



DRCOG FY2022-2025 Transportation Improvement Program (TIP) Regional Share Air Quality/Multimodal (AQ/MM) Application Programming Federal Fiscal Years 2023-2025

APPLICATION OVERVIEW

What: The Regional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

Funding Available: \$43 million (estimated as of the open date)

Applications: Air Quality & Multimodal (AQ/MM) application; each Subregional Forum may submit up to three applications from eligible project sponsors. Both CDOT and RTD may submit up to two applications each

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects

Call Opens: January 24, 2022

Call Closes: March 18, 2022, 3 pm

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

1. REQUIRED: a **single PDF document** containing the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
 - a. this application
 - b. one location map/graphic
 - c. cost estimate (your own or the CDOT [cost estimate form](#))
 - d. CDOT/RTD concurrence response (if applicable)
 - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
 - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than February 25, 2022

Other Notable items:

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#)). Please click on one of the links to register
- **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 February 4, 2022, with CDOT/RTD providing a response no later than March 4, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, joann.mattson@state.co.us; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, chris.quinn@rtd-denver.com
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than February 25, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and provide an initial score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a recommended funding list within the funding available. The panel’s recommendation will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM Regional 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. Regional Impact of Proposed Projects 30%

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

5	The project benefits will substantially address a major regional problem and benefit people and businesses in multiple subregions.
4	The project benefits will significantly address a major regional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either moderately address a major regional problem or significantly address a moderate -level regional problem.
2	The project benefits will moderately address a moderate -level regional problem.
1	The project benefits will address a minor regional problem.
0	The project does not address a regional 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-Regional Share funds).

Score	% non-Regional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

Section D. Project Readiness 10%

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	Substantial readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	Significant readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	Moderate readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	Slight readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	Few mitigation or readiness activities have been demonstrated.
0	No mitigation or readiness activities have been demonstrated.

Project Information

1. Project Title		Lone Tree Mobility Hub	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: I-25 at milepost 192 End point: I-25 at milepost 193 OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Lone Tree	
4. Project Contact Person:			
Name	Justin Schmitz, PE	Title	Director of Public Works
Phone	720-509-1244	Email	Justin.Schmitz@cityoflonetree.com
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>	<input checked="" type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: CDOT Mobility Hub Program https://www.codot.gov/about/transportation-commission/documents/2021-supporting/april-2021/05-mobility-hubs.pdf Adopting agency (local agency Council, CDOT, RTD, etc.): CDOT Provide date of adoption by council/board/commission, if applicable: April 14, 2021	
	Please describe public review/engagement to date:		
	Other pertinent details:		
7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:		Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/ RTD; assumed process is 4-9 months)		01/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		01/2023
	Design scoping meeting held with CDOT (if no consultant):		
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		01/2023
	Design scoping meeting held with CDOT (if no consultant):		

<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	06/2023
	ROW acquisition completed: Estimated number of parcels to acquire: 2	12/2023
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	06/2023
	FOR (Final Office Review):	10/2023
	Required clearances:	01/2024
	Project publicly advertised:	02/2024
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input checked="" type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	04/2024
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

The construction of the Lone Tree Mobility Hub will facilitate regional and state transit services along Interstate 25 by providing bus terminal facilities along Interstate 25, helping existing and future Colorado residents and Bustang customers connect to existing RTD light rail and regional activity center within the City of Lone Tree. Currently, Bustang experiences service delays as the vehicle has to leave Interstate 25 and navigate local streets to access the RTD LRT station at Sky Ridge Avenue. The City of Lone Tree is well positioned for this mobility hub project, the proposed site is located within the Ridge Gate West Village urban center, which has high concentrations of high paying jobs and multi-family housing, connected by a strong pedestrian network, all of which are within immediate walking distance of the RTD LRT station light rail stations. The City of Lone Tree has a long history of promoting and supporting multimodal transportation and transit, sponsoring the extension of the Southeast Light Rail Corridor and well as funding the City's Link on Demand program, which provides free, on-demand transit, and first-last mile connectivity, for anyone visiting, living or working within the City limits. This Lone Tree Mobility Hub will also serve as the backbone for future transit within greater Douglas County as they initiate future Transit/Multimodal Mobility Studies. This mobility hub will also serve as a critical, initial mobility enhancement for the I-25/Lincoln Avenue interchange complex and can be designed and constructed to be consistent with future improvements at that interchange.

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

Roadway

Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

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

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

Safety Improvements

Study

Other, briefly describe:

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

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

Construction of a CDOT Mobility Hub to facilitate regional and state transit services along Interstate 25, connecting to existing RTD light rail and regional activity center within the City of Lone Tree. This urban center, as designated by DRCOG, includes an expansive pedestrian network with existing and future high-density development. Project elements include a pedestrian overpass, bus docking stations along the outer shoulder of both north and southbound I-25, transit-specific acceleration/ deceleration lanes along the shoulders of Interstate 25, pedestrian scale improvements to Sky Ridge Avenue and Trainstation Circle to accommodate people walking, bicycling, and using Link on Demand local transit service to access RTD Regional transit services.

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.*

The City of Lone Tree and Douglas County have committed local funding to support this CDOT project. Upon the award of federal funding, the City of Lone Tree will work closely with CDOT and Douglas County to design and construct the Lone Tree Mobility Hub.

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: The City of Lone Tree cannot accept less than \$4 Million from Call #1 without reducing the scope of the project. The reason we can accept a lesser amount without reducing the scope of the project is because the Douglas County Subregional Forum has agreed to set-aside up to \$4 Million off the top from Call #2 DRCOG Subregional allocation, as this is our Forum's highest regional priority project.

Outline the differences between the scope outlined above and the reduced scope: There will not be any changes to the scope of the project.

Project Financial Information and Funding Request

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

<p>Total amount of Regional Share Funding Request <i>(No greater than \$20 million and not to exceed 90% of the total project cost)</i></p> <p><input checked="" type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds)¹</p>	<p>\$8,000</p>	<p>40.00 of total project cost</p>
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Match Funds List each funding source and contribution amount.	Contribution Amount	% Contribution to Overall Project Total
Colorado Department of Transportation	\$10,000	50%
Douglas County	\$1,000	5%
City of Lone Tree	\$1,000	5%
	\$	0%
	\$	0%
	\$	0%

<p>Total Match <i>(private, local, state, subregional, or federal)</i></p>	<p>\$12,000</p>	<p>60.00%</p>
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<p>Project Total</p>	<p>\$20,000</p>
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<p>Notes:</p>	<p>1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.</p>
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Funding Breakdown in \$1,000s (by program year)¹

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$ <input type="text"/>	\$ <input type="text"/>	\$8,000	\$8,000
CDOT or RTD Supplied Funds²	\$2,000	\$2,000	\$6,000	\$10,000
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ <input type="text"/>	\$ <input type="text"/>	\$2,000	\$2,000
Total Funding	\$2,000	\$2,000	\$16,000	\$20,000
Phase to be Initiated	ROW	Design	Construction	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an 3% inflation factor. 2. Only enter funding in this line if CDOT 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/County Commission Chair/City-County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

Evaluation Questions

A. Regional Impact of Proposed Project

WEIGHT

30%

Provide **qualitative and quantitative** responses to the following questions on the regional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project regionally important? Relevant quantitative data in your response is required.

The Lone Tree Mobility Hub project is an opportunity to provide existing and future Douglas County residents new access to regional and statewide transit while developing the backbone of future Douglas County-specific transit connectivity. CDOT's Bustang service connects commuters along the I-25 and I-70 mountain corridors by providing Mobility Hub connectivity between state, regional and local transit services, with a plan to have mobility hubs set at 10-mile spacing along the Interstate system, connecting Pueblo to Fort Collins through Denver and the Southeast Corridor. The construction of a Mobility Hub in the City of Lone Tree will help link major local transit systems together, resulting in a reliable transit alternatives along the highest traveled corridors within the state. In addition, the City of Lone Tree provides east-west connectivity with the Link on Demand free transit program, a robust pedestrian network, and new on-street bikeways to connect to local employment, residences, and businesses throughout the Ridge Gate West Village Urban Center.

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.

Construction of a CDOT Mobility Hub will provide a seamless connection between regional and state transit services along Interstate 25, using CDOT's Bustang service to access existing RTD light rail and the regional activity center within the City of Lone Tree. This mobility hub project will include a pedestrian overpass to bus docking stations along the outer shoulder of both north and southbound I-25, with transit-specific acceleration/ deceleration lanes along the shoulders of Interstate 25, to provide customer loading areas. Patrons of this transit service will be directed to pedestrian improvements to Sky Ridge Avenue and Trainstation Circle to accommodate people walking, bicycling, and using Link on Demand to access their final destination within the City of Lone Tree.

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 Lone Tree Mobility Hub will benefit the City of Lone Tree, greater Douglas County, and community members within the Denver South TMA travelshed, with new access to statewide transit. The funding partnership that has resulted from this project includes CDOT (\$10M), the City of Lone Tree (\$1M) and Douglas County (\$1M).

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

	DI and EJ Population Groups	Number within ½ mile	% of Total
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	8,934	100%
	b. Total households	4,628	100%
	c. Individuals of color	2,977	33.00%
	d. Low-Income households	124	3.00%
	e. Individuals with limited English proficiency	76	1.00%
	f. Adults age 65 and over	720	8.00%
	g. Children age 5-17	1,400	16.00%

	h. Individuals with a disability	202	2.00%
	i. Households without a motor vehicle	136	3.00%
	j. Households that are housing cost-burdened	1,030	22.00%

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, including the required quantitative analysis: The Lone Tree Mobility Hub will be ideally located between the existing Ridge Gate West Village urban center and the future RidgeGate City Center. This location is ideal as while the City of Lone Tree has a 2020 population of nearly 15,000, over half of City residents (8,934 people) live within the urban center. The increase in population density of this urban center is provided through a higher percentage of multiple multi-family developments that are within a short walking distance of the RTD Sky Ridge LRT station and proposed site of the Lone Tree Mobility Hub. The Mobility Hub project will provide access to low cost regional and statewide transit for the 1,030 households that are housing cost-burdened.

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

The Lone Tree Mobility Hub project is a collaboration between CDOT, Douglas County and the City of Lone Tree to improve interconnections expand the region’s multimodal transportation system, services, and connections between statewide and the region’s comprehensive transit system. This Mobility Hub will improve interconnections of the multimodal transportation system within and beyond the region for people, and will improve air quality and reduce greenhouse gas emissions by providing the travelling public access to a reliable transit alternative along the highest traveled corridor in the state. Promoting this level and ease of access to regional and statewide transit will improve the flow of people, goods, and services.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name:
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [Ridge Gate West Village](#), [RidgeGate City Center](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Yes No
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document:
- If yes, provide how the area is defined in the relevant planning document:
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No If yes, please provide the zoning district designation(s):

Provide households and employment data*	2020	2050
Households within ½ mile	4,628	6,822
Jobs within ½ mile	17,733	25,393
Household density (per acre) within ½ mile	3.20	3.93
Job density (per acre) within ½ mile	19.49	22.53

Describe, *including the required quantitative analysis*: The City of Lone Tree has a long history of promoting and supporting multimodal transportation and transit, sponsoring the extension of the Southeast Light Rail Corridor and well as funding the City’s Link on Demand program, which provides free, on-demand transit, and first-last mile connectivity, for anyone visiting, living or working within the City limits. The new City Center RidgeGate East developments continue to bring high-density land uses to promote a "Live/Play/Stay" lifestyle, offering a Lone Tree Mobility Hub will also serve as the backbone for future transit within greater Douglas County as they initiate future Transit/Multimodal Mobility Studies. This mobility hub will also serve as a critical, initial mobility enhancement for the I-25/Lincoln Avenue interchange complex and can be designed and constructed to be consistent with future improvements at that interchange.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

The strategic placement of the Lone Tree Mobility Hub places this intermodal facility within the most densely populated segment of the City, with immediate access to regional rail available the RTD LRT station at Sky Ridge Avenue. The Mobility Hub project is located within the DRCOG Urban Center, known as Ridge Gate West Village, that is home to several large employers (Charles Schwab, Kewitt) and the Sky Ridge Medical Center. The City of Lone Tree has a 2020 population of nearly 15,000, over half of City residents (8,934 people) live within the urban center and within a short walking distance of the RTD LRT at Sky Ridge at the proposed Mobility Hub site. The City of Kone Tree continues to grow and develop east of Interstate 25, which was identified by DRCOG as the RidgeGate City Center, and this will continue to bring dense residential development and employment opportunities. City-approved planning documents for the RidgeGate City Center include the implementation of urban trails, sidewalks and microtransit opportunities, all of which will provide grid-like connectivity to the RTD LRT station at City Center (already in operation) to maximize the movement of people while also reducing the need to own (or use) a motor vehicle.

B. MVRTP Priorities

WEIGHT

50%

- **Qualitative and quantitative** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer. (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

Multimodal Mobility

Provide improved travel options for all modes.

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Project elements include a pedestrian overpass, bus docking stations along the outer shoulder of both north and southbound I-25, transit-specific acceleration/ deceleration lanes along the shoulders of Interstate 25, pedestrian scale improvements to Sky Ridge Avenue and Trainstation Circle to accommodate people walking, bicycling, and using Link on Demand local transit service to access RTD Regional transit services](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
 Yes No

Describe, include quantitative information, including any items referenced above, in your response:

This Mobility Hub will provide a seamless connection between regional and state transit services along Interstate 25, with CDOT's Bustang service to linked to existing RTD light rail and the regional activity center within the City of Lone Tree. Pedestrian improvements at Sky Ridge Avenue and Trainstation Circle help people walking, bicycling, and using Link on Demand to access their final destination within the City of Lone Tree. While the scope of this Mobility Hub project is not a complete street, the City of Lone Tree has recently installed buffered bike lanes along Sky Ridge Avenue, and will be installing shared lane markings with CDOT's new "(It's the law) bicyclists may use full lane" signage along Bellwether lane, to create bikeway-grid connectivity for residents and users of the Willow Creek trail system to access the new Mobility Hub.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

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

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

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

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

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10
	0.00	0.00	0.00	0.00

Use [FHWA CMAQ Calculators](#) to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.

Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.

Describe, include quantitative information, including any items referenced above, in your response:

The goal of the Lone Tree Mobility Hub project is to partner with the Colorado Department of Transportation towards developing reliable transit connectivity throughout the region and state as an alternative to driving. While commuters and travelers are able to access the regional RTD rail system, providing seamless connectivity to longer distance destinations - served by Bustang - will encourage transit use and reduce driving alone. Additional emissions benefits from the Mobility Hub project will be realized by the Bustang vehicle efficiencies that will be available by introducing the improved shoulders and bus platforms along Interstate 25, reducing the extra distance Bustang currently drivers on local City streets to access the Sky Ridge Station. Transferring Bustang services to mainline I-25 will also reduce vehicle emissions from Bustang no longer having to drive local streets to get passengers to the RTD LRT station at Sky Ridge Avenue, which will improve overall transit service time and schedule.

**Regional
Transit**

Expand and improve the region’s transit network.

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

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

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

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 Metro Vision Regional Transportation Plan](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?*
 Yes No If yes, which specific corridor will this project focus on? I-25
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on? Arapahoe/Denver/Douglas
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No If yes, provide the name of the urban center:

Describe, include quantitative information, including any items referenced above, in your response:

The construction of the Lone Tree Mobility Hub will help to facilitate regional and state transit services along Interstate 25, helping existing and future Colorado residents connect to existing RTD light rail and regional activity center within the City of Lone Tree. The City of Lone Tree is well positioned for this mobility hub, the project site is located within a regional activity center with high concentrations of high paying jobs, connected by a strong pedestrian network and major employers, within immediate proximity of RTD light rail stations. These factors lead us to believe that this project can give Douglas County residents a reliable transit alternative to driving alone. The City of Lone Tree has a long history of promoting and supporting multimodal transportation and transit, sponsoring the extension of the Southeast Light Rail Corridor and well as funding the City’s Link on Demand program, which provides free, on-demand transit, and first-last mile connectivity, for anyone visiting, living or working within the City limits. The benefits of the Lone Tree Mobility Hub will be expansive, as it will also serve as the backbone for future transit within greater Douglas County as they initiate future Transit/Multimodal Mobility Studies. This mobility hub will also serve as a critical, initial mobility enhancement for the I-25/Lincoln Avenue interchange complex and can be designed and constructed to be consistent with future improvements at that interchange.

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

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project address a location on the [High-Injury Network or Critical Corridors](#)?*
 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* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	18	
Property Damage Only crashes	55	
Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Describe, include quantitative information, including any items referenced above, in your response:

The scope of the Lone Tree Mobility Hub project will address roadway safety improvements by focusing regional bus traffic on I-25 and avoiding conflicts along local city streets. Introducing Bustang loading and unloading along the I-25 corridor will resolve existing conflicts at the RTD LRT station at Sky Ridge Avenue, as Sky Ridge provides a 'Kiss-N-Ride' temporary parking space that is currently being used by Bustang for both their northbound and southbound transit services. This mobility hub project will also improve roadway safety for people walking to Sky Ridge Avenue, eliminating conflicts between Bustang services and high volume pedestrian crossings within the Ridge Gate West Village urban center.

Freight

Maintain efficient movement of goods within and beyond the region.

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: roadway operational improvements, etc.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

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

Describe, *include quantitative information, including any items referenced above, in your response:*

The Lone Tree Mobility Hub project is focused on moving people around the state and is not focused on freight.

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#)?*
 Yes No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
 Yes No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
 Yes No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?
 Yes No If yes, please describe in your response.

Bicycle Use

1. Current Weekday Bicyclists:		0
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	50	150
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	5	30
4. = Initial number of new bicycle trips from project (#2 – #3)	45	120
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	13.50	36.00
6. = Number of SOV trips reduced per day (#4 - #5)	31.50	84.00
7. Enter the value of {#6 x 2 miles}. (= the VMT reduced per day) <small>(Values other than 2 miles must be justified by sponsor on line 10 below)</small>	27.00	72.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	25.65	68.40
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: <small>For #3, we anticipate very low diversion in the opening year due to this being a new location, with new access, as a destination-based station, that is currently not in place. In 2050, we anticipate having some additional diversion trips from the Lincoln Avenue corridor, but the majority should be new bicycling trips.</small>		

Pedestrian Use

1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		0
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	150	400
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <small>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</small>	8	80
4. = Number of new trips from project (#2 – #3)	142	320
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <small>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</small>	42.60	96.00
6. = Number of SOV trips reduced per day (#4 - #5)	99.40	224.00

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)	17.04	38.40
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	16.19	36.48
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: For #3, we anticipate very low diversion in the opening year due to this being a new location, with new access, as a destination-based station, that is currently not in place. In 2050, we anticipate having some additional diversion trips from the Lincoln Avenue corridor, but the majority should be new walking trips		

Describe, include quantitative information, including any items referenced above, in your response:

The Lone Tree Mobility Hub project will expand and enhance active transportation travel options for people walking, riding bicycles and other microtransportation options through the construction of a new pedestrian bridge to cross Interstate 25, serving as a less-stressful option to the cross the highway than of the Lincoln Avenue overpass. The mobility hub project will also provide a new pedestrian-bicycle connection between the east and west sides of the City of Lone Tree, linking two DRCOG Urban Centers (Ridge Gate West Village and RidgeGate City Center). In 2021, the City of Lone Tree has already installed new bikeway improvements along Sky Ridge Avenue, and this Summer will be installing a new bikeway along Bellweather Lane, to connect Willow Creek Trail users and local residents with the RTD LRT station at Sky Ridge Avenue and the future mobility hub.

C. Project Leveraging	WEIGHT	10%
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What percent of outside funding sources (non-Regional Share funding) does this project have?	<div style="border: 1px solid #ccc; padding: 2px; display: inline-block;">60.00%</div>	<table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources</td><td>5 pts</td></tr> <tr><td>50-59.9%</td><td>4 pts</td></tr> <tr><td>40-49.9%</td><td>3 pts</td></tr> <tr><td>20-39.9%</td><td>2 pts</td></tr> <tr><td>10.1-19.9%</td><td>1 pt</td></tr> <tr><td>10%.....</td><td>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 within the project submittal?
 Yes No N/A (for projects which do not require engineering services)

If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:

CDOT and City Staff have reviewed the project and believe all clearances can be addressed.

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

The risks associated with this project are associated with finalizing the location and assessing final ROW impacts.

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?
 Yes No

If yes, are the other prerequisite phases complete? Yes No N/A

If this project is for construction, please note the NEPA status: **Not Started**

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 any reason why your IGA will not be executed by Oct 1 of your first year of funding, so you can begin your project on time?
 Yes No

Does your agency have the appropriate staff available to work on this project? Yes No

If yes, are they knowledgeable with the federal-aid process? Yes No

e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A

If yes, who are the stakeholders? CDOT's Division of Transit & Rail led a thorough project development and alternatives analysis involving staff from the City of Lone Tree, Douglas County Engineering/Traffic/Transit divisions, CDOT Region 1, Denver South TMA, DRCOG, RTD and Rampart Range Metro District.

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

Section 2. Local Match

- a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes No

Please describe:

Please find the Peer support letters from CDOT and Douglas County committing state and local funding matches.

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

Yes No

Please describe:

The City of Lone Tree has programmed funding for the Mobility Hub as part of our 5 year CIP.

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:

The Mobility Hub project was presented to Lone Tree City Council in 2021.

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

Yes No N/A

Please provide any additional details on the items in Section 3, if applicable.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on March 18, 2022.

Mayor
Jacqueline Millet



CITY OF LONE TREE

9220 Kimmer Drive, Suite 100
Lone Tree, Colorado 80124
Ph: 303-708-1818
Fax: 303-225-4949
www.cityoflonetree.com

City Council
Cathie Brunnick
Mike Anderson
Jay Carpenter
Wynne Shaw

March 9, 2022

Denver Regional Council of Governments
DRCOG FY2022-2025 Transportation Improvement Program (TIP)
1001 17th Street, Suite 700
Denver CO 80202

Attn: Todd Cottrell, Senior Planner, Short Range Transportation Planning

Re: Lone Tree Mobility Hub

The City of Lone Tree is proud to submit the Lone Tree Mobility Hub project application to the DRCOG Regional TIP FY 2022-2025 call for projects. This project is an opportunity to provide intermodal connectivity between regional and statewide transit. These mobility benefits will not be exclusive to Douglas County residents, as CDOT's Bustang service connects commuters along the I-25 Front Range and I-70 Mountain Corridors. By linking the statewide Bustang transit services with RTD regional transit services, the traveling public will have a reliable transit alternative along the highest traveled corridors throughout the state of Colorado.

The City of Lone Tree is well positioned for this mobility hub, the project site is located within a regional activity center with high concentrations of high paying jobs, connected by a strong pedestrian network and major employers, within immediate proximity of RTD light rail stations. The City of Lone Tree has a long history of promoting and supporting multimodal transportation and transit, sponsoring the extension of the Southeast Light Rail Corridor and well as funding the City's Link on Demand program, which provides free, on-demand transit, and first-last mile connectivity, for anyone visiting, living or working within the City limits. The Lone Tree Mobility Hub will also serve as the backbone for future transit within greater Douglas County as they initiate future Transit/Multimodal Mobility Studies. This mobility hub will also serve as a critical, initial mobility enhancement for the I-25/Lincoln Avenue interchange complex and can be designed and constructed to be consistent with future improvements at that interchange. CDOT's Division of Transit & Rail led local and regional stakeholders through an alternatives analysis that has identified the City of Lone Tree's Sky Ridge Station as an ideal location for the mobility hub.

The City of Lone Tree submits this project funding request in partnership with Douglas County and the Colorado Department of Transportation (CDOT). Upon award of TIP project funding, CDOT will work with local and regional partners to complete the design of the Lone Tree Mobility Hub and bring it to construction.

Sincerely,

By: 
Jacqueline A. Millet, Mayor



March 4, 2022

Justin Schmitz
Director of Public Works City of Lone Tree
9220 Kimmer Drive, Suite 100
Lone Tree, CO 80124

RE: CDOT Region 1 Support Request for DRCOG TIP Regional Call FY22-FY25

Dear Mr. Schmitz,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following Lone Tree application for the DRCOG Regional FY22-25 TIP Call. This concurrence applies only for the Lone Tree Mobility Hub project, in the event this project is selected by DRCOG as a regional project on or around April/May 2022. If this regional project is awarded DRCOG funds later, the local agency will need to submit a separate request for CDOT's concurrence and funding contribution at that time.

CDOT's Division of Transportation and Rail (DTR) can provide the previously committed \$10,000,000 as requested, in the event this project is selected by DRCOG. CDOT Region 1 has not been asked for additional funding beyond this DTR commitment and is not providing Region funds for this project. This determination applies to the FY22-25 TIP Regional Call. If the project is not selected for regional funds, the local agency may submit a new request for CDOT funding contribution for the FY22-25 TIP Subregional Call and it will be considered with other requests at that time. This offer of funding applies only to the Regional Call as described above and not the subsequent Subregional Call. If DRCOG funds the project at a lower amount than requested, then CDOT's funding contribution will need to be reaffirmed. These CDOT funds are available during State FY22-25, however only a portion of CDOT match funds is available in each fiscal year, to be provided to local agencies on a first come, first serve basis. CDOT staff recommends that local agencies proactively work to budget funds early in the fiscal year in which your project is ready to move forward. If the DRCOG Board rescinds their funding for a project due to project delays, then this CDOT contribution may be rescinded as well.

Projects impacting state highways should assume that CDOT will manage the project and the local agency is responsible for payment of CDOT's work including indirect charges. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

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



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

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

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

Sincerely,



Jessica Myklebust
CDOT Region 1 Transportation Director



If yes, provide amount: \$1,000,000 from Douglas County and up to \$4,000,000 from DC Subregion Forum off the top from Call #2 allocations. Fiscal year(s) funds are provided in: 2024

If yes, where are funds coming from:

Local Agency (i.e., non-DRCOG funds)

Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Art Griffith

Date: 03/16/2022

From: [Christopher Quinn](#)
To: [Dan Raine](#); [Mattson - CDOT, JoAnn](#)
Cc: [Art Griffith](#); [Justin Schmitz](#); [Charlie Stanfield](#); [William Sirois](#)
Subject: RE: Request for Concurrence: City of Lone Tree Mobility Hub
Date: Friday, March 4, 2022 5:20:01 PM
Attachments: [image001.png](#)

Dan,

This email is to provide RTD's concurrence with the City of Lone Tree's request for TIP funding for the construction of a mobility hub to facilitate regional and state services along I-25. RTD requests continued participation in the planning and design process to ensure the ability for RTD services to integrate with the site.

Please let me know if I can provide additional information.

Chris Quinn

Project Manager

Planning

he | him | his

o. 303.299.2439

chris.quinn@rtd-denver.com

rtd-denver.com



Regional Transportation District
1660 Blake Street, BLK-21
Denver, CO 80202

We make lives better through connections.

From: Dan Raine <Dan.Raine@cityoflonetree.com>
Sent: Thursday, February 3, 2022 2:15 PM
To: Mattson - CDOT, JoAnn <joann.mattson@state.co.us>; Christopher Quinn <Chris.Quinn@RTD-Denver.com>
Cc: Art Griffith <agriffit@douglas.co.us>; Justin Schmitz <justin.schmitz@cityoflonetree.com>
Subject: Request for Concurrence: City of Lone Tree Mobility Hub

Good afternoon, JoAnn and Chris:

Please find the attached request for concurrence and support for the City of Lone Tree Mobility Hub, a project that is currently being designed by CDOT. In partnership with Douglas County, it is our intention to apply for TIP funding within the upcoming call for projects.

We thank you for your time and consideration of this request – please do not hesitate to reach out with any questions or comments regarding this exciting project.

Many kind regards,

Dan

Dan Raine AICP LCI
Mobility Manager



9220 Kimmer Drive
Lone Tree, CO 80124
720-509-1185

DENVER SOUTH

March 17, 2022

Denver Regional Council of Governments
DRCOG FY2022-2025 Transportation Improvement Program (TIP)
1001 17th Street, Suite 700
Denver CO 80202

Attn: Todd Cottrell, Senior Planner, Short Range Transportation Planning

Re: Lone Tree Mobility Hub

Denver South is pleased to support the City of Lone Tree's Mobility Hub application to the DRCOG TIP call for projects. As a partnership organization made up of public and private entities along the south I-25 Urban Corridor – including the City of Lone Tree – Denver South was created with the mission of supporting and developing transportation solutions to enhance mobility and drive economic development. The proposed Lone Tree Mobility Hub is directly in line with this mission, as well as with our goals of promoting smart density through residential and commercial development, enhancing commuter experience, and developing multimodal transit connections focused on regional mobility.

We believe this project will serve as a tremendous example of our long history of collaboration and forward-thinking approaches to land use, policy and emerging technology. Denver South, the City of Lone Tree, CDOT, DRCOG, RTD and our other partners have to date invested millions of dollars into transit infrastructure through projects such as T-REX, the Southeast Rail Extension (SERE), and various bicycle and pedestrian improvements. This funding would help the area better serve residents as well as visitors from throughout the region and state to keep Colorado's economy moving. We hope to establish the Mobility Hub as a vital southern anchor for the regional multimodal network, further expanding opportunities for employment, live/work/play lifestyles, and access to transit made available through past investments.

The City of Lone Tree has always been a trusted partner, and as a mobility leader, we believe the City is well suited to deliver on this project. On behalf of Denver South, I fully support this application. Please do not hesitate to contact me with any questions at tom@denver-south.com or (303)531-8379.

Sincerely,



Thomas Brook
President & CEO

Lone Tree Mobility Hub

Mobility Options

-  Light Rail Station
-  RTD Light Rail Lines
-  Existing Bikeways
-  Proposed Bikeways
-  DRCOG Pedestrian Focus Areas
-  Proposed Bikeway Projects

Land Uses

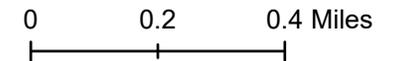
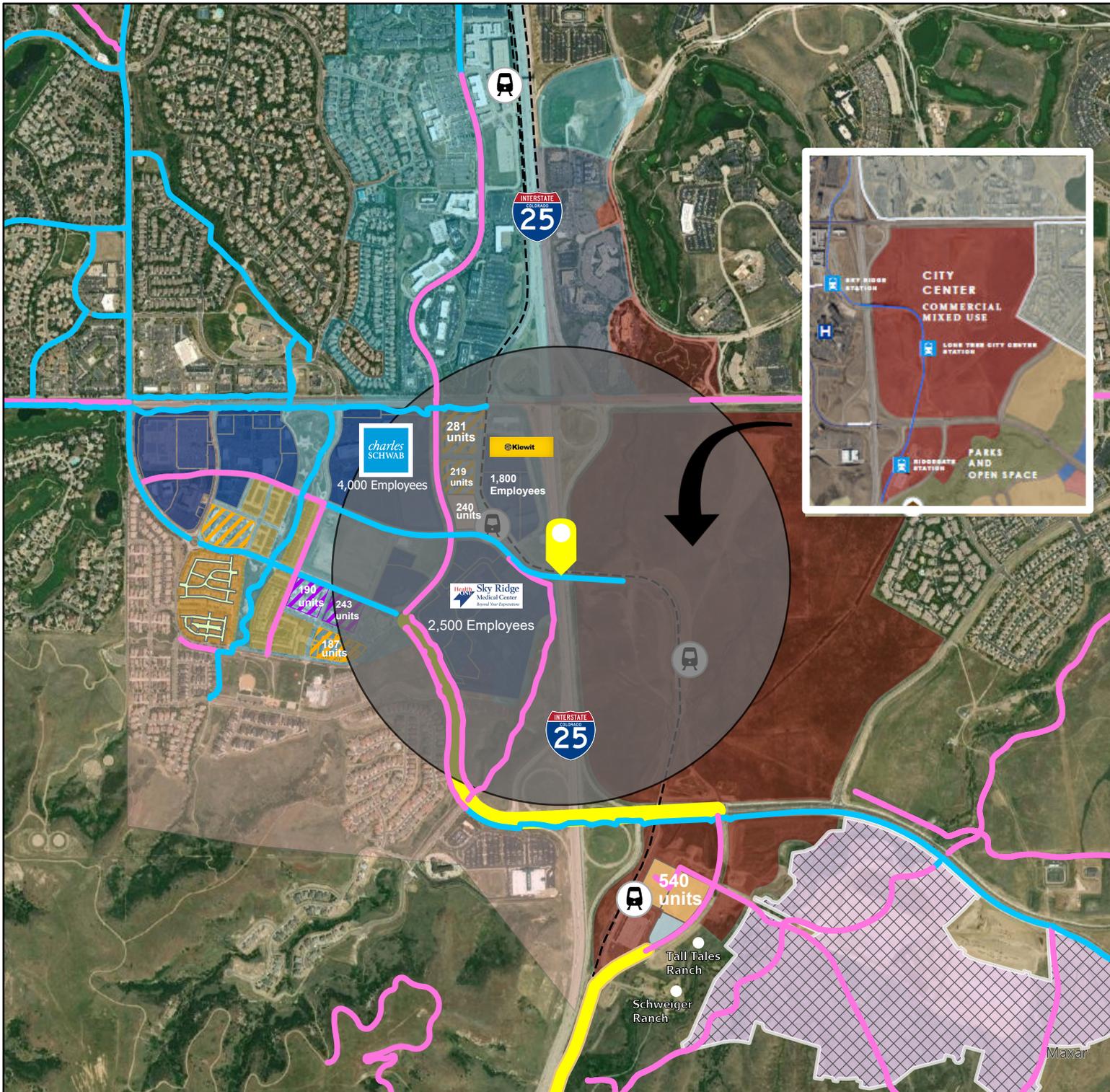
-  Townhomes
-  Mixed Use Residential
-  Apartments
-  High Density Businesses

Community Development

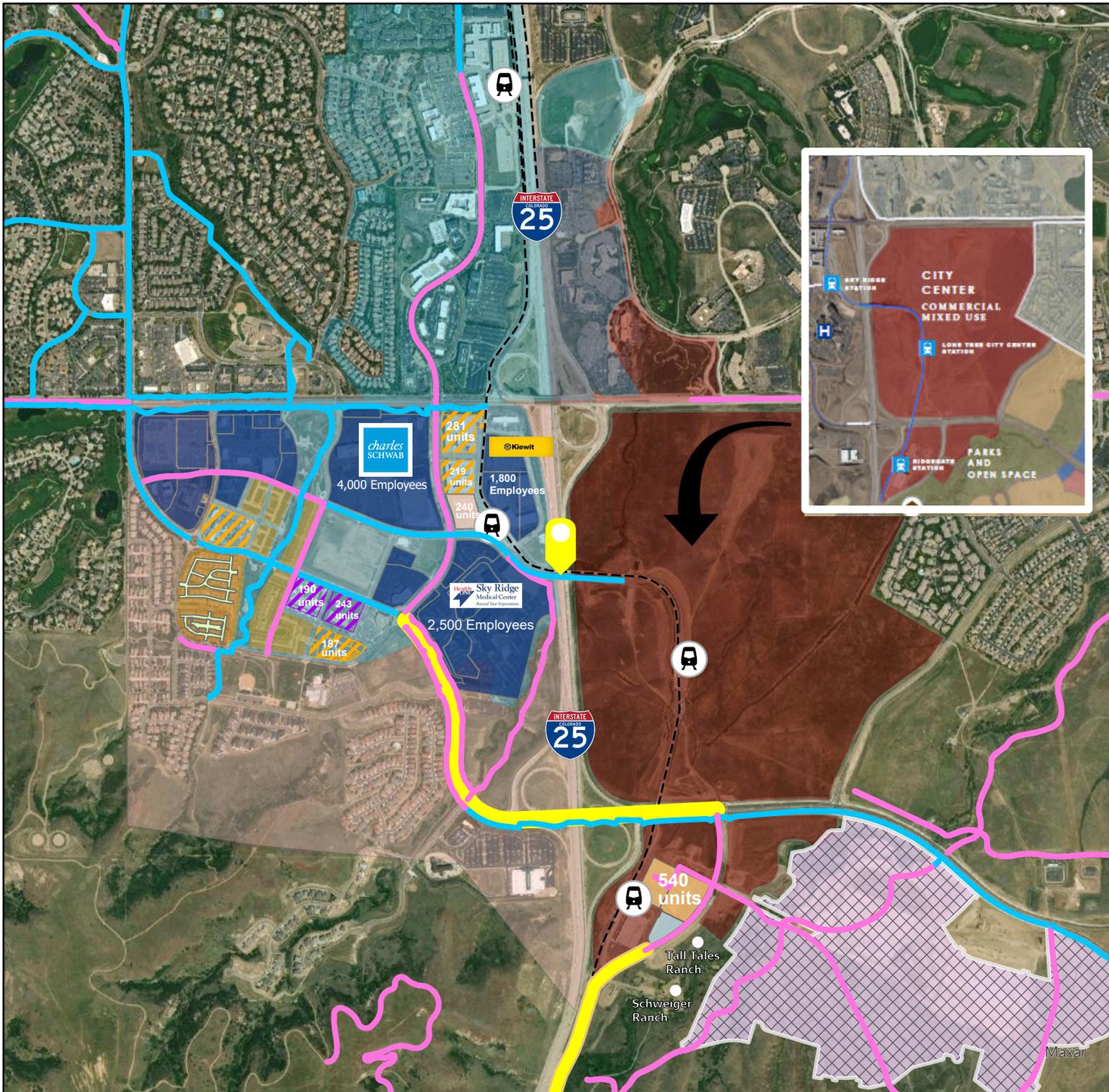
-  Community Development Projects
-  Southwest Village Phase 1
-  Prescient Apartments
-  RidgeGate Station Apartments
-  RidgeGate Affordable Housing
-  City Center

Vulnerable Population

-  1 Vulnerable Group
-  2 Vulnerable Groups
-  3 Vulnerable Groups
-  4 Vulnerable Groups
-  5 Vulnerable Groups
-  6 Vulnerable Groups



Lone Tree Mobility Hub



Mobility Options

-  Light Rail Station
-  RTD Light Rail Lines
-  Existing Bikeways
-  Proposed Bikeways
-  DRCOG Pedestrian Focus Areas
-  Proposed Bikeway Projects

Land Uses

-  Townhomes
-  Mixed Use Residential
-  Apartments
-  High Density Businesses

Community Development

-  Community Development Projects
-  Southwest Village Phase 1
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