



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 Priorities 50%

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	RTD Spare the Air Days		
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: End point: OR Geographic Area: RTD boundaries		
3. Project Sponsor (<i>entity that will be financially responsible for the project</i>)	RTD		
4. Project Contact Person:	Name Michael Davies	Title Government Relations Officer	Phone 303-299-2353
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 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: Accountability Committee Recommendations Adopting agency (local agency Council, CDOT, RTD, etc.): n/a Provide date of adoption by council/board/commission, if applicable: n/a		
	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)		
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		
	Design scoping meeting held with CDOT (if no consultant):		
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		
	Design scoping meeting held with CDOT (if no consultant):		
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:		

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

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

The Denver Metro area consistently exceeds ozone standards during the summer months, leading to dangerous air quality conditions for the region. Use of single occupancy vehicles are one of the primary drivers of this dangerous ground-level ozone in the Denver Metro. As the region continues to grow, encouraging sustainable transportation habits will help the Denver Metro improve its air quality and help combat impacts on climate change.

By eliminating fares on select days in the summer months, RTD will help increase transit mode share and reduce dependency on single occupancy vehicles, helping improve air quality for all. This project was identified as a recommendation by the Accountability Committee, and there is significant support for this idea in the region.

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

Roadway

- Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

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

Safety Improvements

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

- Complete Streets Improvements

Study

Other, briefly describe:

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

10. Define the scope and specific elements of the project (including any elements checked in #9 above).

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

This project will eliminate transit fares one day per week during the months of June, July, and August for the years that are funded. The funding received will go towards the following:

-Lost fare revenue: While fare revenues are not the primary source of revenues for RTD, these revenues still make up a meaningful portion of RTD's overall budget. Replacing lost fare revenue will allow the agency to still provide the same levels of service while also providing free transit on select days

-Increased security: Based on RTD's experience operating fare-free service at the start of the pandemic, RTD expects a need for increased security of days that transit service is fare-free. RTD has talked with its internal security team as well as law enforcement partners and has a plan to increase security personnel on fare-free days.

-Increased rail capacity: RTD expects eliminating fares to have a positive effect on ridership. On fare-free transit days, RTD will add additional rail cars to its light rail trains to provide additional capacity. Due to operating constraints of bus and commuter rail, these modes will not have additional capacity.

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.

In coordination with the State of Colorado, RTD has done significant research and planning on this project. RTD has convened a group of staff to assess how a fare-free transit program might work, what the costs would be, and what needs to be done to implement the program. This group has identified a path forward, and the agency is prepared to implement such a program should a funding source be identified. RTD is working with the State of Colorado to potentially identify funding to implement this program in 2022. The agency is applying for DRCOG funding to extend the program to 2023 and beyond.

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: \$6,960,000

Outline the differences between the scope outlined above and the reduced scope: RTD could accept as little as \$6.96 million in DRCOG funding and reduce the scope of the project by eliminating one year of the program. If RTD were to receive the smaller request, the agency would only provide free fares for 12 days in the summer during FY23 and FY24.

Total amount of Regional Share Funding Request <i>(No greater than \$20 million and not to exceed 90% of the total project cost)</i>		\$10,400	80.00 of total project cost
<input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds)¹			
Match Funds List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
RTD Sales and Use Tax		\$2,600	20%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
Total Match <i>(private, local, state, subregional, or federal)</i>		\$2,600	20.00%
Project Total		\$13,000	
Notes:	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.		

Funding Breakdown in \$1,000s (by program year) ¹				
	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$3,520,000	\$3,440,000	\$3,440,000	\$10,400,000
CDOT or RTD Supplied Funds²	\$880,000	\$860,000	\$860,000	\$2,600,000
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$0	\$0	\$0	\$0
Total Funding	\$4,400,000	\$4,300,000	\$4,300,000	\$13,000,000
Phase to be Initiated	Other	Other	Other	
Notes:	<p>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.</p> <p>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</p>			
Affirmation:	<p>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.</p> <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.

This project is regionally important because it will impact the entire Regional Transportation District. This project will provide free fares to all 3.1 million people living within RTD's boundaries, as well as all people visiting, for 12 specific days during the summer months. Based on qualifications for RTD's low-income fare program (LiVE), RTD estimates that approximately 21% of individuals within the District are low-income (note this amount is different than the number listed in #4 below, since RTD qualifies low-income as people who are below 185% of the federal poverty level). Research shows that low-income populations are more burdened by transportation costs than higher income population. This project would provide a reduction in transportation costs to everyone, which would benefit low-income riders the most.

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.

This project will provide fare free access to RTD's services on 12 specific days during the summer. The intent and benefits of this program are two-fold. The first is that it will help improve air quality by encouraging people to get out of their cars and onto the bus and/or train. Public transportation releases fewer emissions per passenger mile travelled. The second intent of the program is to use fare-free days to encourage people that don't normally use RTD to try it out. RTD hopes that, by letting people try transit for free, people will be converted into regular transit users and also ride on days that RTD is collecting fares. By encouraging people to change their habits, longer-term impacts on air quality are possible.

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.

This project will benefit every municipality within the Regional Transportation District as well as all subregions. Everyone accessing RTD services on the days of the program will be able to ride for free. RTD will use its own local funding as local match for this project. This funding comes from a sales and use tax which is paid on all goods purchased within the District.

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
	a. Total population	3,094,884	100%
Use 2015-2019 American Community Survey Data <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	b. Total households	1,288,494	100%
	c. Individuals of color	1,095,977	35.00%
	d. Low-Income households	107,761	8.00%
	e. Individuals with limited English proficiency	106,810	3.00%
	f. Adults age 65 and over	390,726	13.00%
	g. Children age 5-17	510,336	16.00%
	h. Individuals with a disability	140,748	5.00%

	i. Households without a motor vehicle	67,762	5.00%
	j. Households that are housing cost-burdened	362,221	28.00%

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: This project will provide free transit to all individuals located within RTD's boundaries. By providing free public transit, RTD hopes to encourage more transit use and reduce reliance on single-occupancy vehicles for select days in the summer, when air quality is often at its worst. This would impact 3.1 million people, 1.3 million households, 1.1 million people of color, 108,000 low-income households, 107,000 individuals with limited English proficiency, 391,000 seniors, 510,000 children, 141,000 people with a disability, 68,000 households without a motor vehicle, and 362,000 households that are cost-burdened. Many of these marginalized groups would benefit the most from the implementation of fare-free transit.

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

This project will move the region towards many of the transportation-related objectives established in the Metro Vision. Some of these objectives include improving the region's multimodal transportation system, operating a safe and reliable transportation system, improving air quality and reducing greenhouse gas emissions, and improving access to opportunity. This project will help meet these objectives by encouraging transit use and increasing access to transit to those who may struggle to pay transit fares. By encouraging people to ditch their cars in favor of the bus, RTD hopes to promote improved air quality on what are typically some of the worst air quality days of the year as well as encourage people to change their habits longer-term.

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 $\frac{1}{2}$ mile of the project limits?*

 Yes No If yes, please provide the name: [All urban centers with the RTD boundaries](#)
- Does the project connect two or more urban centers?*

 Yes No If yes, please provide the names: [All urban centers with the RTD boundaries](#)
- Is there a transit stop or station within $\frac{1}{2}$ 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): [This project covers the entire Regional Transportation District](#)

Provide households and employment data*	2020	2050
Households within $\frac{1}{2}$ mile	1,288,494	1,731,059
Jobs within $\frac{1}{2}$ mile	2,103,691	2,867,844
Household density (per acre) within $\frac{1}{2}$ mile	3.40	4.70
Job density (per acre) within $\frac{1}{2}$ mile	17.94	22.2

Describe, *including the required quantitative analysis*: Given this project would impact the entire District, all households and employees located within the boundaries would be affected by the project. This includes 1.3 million households and 2.1 million jobs in 2020 and 1.7 million households and 2.9 million jobs in 2050.

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**.

This project will provide fare-free access to all of RTD's transit services on specific days. This project will improve access and connections to all employment centers and regional destinations located within the RTD boundary. By providing fare-free transit on specific days, cost will no longer be an impediment to accessing these important destinations. This project will expand access to critical destinations to all people, regardless of whether or not they have the money to pay for a transit fare.

B. MVRTP Priorities	WEIGHT	50%
<ul style="list-style-type: none"> • <u>Qualitative and quantitative</u> 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. <u>To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer.</u> (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.	
<p>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.</p> <ul style="list-style-type: none"> • What modes will project improvements directly address? <input type="checkbox"/> Walking <input type="checkbox"/> Bicycling <input checked="" type="checkbox"/> Transit <input type="checkbox"/> Roadway Operations <input type="checkbox"/> 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.): This project will eliminate fares on RTD services for specific days in the summer. • 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. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe how it implements the Toolkit's strategies in your response. • Does this project improve travel time reliability? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No • Does this project improve asset management of active transportation facilities and/or transit vehicle fleets? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No • Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <p>Describe, include quantitative information, including any items referenced above, in your response:</p> <p>We expect this project will reduce VMT by 0.5%. This number is based on previous travel modelling efforts conducted in the Denver region. By reducing VMT, this project will improve travel time reliability throughout the metro area on days of implementation. RTD hopes that occasional customers who take advantage of fare-free days become regular, paying customers, and that VMT reductions will extend beyond fare-free days. This project will provide improved travel options for everyone through the elimination of fares on certain days.</p>		

Air Quality	<p>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.</p> <p>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?</p> <ul style="list-style-type: none"> • Does this project reduce congestion? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No • Does this project reduce vehicle miles traveled (VMT)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No • Does this project reduce single-occupant vehicle (SOV) travel? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; padding: 5px;">Emissions Reduced (kg/day)</th> <th style="text-align: center; padding: 5px;">CO</th> <th style="text-align: center; padding: 5px;">NOx</th> <th style="text-align: center; padding: 5px;">VOCs</th> <th style="text-align: center; padding: 5px;">PM 10</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;"></td> <td style="text-align: center; padding: 5px;">3.80</td> <td style="text-align: center; padding: 5px;">0.28</td> <td style="text-align: center; padding: 5px;">0.19</td> <td style="text-align: center; padding: 5px;">.05</td> </tr> </tbody> </table> <p style="background-color: #ffffcc; padding: 5px;"><i>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.</i></p> <p style="background-color: #ffffcc; padding: 5px;"><i>Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.</i></p> <p style="margin-top: 10px;"><i>Describe, include quantitative information, including any items referenced above, in your response:</i></p> <p style="margin-top: 10px; margin-left: 20px;"><i>To estimate emissions reduced, we used the FHWA CMAQ calculator for transit expansion, however, we held the transit service levels constant since this project will not increase transit service. Based on previously conducted travel modeling, we would expect this program to reduce VMT by 0.5%. Therefore, we reduced VMT in the CMAQ calculator by 0.5% to calculate the emissions reduced, which are shown above.</i></p>					Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10		3.80	0.28	0.19	.05
Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10											
	3.80	0.28	0.19	.05											

Regional Transit	<p>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. <u>Note:</u> 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.</p>
<p>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.</p> <ul style="list-style-type: none"> • Does this project implement a portion of the regional bus rapid transit (BRT) network*? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, which specific corridor will this project focus on? • Does this project involve a regional transit planning corridor*? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, which specific corridor will this project focus on? This project will affect all RTD corridors. • Does this project implement a mobility hub as defined in the 2050 MVRTP? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No • Does this project improve connections between transit and other modes? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please describe in your response. • Is this project adding new or expanded transit service? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, provide the name of the urban center: All urban centers with the RTD boundaries <p>Describe, <i>include quantitative information, including any items referenced above, in your response:</i></p> <p>This project will improve access to the region's transit system by eliminating the cost of access. This project will affect all RTD corridors.</p>	

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	1,013	
Serious Injury crashes	6,821	
Other Injury crashes	71,739	
Property Damage Only crashes	257,103	
Estimated reduction in crashes applicable to the project scope (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	0.10	Expected reduction in VMT is 0.5% on days that project is implemented (36 total days in 5 year period). Multiplied VMT reduction by crash numbers and
Serious Injury crashes reduced	0.67	
Other Injury crashes reduced	7.08	
Property Damage Only crashes reduced	25.36	

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

This project would reduce crashes over a 5-year period by the figures indicated above. As indicated in the methodology, RTD expects an overall VMT reduction of 0.5% on days that the program is in place, leading to a reduction in crashes.

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:*

n/a

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.		
<p>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.</p> <ul style="list-style-type: none"> • Does this project close a gap or extend a facility on a Regional Active Transportation Corridor?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No • Does this project improve pedestrian accessibility and connectivity in a pedestrian focus area?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No • Does this project improve active transportation choices in a short trip opportunity zone?* <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No • Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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.		0	0
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>		0	0
4. = Initial number of new bicycle trips from project (#2 – #3)		0	0
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>		0.00	0.00
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) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>		0.00	0.00
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:			
10. If different values other than the suggested are used, please explain here:			
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		0	0
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>		0	0
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 an SOV trip. <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>		0.00	0.00
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>		0.00	0.00
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:

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

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

n/a

C. Project Leveraging		WEIGHT	10%
What percent of outside funding sources (non-Regional Share funding) does this project have?	20.00%		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%
<i>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.</i>			
Section 1. Avoiding Pitfalls and Roadblocks			
<p>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?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A (for projects which do not require engineering services)</p> <p>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:</p> <p>n/a</p> <p>Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:</p> <p>n/a</p>			
<p>b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, are the other prerequisite phases complete? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>If this project is for construction, please note the NEPA status: Choose an item</p>			
<p>c. Has all required ROW been identified? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>Has all required ROW already been acquired and cleared by CDOT? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A</p> <p>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?</p> <p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>Does your agency have the appropriate staff available to work on this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, are they knowledgeable with the federal-aid process? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>			
<p>e. Have other stakeholders in your project been identified and involved in project development?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If yes, who are the stakeholders? RTD has convened a working group of internal staff to assess the impacts that providing fare-free transit would have on the agency, develop a framework for implementation, and estimate costs. This working group includes staff from Bus Operations, Rail Operations, Finance, Transit Police, Planning, and others. RTD is coordinating Spare the Air efforts for 2022 with the Governor's Office of Energy and CDOT.</p>			
<p>Please provide any additional details on any of the items in Section 1, if applicable.</p>			

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:

RTD will have available local funding in its budget for FY23-FY25 to match the federal and/or state funding provided by this grant.

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

Yes No

Please describe:

RTD has submitted this project to be included in its budget for FY23-25 and will be able to provide local funding to match the federal and/or state funding.

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:

This project was a recommendation of the Accountability Committee, which had a public review process. Reasonable accommodations were made for project materials in various languages.

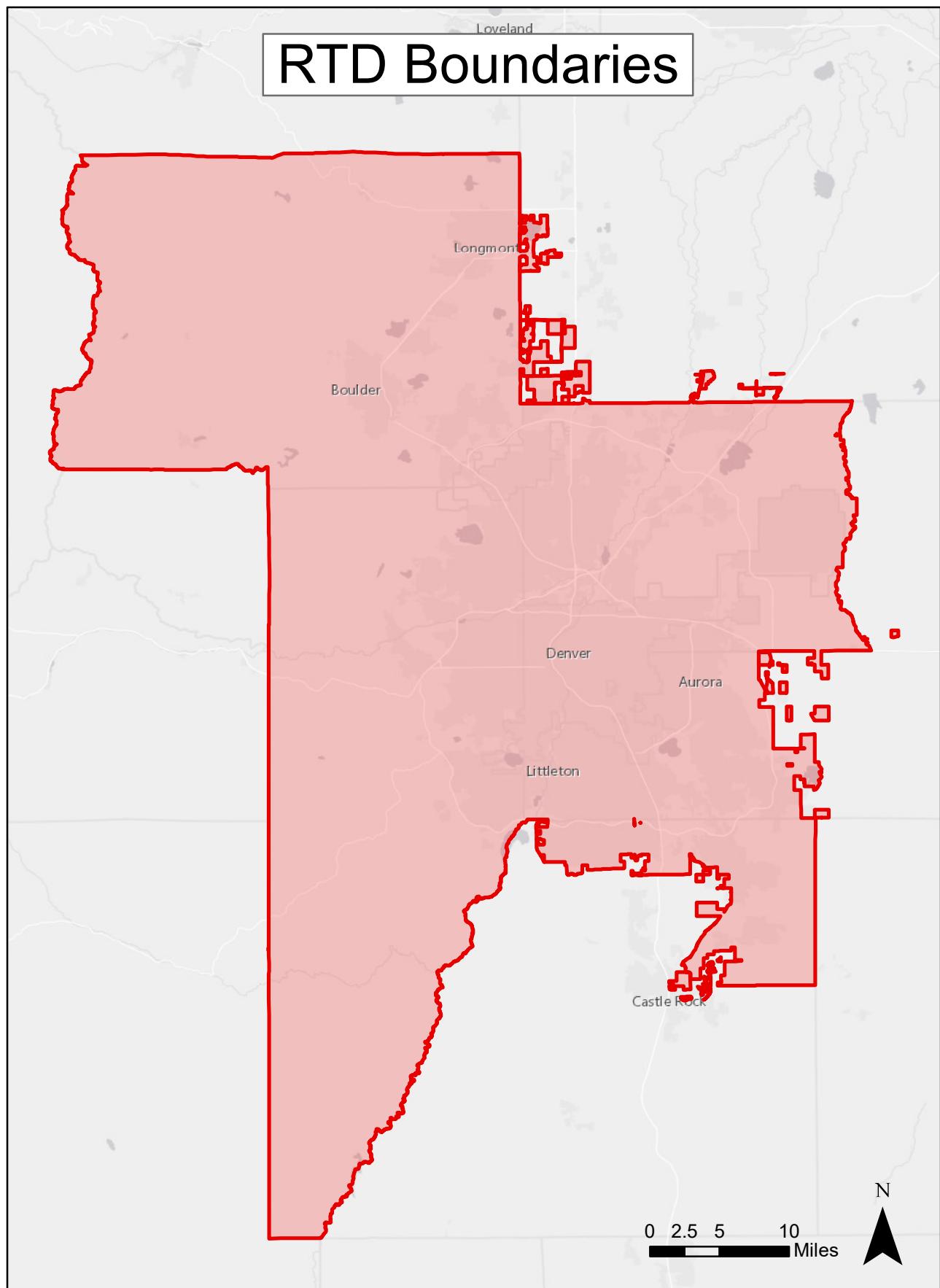
- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

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.

RTD Boundaries



Cost Estimate

Item	FY23	FY24	FY25	Total
Fare Revenue Replacement	\$3,640,000	\$3,640,000	\$3,640,000	\$10,920,000
Light Rail Expenses	\$288,000	\$288,000	\$288,000	\$864,000
Law Enforcement/Security	\$372,000	\$372,000	\$372,000	\$1,116,000
Operational/Marketing	\$100,000	\$0	\$0	\$100,000
Total	\$4,400,000	\$4,300,000	\$4,300,000	\$13,000,000

Transit Bus Service and Fleet Expansion

This calculator will estimate the reduction in emissions from projects which expand transit bus service and fleets, including new routes, new schedules, and new vehicles. Emissions reductions are associated with the mode shift from passenger vehicle to transit activity.

Users are recommended to forecast activity by mode with an external travel demand model.

Navigator

Transit Bus Service and Fleet Expansion

[Model Year Distribution](#)

[Fuel Type Distribution](#)

[Road Type Distribution](#)

INPUT

[User Guide](#)

(1) What is your project evaluation year?

2022

[Reset to Default Values](#)

(2) Please input the number of days that the bus service is operated annually

365

Note: Default is 365 days per year.
For school days only, enter 210 days per year.
For weekend days only, enter 105 days per year.

Transit Bus Information

(3a) Enter the estimated vehicle miles traveled annually by the transit buses before and after the transit project is completed.

	Before	After	
Transit Bus Miles	35,000,000	35,000,000	Miles

(3b) Enter the VMT allocations of your transit bus fleet on the separate tabs before and/or after project completion. If desired, default national average distributions can be used to fill these tables.

Years

[Transit Bus Model Year Distribution](#)

Types

[Transit Bus Fuel Type Distribution](#)

Types

[Transit Bus Road Type Distribution](#)

Passenger Vehicle Information

(4a) Enter the annual passenger vehicle activity information before and after the project. Annual passenger vehicle activity can be entered either in terms of vehicle miles traveled, or number of passenger trips diverted. The passenger vehicle average one-way trip distance should be entered in

Passenger Vehicle Activity Type

Passenger Activity Type

Passenger Vehicle Miles Traveled

Passenger Vehicle Trips

Activity

	Before	After	
Activity	87,080,000	86,644,600	Miles

Average One-Way Trip Dist.

Miles

Note: National Default value is 4.52

(4b) Do you expect most passenger vehicle trips to be linked with bus trips as a result of the service or fleet expansion?

Linked Passenger Vehicle Trips

Yes, passengers will drive to transit hubs to use the expanded transit bus service or fleet.

No, the expansion will eliminate full passenger vehicle trips (reduction of running and start activity)

OUTPUT

[Calculate Output](#)

FLEET PERFORMANCE

Transit Bus VMT increase

Miles

Passenger Vehicle Trip Reduction

Trips

Passenger Vehicle VMT reduction

Miles

EMISSION REDUCTIONS

	Pollutant	Total kg/day	
	Carbon Monoxide (CO)	3.801	
	Particulate Matter <2.5 μm (PM _{2.5})	0.012	
	Particulate Matter <10 μm (PM ₁₀)	0.045	
	Nitrogen Oxide (NOx)	0.280	
	(VOC)	0.193	
	(CO ₂ c)	5,326	
	(MMBTU)	407,647	