DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Regional Share (Call #3)
Surface Transportation Block Grant (STBG) Project Application
APPLICATION OVERVIEW

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #3)
Funding Available: $28,089,000 for this application, split fairly evenly over all four years.
$21,105,000 is available in the AQ/MM track; $49,194,000 overall for call 3. All funding levels are estimated as of the open date
Eligibility: Surface Transportation Block Grant (STBG) eligible projects only.
Major Project Eligibility Exceptions: Transit operations projects *(Note: these types of projects are only allowed to be submitted with the AQ/MM application)*
Call Dates: August 22, 2022 until October 11, 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 1) this application, 2) one location map/graphic, 3) cost estimate (your own or the CDOT cost estimate form), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or peer agency support. Please DO NOT attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than September 23, 2022

Other Notable items:

- Eligibility: Projects must align with the eligibility guidelines in Appendices B and C of the TIP Policy. Proposed work on roadways must primarily be located on the DRCOG Regional Roadway System to be eligible for TIP funding (the DRCOG RRS can also be viewed within the TIP Data Tool)
- TIP Trainings: To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops (February 10 and February 16, 2022)
- CDOT/RTD Concurrence: If required, CDOT and/or RTD concurrence must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than September 2, 2022, with CDOT/RTD providing a response no later than September 30, 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
- If a submitted application in Calls #1 or #2 was not funded, and you wish to resubmit the same application for this call, please contact DRCOG at tipapplications@drcog.org. In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- Application Data: To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it are available on the TIP Data Hub. Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than September 23, 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 (a quick-guide is also available for reference)
- Evaluation Process: DRCOG staff will review submittals for eligibility and provide a score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a 1) recommended funding list within the funding available, and 2) a ranked wait list. The panels' recommendations will then be forwarded to the DRCOG committee process for approval. Following Call #4 (FY 2024-2027 TIP Subregional Share Call for Projects), all Call #3 and Call #4 projects will be incorporated into the new FY 2024-2027 TIP in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The STBG 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 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	30-39.9%
1	20.1-29.9%
0	20%

Section D. Project Readiness 10%

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

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

Project Information

1. Project Title	Ward Road/BNSF Grade Separation
2. Project Location *Provide a map, as appropriate (see Page 1)*	Start point: I-70 Frontage Road North End point: Ridge Road OR Geographic Area: ½ mile north of the I-70/Ward Road Interchange
3. Project Sponsor *(entity that will be financially responsible for the project)*	City of Wheat Ridge

4. Project Contact Person:

Name: Mark Westberg	Title: Projects Supervisor
Phone: 303-235-2863	Email: mwestberg@ci.wheatridge.co.us

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?	☒ Yes ☐ No *If yes, provide applicable concurrence documentation*

6. What planning document(s) identifies this project? *Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement*	If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP), provide the staging period: 2020 - 2029	
	Local/Regional plan:	Planning Document Title: Adopting agency (local agency Council, CDOT, RTD, etc.): Provide date of adoption by council/board/commission, if applicable:
	Please describe public review/engagement to date:	None
	Other pertinent details:	Project was awarded a subregional grant previously, but funds were transferred to the Wadsworth project.

7. Identify the project's **key phases and the anticipated schedule of phase milestones**.
(phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)

Phases to be included:	**Major phase milestones**:	**Anticipated completion date (based on 8/16/2023 DRCOG approval date)**: (MM/YYYY)
☒ Preconstruction (including studies) ☐ Construction ☐ Both		
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	04/2024
☒ Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	10/2024
	Design scoping meeting held with CDOT (if no consultant):	

☒ Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	04/2024
	Environmental scoping meeting held with CDOT (if no consultant):	
☐ Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire:	
☐ Construction	FIR (Field Inspection Review):	
	FOR (Final Office Review):	
	Required clearances:	
	Project publicly advertised:	
☐ Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
☐ Bus Service	Service begins:	
☐ Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
☐ Other Phase not Listed:	First invoice submitted to CDOT/RTD:	

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

The existing at-grade BNSF rail crossing at Ward Road causes considerable congestion along Ward Road. BNSF uses the switch location and siding immediately west of Ward Road to drop rail cars. As a result, the freight train blocks Ward Road for prolonged periods of time causing congestion and delays for all modes of transportation. Because of the unpredictability of BNSF's rail schedule, travellers on Ward Road cannot plan for the delays in their schedules. Implementing a grade-separated crossing on Ward Road will benefit all modes of transportation with improved travel-time, reliability, safety, and reduced congestion along the corridor.

In addition to the delays caused by the railroad crossing, the Ward BNSF area is a rapidly developing DRCOG Urban Center.The multimodal facilities along Ward Road within the poject limits are inadequate or non-existent consisting of dirt paths, narrow attached sidewalks, or uneven asphalt shoulders. Both the tracks and Ward Road are signficant barriers to multimodal travel.

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

Roadway

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

Grade Separation

- ☒ Roadway
- ☒ Railway
- ☒ Bicycle
- ☒ Pedestrian

☒ **Safety Improvements**

Active Transportation Improvements

- ☒ Bicycle Facility
- ☒ Pedestrian Facility

☒ **Air Quality Improvements**

☒ **Improvements Impacting Freight**

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

- ☒ Complete Streets Improvements

Regional Transit[1]

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

☐ **Study**

☐ **Other**, briefly describe:

[1]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.

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.*

The project will create a grade-separated rail crossing at Ward Road by raising Ward Road above the tracks and also potentially lowering the railroad tracks. The project will also include detached sidewalks to accommodate both bicycles and pedestrians on both sides of the street with amenity zones that include streetscape elements such as landscaping, lighting, benches, etc. A center median will also be included. Supplemental street and bicycle/pedestrian crossings under the raised portion of Ward Road will also be included to provide off-system connectivity between the east and west sides of Ward Road on both sides of the tracks. A traffic signal at Ridge Road will also be explored to provide direct managed access to the G Line Station from Ward Road.

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.*

Conceptual, high-level logistics have been discussed between City staff and several consultants resulting in the opinion that Ward Road will likely need to be raised over the tracks due to the tracks already having a 1% grade and the maximum grade for freight being 2% and BNSF not wanting additional structures to maintain. Due to the proximity of nearby storm sewer, it may be possible to lower the BNSF tracks a few feet to reduce the height of the Ward Road bridge. In addition, it will also be likely that Ward Road would be relocated to the east or west to allow the construction of the Ward Road bridge over the tracks while keeping the existing travel lanes open.

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: Only the environmental phase could be done for an estimated $1 million.

Outline the differences between the scope outlined above and the reduced scope: The design phase would be done at a later date.

Project Financial Information and Funding Request (All funding amounts in $1,000s)

Total amount of Regional Share Funding Request (in $1,000's) *(No greater than **$20 million** and not to exceed **80% of the total project cost**)*	**$1,996**	**79.84%** **of total project cost**
Match Funds (in $1,000's) List each funding source and contribution amount.	**Contribution Amount**	**% Contribution to Overall Project Total**
City of Wheat Ridge	$504	20.16%
	$	0.00%
	$	0.00%
	$	0.00%
	$	0.00%
	$	0.00%
Total Match *(private, local, state, subregional, or federal)*	**$504**	**20.16%**
Project Total	**$2,500**	

Funding Breakdown (in $1,000s) (by program year)[1] (Total funding should match the Project Total from above)					
	FY 2024	**FY 2025**	**FY 2026**	**FY 2027**	**Total**
DRCOG Requested Funds[2]	$998	$998	$	$	**$1,996**
CDOT or RTD Supplied Funds[3]	$	$	$	$	**$ 0**
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	$252	$252	$	$	**$ 504**
Total Funding	$1,250	$1,250	$ 0	$ 0	**$2,500**
Phase to be Initiated	Environmental	Design	Choose an item	Choose an item	
Notes:	1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. For the 2024-2027 Regional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027 3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.				
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. ☒				

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 2050 RTP identifies the Ward Road BNSF crossing as one of the 14 at-grade crossings in the DROCG region in need of grade separation. Ward Road is a principal arterial that is a Tier 2 freight route. The BNSF line is a Class 1 rail line. Ward Road is a critical part of the Wheat Ridge, Arvada, and Jefferson County street network because it provides access to key activity and employment centers and recent important infrastructure investments within the region, including the G Line. The G Line provides commuter rail access from western Wheat Ridge and Arvada to downtown Denver, Denver International Airport, and other important regional destinations. Ward Road extends north from I-70 to the rapidly developing western Arvada area. The direct connection to I-70 provides the best route from western Arvada to mountain destinations and the greater DRCOG region.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** *(as submitted in Project Information, #8)*? *Relevant quantitative data in your response is required.*

The project will be beneficial to all users that utilitize Ward Road north of I-70 regardless of their eventual destination. Vehicular users, including freight and buses, of Ward Road will benefit from reduced congestion on the corridor and improved accessibility to I-70 and activity centers on either side of the tracks.

The Transit Oriented Development (TOD) on the north side of the tracks has become a multimodal hub. With the G Line commuter rail to the end of the line Wheat Ridge-Ward Station, the area needs well-connected bicycle and pedestrian infrastructure along Ward Road to support First Mile/Last Mile trips to access the G Line. Additionally, the south side of the tracks is a major employment center which includes industrial and office spaces and a regional Kaiser Medical Office.

The grade-separated crossing will enhance accessibility to and from the key activity centers on both sides of the tracks. Adding sidewalks on Ward Road will create multimodal connections to regionally significant activity centers, including the TOD area north of the tracks, the nearby Kaiser Medical Office, and nearby employment centers in all three jurisdictions. Improved multimodal access to and from the G Line Station provides those users access to the greater Denver Region without needing a vehicle.

In addition, including street and sidewalk crossings under the raised portions of Ward Road will allow direct off-system vehicular and multimodal access to and from either side of Ward Road without having to actually cross Ward Road, greatly enhancing the safety of those movements.

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

The project will be beneficial to the Cities of Wheat Ridge and Arvada and Jefferson County. The grade-separated crossing will be located on the border of Wheat Ridge and Jefferson County. As a result, both adjacent jurisdictions will benefit from reduced congestion on the corridor and improved accessibility to I-70 and the activity centers on either side of the tracks. The project will also enhance accessibility to rapidly developing western Arvada which could result in more economic development opportunities and improved connectivity to the greater Denver region.

Adding sidewalks on Ward Road will create multimodal connections to and from the regionally significant activity centers, including the TOD area north of the tracks, the nearby Kaiser Medical Office, and nearby employment centers in all three jurisdictions. For this reason, both Jefferson County and the City of Arvada recognize the grade-separated crossing on Ward Road as a regionally significant project and have agreed to be partners on the project.

The project improves the connections from the Jefferson County subregion to I-70. The connections results in direct, improved access to and from the Denver and Adams subregions via I-70/I-76. The project also improves access to the G Line which connects northern Jefferson County to the entire DRCOG region.

4. Disproportionately Impacted and Environmental Justice Communities
This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (***In the TIP Data Tool, use a 0.5 mile buffer***)	a. Total population	6,307	-	-
	b. Total households	2,783	-	-
	c. Individuals of color	1,268	20%	33%
	d. Low-income households	311	11%	9%
	e. Individuals with limited English proficiency	35	1%	3%
	f. Adults age 65 and over	964	15%	13%
	g. Children age 5-17	716	11%	16%
	h. Individuals with a disability	322	5%	9%
	i. Households without a motor vehicle	121	4%	5%
	j. Households that are housing cost-burdened	809	29%	32%

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

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

By eliminating the congestion that is caused by the switching that occurs across the at-grade crossing, the travel time reliability for vehicle users, include bus riders, to and from the nearby employment and activity centers and to and from I-70 and the G Line Station will be improved.

The planned ADA compliant multimodal facilities will greatly enhance the ability and safety of non-vehicle users to access the nearby employment and activity centers without needing a vehicle. In particular, the ability to access the Kaiser Medical Office located just south of the project without having to directly cross the tracks or Ward Road will be greatly enhanced.

5. How will this project move the region toward achieving the shared regional transportation outcomes established in Metro Vision in terms of…

- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
    - This project is located near the end of the line station for the G Line. The TOD area surrounding the G Line station is a rapidly developing DRCOG Urban Center. Reducing the congestion caused by the switching operations and improving the streetscape and multimodal facilities along Ward Road is part of the city's multi-pronged approach to encourage development within the Urban Center. The TOD area in Wheat Ridge has significant compact infill redevelopment with over 500 housing units under construction. The new multimodal transportation facility will support these compact development patterns.
    - The City has branded the Urban Center as "Base Camp" in an attempt to attract more light industry and outdoor recreation industry employment opportunities to the area. Closing the gap in the multimodal facilities along Ward Road and providing off-system connections to cross under Ward Road is critical in making the areas on either side of the tracks more attractive to employers by greatly enhancing the connectivity to the G Line station.
- Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*
    - Providing multimodal facilities along Ward Road will provide more direct access from the properties south of the crossing to the G Line station. In addition, adding the off-system connections under Ward Road will provide similar direct access from the properties on the west side of Ward Road to the station. This makes walking or biking to and from the station viable by greatly reducing the travel distance from the properties on the south side of the tracks and on the west side of Ward Road. The G Line then provides access to downtown Denver, the Denver International Airport, and other important regional destinations within the DROCG region.
    - Reduced the congestion on Ward Road caused by the switching operations will improve the on-time reliability of the two important bus routes that use Ward Road to access the G Line station. Both of these bus routes provide access along 38th and 44th Avenues, important regional east-west routes through the heart of Wheat Ridge with eventual service to downtown Denver.
    - Reducing the prolonged congestion at the crossing that is caused by the switching operations will incrementally help to improve all aspects of air quality. Improving the multimodal facilities at the crossing will also make the use of the commuter rail and other alternative modes of transportation more attractive to businesses on the south side of the crossing. Encouraging mode changes will reduce the amount of vehicles on the road which will, in turn, improve air quality. The total pounds of GHG emissions that are reduced are expected to be 278 at opening year due to just a modest 1% modal shift without accounting for the reduced congestion.
- Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
    - The multimodal connection the project provides will enhance connections to outdoor recreation. Providing multimodal facilities along Ward Road and the off-system connections under Ward Road will provide direct access via other multimodal routes to regional recreational areas and natural resources such as the Van Bibber trail system in Arvada and the Clear Creek Greenbelt in Wheat Ridge which then provides access to the Peaks to Plains trail system.
    - The multimodal facilities will encourage more people to walk, bike, and take transit which has been proven to reduce stress and help people maintain a healthy body weight. Additionally, the

connections to recreational facilities provide hiking, sports, and other activities. The project will also provide direct multimodal access to medical facilities, government services, and academic institutions, in particular the Kaiser Medical Offices located just south of the crossing.

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

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
  ☒ Yes ☐ No If yes, please provide the name: Northwest TOD Wheat Ridge
- Does the project connect two or more urban centers?*
  ☐ Yes ☒ No If yes, please provide the names:
- Is there a transit stop or station within ½ mile of the project limits?*
  Bus stop: ☒ Yes ☐ No If yes, how many? 14
  Rail station: ☒ Yes ☐ No If yes, how many? 1
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
  ☒ Yes ☐ No
  If yes, provide a link to the relevant planning document:
  https://www.ci.wheatridge.co.us/DocumentCenter/View/20142/NW_Plan_2013-FinalOct2013?bidId=
  If yes, provide how the area is defined in the relevant planning document: The area north of the tracks is shown as Mixed Use TOD encouraging retail, office, and residential density and the area south of the tracks is shown as Mixed Use Employment TOD encouraging office, industrial, and residential density.

Provide households and employment data*	2020	2050
Households within ½ mile	1,783	3,381
Jobs within ½ mile	9,107	13,702
Household density (per acre) within ½ mile	1.14	1.41
Job density (per acre) within ½ mile	4.13	6.15

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

The Northwest TOD Wheat Ridge is immediately adjacent to the project along the east side of Ward Road. Several hundred housing units are currently under construction within the TOD area with several hundred more in the planning stages. The overall housing density for all the TAZ areas within the ½ mile buffer is relatively low due the TAZ areas west of Ward Road and south of the tracks being non-residentials areas, i.e. cemetery, school, and office/industrial areas. However, the housing density of the TAZ area that is north of the tracks and east of Ward that encompasses the Mixed Use TOD portion of the Urban Center will more than double by 2050 showing the effectiveness of the City's multi-pronged approach to increasing density with the Urban Center.

The overall job density for all the TAZ areas within the ½ mile buffer will increase by almost 50% even though much of the area west of Ward Road is a cemetery, school, and low density housing. Most of the increase in job density occurs south of the tracks on both sides of Ward that encompasses the Mixed Use Employment TOD portion of the Urban Center showing the effectiveness of the City's multi-pronged approach to increasing density with the Urban Center. Those areas south of the tracks will directly benefit from the off-system connections under Ward Road that are included in the project.

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

The proposed multimodal facilities along Ward Road and the off-system connections under Ward Road will provide ADA compliant connections to the G Line station. The G Line provides access to downtown Denver, the Denver International Airport, and other important regional destinations. The G Line also provides access from eastern Arvada and the Adams and Denver subregions to the employment centers with the Urban Center around the G Line station, which is less than 1/4 mile east of the project area.

In 2016, a $33 million ballot initiative to redevelop three key areas, including Urban Center, within the City and Anderson Park was approved. The ballot initiative demonstrates Wheat Ridge residents' commitment to economic development by showing the investment the City is making to build major economic activity centers. Keeping Wheat Ridge economically healthy and vital helps boost the entire County since Wheat Ridge serves as the gateway into Jefferson County from the east along I-70 and the Adams and Denver subregions from the west along I-70 and the G Line.

The project will also maximize the regional investment in infrastructure. The region has invested and continues to invest millions of dollars in the commuter rail and improving other major transportation facilities near the project. Funding the grade-separated crossing would help other transportation infrastructure projects become more accessible and efficient. Finally, as a multi-jurisdictional project, the grade-separated crossing and the off-system connections under Ward Road will benefit the Cities of Wheat Ridge and Arvada and Jefferson County.

B. MVRTP Priorities

WEIGHT **50%**

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

Multimodal Mobility	**Provide improved travel options for all modes.** (drawn from 2050 MVRTP priorities; federal travel time reliability, infrastructure condition, & transit asset management performance measures; & Metro Vision objective 4) Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?
  ☒ Walking ☒ Bicycling ☒ Transit ☒ SOV ☒ Freight ☐ Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.): Sidewalks, shared use paths, and improved travel time reliability for vehicles include buses and freight trucks along Ward Road. Also reduces impacts to freight trains by elminating all crashes at the crossing.
- Will the completed project be a complete street as described in the Regional Complete Streets Toolkit? This data is available in the TIP Data Tool.
  ☒ Yes ☐ No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
  ☒ Yes ☐ No
- Does this project improve asset management of roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
  ☐ Yes ☒ No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
  ☐ Yes ☒ No

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

All of the proposed multimodal facilities along Ward Road will be detached from the street and include amenity zones with lights, landscaping, benches, and other streetscape elements. The multimodal facilities along Ward Road and the off-system connections under Ward Road will provide ADA compliant connections to the G Line station. The G Line provides access to downtown Denver, the Denver International Airport, and other important regional destinations. The improved multimodal connections will allow users greater access to both local and regional destinations without having to use a personal vehicle.

By eliminating the congestion caused by the switching operations at the crossing, travel time reliability will be greatly enhanced for all users, including vehicular, bicycle, pedestrian, freight, and transit.

Air Quality	**Improve air quality and reduce greenhouse gas emissions.** (drawn from 2050 MVRTP priorities; state greenhouse gas rulemaking; federal congestion & emissions reduction performance measures; Metro Vision objectives 2, 3, & 6a) Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

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

Emissions Reduced *(kg/day)*	CO	NOx	VOCs	PM 10	CO_2e
	3.07	0.21	0.19	0.32	277.69

Use the FHWA CMAQ Calculators or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.
Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

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

By eliminating the congestion caused by the switching operations at the crossing, travel time reliability will be greatly enhanced for all users, including vehicular, bicycle, pedestrian, freight, and transit resulting in reducing the GHG emissions. In addition, due to the prolonged nature of the switching operations, many vehicles divert around the crossing when it is blocked, causing significant out of direction travel to other crossings at least ½ mile to the east of the project. Eliminating this diversion will decrease the VMT for vehicles using Ward Road.

Assuming a modest 1% reduction in SOV on Ward Road due to providing multimodal facilities will result in 330 fewer SOV trips and 308 fewer VMT. The improvement in air quality as shown above will result from the modal shift by providing adequate multimodal facilities along Ward Road. The above emissions reductions does not include the elimination of the congestion due to the switching operations.

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

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

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the 2050 MVRTP)?*
  ☐ Yes ☒ No If yes, which specific corridor will this project focus on?
- Does this project involve a regional transit planning corridor (as defined in the 2050 MVRTP)?*
  ☐ Yes ☒ No If yes, which specific corridor will this project focus on?
- Does this project implement a mobility hub (as defined in the 2050 MVRTP)?
  ☐ Yes ☒ No
- Does this project improve connections between transit and other modes?
  ☒ Yes ☐ No If yes, please describe in your response.
- Does this project add and/or improve transit access to or within a DRCOG-defined urban center?*
  ☒ Yes ☐ No

Question: Describe how this project improves connections to or expand the region's transit system, as outlined in the 2050 MVRTP. Please include quantitative information, including any items referenced above, in your response. *Note that rapid transit improvements must be on the Regional Rapid Transit System.*

By eliminating the congestion caused by the switching operations at the crossing and the addition of multimodal facilities along Ward and the off-system connections under Ward Road, the access to the G Line station in the Urban Center for all users, including vehicular, bicycle, pedestrian, and buses, will be greatly enhanced.

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

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

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

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* *(using the 2015-2019 period – **in the TIP Data Tool, use a 0.02 mile buffer of your project**)* *NOTE: if constructing a new facility, report crashes along closest existing alternative route*		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices *(e.g., CMF Clearinghouse, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	24	
Property Damage Only crashes	77	
Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		Provide the methodology below:
Fatal crashes reduced	0.00	See below
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	24.00	
Property Damage Only crashes reduced	77.00	

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

With grade separating the rail crossing and adding the median, virtually all crashes within the limits of the project will be eliminated. There will be no turning movements within the project limits due to the grade separation eliminating all the driveways onto Ward Road and the median will prevent head on crashes. In addition, by eliminating the congestion caused by the switching operations, rear end crashes will also be greatly reduced. Also, by eliminating the need to divert to nearby local streets, crashes caused by frustrated drivers on those streets will also be reduced.

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

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

- Is this project located in or impact access to a Freight Focus Area?*
  ☒ Yes ☐ No If yes, please provide the name: I-70 and US Route 6 West
- If this project is located in a Freight Focus Area does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
  ☐ Yes ☒ No If yes, please describe in your response.
- Is the project located on the Tier 1 or Tier 2 Regional Highway Freight Vision Network?*
  ☒ Yes ☐ No
- Check any items from the Inventory of Current Needs which this project will address:
  ☐ Truck Crash Location ☒ Rail Crossing Safety (eligible locations)
  ☐ Truck Delay ☐ Truck Reliability ☐ Highway Bottleneck
  ☐ Low-Clearance or Weight-Restricted Bridge
  Please provide the location(s) being addressed:
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
  ☐ Yes ☒ No If yes, please describe in your response.

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

The project is located on the Tier 2 freight network with over 1,200 trucks per day utilizing Ward Road on either side of the project. Eliminating the congestion caused by the switching operations will Improve the travel time reliability to and from the Freight Focus Area south of the project on one of the few north-south arterials in Jefferson County.

The grade separation will also improve travel time reliability for the freight trains by eliminating all the crashes at the crossing location.

Active Transportation	**Expand and enhance active transportation travel options.** (drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.

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

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

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

1.	Current Average Single Weekday Bicyclists:		0
	Bicycle Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2.	Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	110	110
3.	Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	0	0
4.	= Initial number of new bicycle trips from project (#2 – #3)	110	110
5.	Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: **{#4 X 30%}** *(or other percent, if justified on line 10 below)*	0.00	0.00
6.	= Number of SOV trips reduced per day (#4 - #5)	110.00	110.00
7.	Enter the value of **{#6 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor on line 10 below)*	220.00	220.00
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	209.00	209.00
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: Assumes 1/3 of trips that are diverted from SOV use to bikes. Diversion from other non-SOV modes is expected to be zero.		

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

1.	Current Average Single 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 average weekday pedestrian one-way trips on the facility after project is completed	220	220
3.	Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: **{#2 X 50%}** *or other percent, if justified on line 10 below)*	0	0
4.	= Number of new trips from project (#2 – #3)	220	220
5.	Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: **{#4 X 30%}** *or other percent, if justified on line 10 below)*	0.00	0.00
6.	= Number of SOV trips reduced per day (#4 - #5)	220.00	220.00
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)*	88.00	88.00
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	83.60	83.60

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: Assumes 2/3 of trips that are diverted from SOV will walk. Diversion from other non-SOV modes is expected to be zero.

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

The project is located on a local bike/ped route in the City's Bicycle and Pedestrian Master Plan and is immediately adjacent to a pedestrian focus area associated with the Urban Center. The addition of multimodal facilities along Ward Road and off-system connections under Ward Road will greatly enhance the multimodal access across the tracks and Ward Road. The sidewalk on the east side of Ward Road will be a detached shared use path.

C. Project Leveraging

WEIGHT **10%**

What percent of outside funding sources (non-Regional Share funding) does this project have? *(number will automatically calculate based on values entered in the Funding Request table)*	**20.16%**	60%+ outside funding sources ..... 5 pts 50-59.9% ..... 4 pts 40-49.9% ..... 3 pts 30-39.9% ..... 2 pts 20.1-29.9% ..... 1 pt 20%..... 0 pts

D. Project Readiness

WEIGHT **10%**

Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?

☐ Yes ☒ No ☐ N/A (for projects which do not require engineering services)

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

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- Utilities: None – The City has recently been working with utilities at the Ridge/Ward intersection at the north end of the project.
- Railroad: BNSF – The City is currently working with BNSF on a pedestrian bridge project at the G Line station ¼ mile east of the project.
- Right-of-Way: None
- Environmental/Historic: None
- Other: The City is coordinating with CDOT on a pavement replacement project through the project area that includes adding sidewalks.

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: Choose an item

c. Has all required ROW been identified? ☐ Yes ☒ No ☐ N/A

Has all required ROW already been acquired and cleared by CDOT? ☐ Yes ☒ No ☐ N/A

d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?

☒ Yes ☐ No

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

If yes, are they knowledgeable with the federal-aid process? ☒ Yes ☐ No ☐ N/A

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

If yes, who are the stakeholders? CDOT, Jefferson County, and the City of Arvada

Please provide any additional details on any of the items in Section 1, if applicable. The project manager has been working on federally funded transportation projects for over 10 years including the recent Wadsworth project that included environmental, ROW, and design.

Section 2. Local Match Availability

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

☒ Yes ☐ No

Please describe: The local match will be Renewal Wheat Ridge bond funding that has already been obtained.

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

☒ Yes ☐ No

Please describe: The local match is currently included in an "Other Activities" category which has several million dollars available.

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:

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. Some discussions have occurred with a few adjacent property owners due to this project previously being included in a previous TIP grant before the funds were transferred to the Wadsworth project.

Submit completed applications through the TIP Data Hub no later than 3pm on October 11, 2022.