

**DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Subregional Share (Call #4) –
Jefferson 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: \$17,881,000 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		West Colfax Safety Project- 24353- Enhanced Design	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: MP 293 (Teller Street) End point: MP 294.25 (Sheridan Blvd) OR Geographic Area: Click or tap here to enter text.	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Lakewood	
4. Project Contact Person:			
Name: Mike L Whiteaker		Title: City Transportation Engineer	
Phone: 303-987-7981		Email: mikwhi@Lakewood.org	
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period: 2020-2029		
	Local/Regional/Subregional plan:	Planning Document Title: Click or tap here to enter text. Adopting agency (local agency Council, CDOT, RTD, etc.): Click or tap here to enter text. Provide date of adoption by council/board/commission, if applicable: Click or tap here to enter text.	
	Please describe public review/engagement to date:	Public meetings, meeting with property owners, LakewoodSpeaks	
	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 checked="" type="checkbox"/> Construction <input 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)		12/2023
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		Enter Date
	Design scoping meeting held with CDOT (if no consultant):		Enter Date
	FIR (Field Inspection Review):		Enter Date
	FOR (Final Office Review):		Enter Date
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):		Enter Date

<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	3/2023
	Estimated number of parcels to acquire: 40	
	ROW acquisition completed:	3/2024
<input checked="" type="checkbox"/> Construction	Required clearances:	12/2023
	Project publicly advertised:	1/2024
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

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

This section of Colfax has seen an over-represented number of pedestrian-vehicle crashes. Almost all the pedestrian fatalities have happened at night and outside of crosswalk areas.

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

Regional Transit¹

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities (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: 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.*

Project will provide median mounted street lighting and pedestrian lighting for better visibility. The project will also use enhanced landscaping to direct pedestrians to safer crossings.

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.*

Currently at 30% design along with the original project elements.

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>	\$4,522	79.99% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.	Contribution Amount	% Contribution to Overall Project Total
Lakewood Tabor Funds	\$1,131	20.0%
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%
Click or tap here to enter text.	\$Match Amount	0.0%
Total Match <i>(private, local, state, regional, or federal)</i>	\$1,131	20.0%
Project Total	\$5,653	

Funding Breakdown (in \$1,000s) (by program year)¹ (Total funding should match the Project Total from above)

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

	FY 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$3,392	\$1,130	\$Enter Amount	\$Enter Amount	\$4,522
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)	\$848	\$283	\$Enter Amount	\$Enter Amount	\$1,131
Total Funding	\$4,240	\$1,413	\$ 0	\$ 0	\$5,653
Phase to be Initiated	Construction	Select Phase	Select Phase	Select Phase	
Notes:	<ol style="list-style-type: none"> 1. 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. 2. 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 3. 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.*

Colfax is a state highway (SH040) and this section is on the high injury network. Colfax is a major route for many directly connecting Golden, Lakewood and Denver. Many adjacent residents of Edgewater, Wheat Ridge and unincorporated Jefferson County use Colfax frequently. Colfax has an AADT of 22,000 just west of Sheridan in 2021 with 530 SU and 220 combination trucks (CDOT station 101910).

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 overall project is already partially funded, and several areas have been identified that require enhanced features not originally scoped to really meet the projects original safety goals. Almost all the pedestrian crashes have happened at night so lighting needs to be much more focused than the typical relocated XCEL lighting would provide. To further restrict the pedestrian access to the roadway and guide them to safer crossings, the landscaping needs to provide a low barrier where possible and be more than the typical tree lawn. During design it was also identified that we will need many permanent and temporary easements that weren't identified in the original project.

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

The project is adjacent to Edgewater and Denver residents, while many Golden, Jeffco and Wheat Ridge residents also use this portion of Colfax.

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	30,029	-	-
	b. Total households	14,578	-	-
	c. Individuals of color	15,639	52%	33%
	d. Low-income households	2,660	18%	9%
	e. Individuals with limited English proficiency	2,336	8%	3%
	f. Adults age 65 and over	3,740	12%	13%
	g. Children age 5-17	4,242	14%	16%
	h. Individuals with a disability	2,425	8%	9%
	i. Households without a motor vehicle	2,479	17%	5%
	j. Households that are housing cost-burdened	5,843	40%	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 project will provide safer pedestrian travel through increased night time visibility and directing pedestrians to safer crossing locations.

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.)*
 - Safer pedestrian environments allows short trips to the local commercial shops improving the overall appeal and viability of the area.
- 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.)*
 - Safer pedestrian environments provides more short trips via walking or rolling, and better access to RTD transit routes along Colfax.
- 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 lighting will allow better access to local commercial establishments, parks and active choices during low light conditions.

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: [Sheridan Station, Wadsworth Boulevard](#)
- Does the project connect two or more urban centers?*
 Yes No If yes, please provide the names: [Sheridan Station, Wadsworth Boulevard](#)
- Is there a transit stop or station within ½ mile of the project limits?*
 Bus stop: Yes No If yes, how many: **68**
 Rail station: Yes No If yes, how many: **3**
- 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:

<https://www.lakewood.org/files/assets/public/planning/development-assistance/pdfs/zone-district-pdfs/m-g-u.pdf> (most of the project lies in this zoning)

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

Provide households and employment data*	2020	2050
Households within ½ mile	14,578	18,849
Jobs within ½ mile	15,787	23,455
Household density (per acre) within ½ mile	6.18	8.7
Job density (per acre) within ½ mile	6.21	9.48

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*:

[Project will provide safer night time operations and options between Wadsworth and Sheridan.](#)

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**.**

[This project will provide safer pedestrian access between Wadsworth, Lamar Plaza \(Casa Bonita, etc.\), RMCAD, Sheridan and points further east in Denver along Colfax.](#)

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.): [Side path, bus stop improvements, crossings](#)
- 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 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](#).*

[Safer pedestrian environments provide more short trips via walking or rolling, and better access to RTD transit routes along Colfax.](#)

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
	Enter Data	Enter Data	Enter Data	Enter Data	Enter Data

*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.

Improvements to air quality will be negligible from this portion of the overall project.

**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](#).

[Improved sidewalk usage provides more comfortable connections between pedestrians/cyclists and 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	4	
Serious Injury crashes	27	
Other Injury crashes	172	
Property Damage Only crashes	548	
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	1	CMF for increased lighting 0.679 Li et al 2021. Then used 50% for night time
Serious Injury crashes reduced	4	
Other Injury crashes reduced	28	
Property Damage Only crashes reduced	88	

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](#).*

Project directly implements countermeasures to address the over-represented nighttime pedestrian crashes.

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](#).*

[Negligible improvement from better visibility on corridor.](#)

Active Transportation	Expand and enhance active transportation travel options. (drawn from 2050 MVRTP priorities ; Denver Regional Active Transportation Plan ; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.
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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?*
 - Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
 - Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
 - Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
- 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

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:	No counts	
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.	Enter Data	Enter Data
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: Colfax is not a desired bike route. The desired bike route is the parallel W 14 th Ave. However, many bikes cross Colfax and the original project will be installing a wide sidewalk that some local bikers will use for short trips.		

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):	No Counts	
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	Enter Data	Enter Data
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) <i>(Values other than .4 miles must be justified by sponsor on line 10 below)</i>	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: Most pedestrian trips are across the corridor and not along the corridor due to the current pedestrian amenities and gaps that the original project is rectifying. This project will improve the safety of the existing trips and should provide some increase in trip usage with better night time visibility. It is not currently quantifiable.		

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.

This project will make the improvements safer to use and increase safety at night.

C. Project Leveraging	WEIGHT	10%
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<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%	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px;">60%+ outside funding sources</td><td style="text-align: right; padding: 2px;">5 pts</td></tr> <tr><td style="padding: 2px;">50-59.9%</td><td style="text-align: right; padding: 2px;">4 pts</td></tr> <tr><td style="padding: 2px;">40-49.9%</td><td style="text-align: right; padding: 2px;">3 pts</td></tr> <tr><td style="padding: 2px;">20-39.9%</td><td style="text-align: right; padding: 2px;">2 pts</td></tr> <tr><td style="padding: 2px;">10.1-19.9%</td><td style="text-align: right; padding: 2px;">1 pt</td></tr> <tr><td style="padding: 2px;">10%.....</td><td style="text-align: right; padding: 2px;">0 pts</td></tr> </table>	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
60%+ outside funding sources	5 pts													
50-59.9%	4 pts													
40-49.9%	3 pts													
20-39.9%	2 pts													
10.1-19.9%	1 pt													
10%.....	0 pts													

D. Project Readiness	WEIGHT	10%
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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:
- Gaurav Vasisht
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: Surveyed and 30% design completed
 - Railroad: none
 - Right-of-Way: 30% design completed and easements identified
 - Environmental/Historic: Already engaged with CDOT and reviews underway, historic has identified some parcels and design has been modified to mitigate impacts
 - Other: Click or tap here to enter text.
- 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: In Progress
- 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?

[40W Business Improvement District, Lamar Station Plaza, Casa Bonita, RMCAD](#)

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

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

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:

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

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

Yes No

Please describe:

[Lakewood Tabor fund is separate from CIP fund. Lakewood Tabor fund specifically allocates 1/3 of Tabor revenue to Public works projects, 1/3 to Police and 1/3 to Community Resources projects.](#)

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:

[Previous project, not this specific portion of overall project](#)

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 team has meet with all project owners individually and at open houses](#)

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.