV objective 3](#)

**Increase housing and employment in urban centers.**

**2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations?**

Yes  No

Describe, including supporting quantitative analysis

[MV objective 4](#)

**Improve or expand the region’s multimodal transportation system, services, and connections.**

**3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services?**

Yes  No

Describe, including supporting quantitative analysis

[MV objective 6a](#)

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

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants?

Yes  No

Describe, including supporting quantitative analysis

[MV objective 7b](#)

**Connect people to natural resource or recreational areas.**

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets?

Yes  No

Describe, including supporting quantitative analysis

[MV objective 10](#)

**Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles?

Yes  No

Describe, including supporting quantitative analysis

The park will have a trail network and we will establish a multimodal path along the Wadsworth frontage as part of the previous TAP grant. This project will provide a wider sidewalk on the west side of Wadsworth where it is narrow and increase the separation from high speed traffic to increase safety.

[MV objective 13](#)

**Improve access to opportunity.**

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities?

Yes  No

Describe, including supporting quantitative analysis

[MV objective 14](#)

**Improve the region's competitive position.**

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality?

Yes  No

Describe, including supporting quantitative analysis

**D. Project Leveraging**

WEIGHT **10%**

<b>9.</b> What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20%	60%+ outside funding sources ..... High 30-59% .....Medium 29% and below .....Low
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### Part 3

## Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

### A. Transit Use

1. Current ridership weekday boardings	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <i>Provide supporting documentation as part of application submittal</i>	0	0
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) <i>(Example: {#3 X 25%} or other percent, if justified)</i>	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	0	0
7. Enter the value of <b>{#6 x 9 miles}</b> . (= the VMT reduced per day) <i>(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)</i>	0	0
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

### B. Bicycle Use

1. Current weekday bicyclists	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: <b>{#3 X 50%}</b> or other percent, if justified)	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of <b>{#7 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor)	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
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:		

### C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	0
2040	0	0	0

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: <b>{#3 X 50%}</b> or other percent, if justified)	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: <b>{#5 X 30%}</b> or other percent, if justified)	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0

12. Enter the value of <b>{#7 x .4 miles}</b> . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor)</i>	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

## D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
	Use Current Census Data	1. Persons over age 65
2. Minority persons		0
3. Low-Income households		0
4. Linguistically-challenged persons		0
5. Individuals with disabilities		0
6. Households without a motor vehicle		0
7. Children ages 6-17		0
8. Health service facilities served by project		0

## E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	0
2. 2040 ADT estimate	0
3. Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations	Year of Opening
4. Enter calculated future weekday VHD (after project)	0
5. Enter value of <b>{#3 - #4}</b> = Reduced VHD	0
6. Enter value of <b>{#5 X 1.4}</b> = <b>Reduced person hours of delay</b> <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. <b>After project peak hour congested average travel time reduction</b> per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	0
8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.	

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

## F. Traffic Crash Reduction

1. Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians ( <i>most recent 5-year period of data</i> )		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices ( <i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i> ).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
2. Estimated reduction in crashes <u>applicable to the project scope</u> ( <i>per the five-year period used above</i> )		
Fatal crashes reduced	0	
Serious Injury crashes reduced	0	
Other Injury crashes reduced	0	
Property Damage Only crashes reduced	0	

## G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.  
Applicants will rate as: Excellent, Good, Fair, or Poor

### Roadway Pavement

1. Current roadway pavement condition	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0

### Bicycle/Pedestrian/Other Facility

4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	0

## H. Bridge Improvements

1. Current bridge structural condition from CDOT
2. Describe current condition issues and how the project will address them.

3. Other functional obsolescence issues to be addressed by project

4. Average Daily User Volume over bridge 0

**I. Other Beneficial Variables** *(identified and calculated by the sponsor)*

1.

2.

3.

**J. Disbenefits or Negative Impacts** *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*  Yes  No

2. Negative impact on vulnerable populations

3. Other: