



DRCOG FY2022-2025 TIP – Adams County Subregion
Subregional Share Air Quality/Multimodal (AQ/MM)
Application Programming Federal Fiscal Years 2023-2025

APPLICATION OVERVIEW

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

Funding Available: \$161,292,000 overall. Target of \$24,903,000 for Adams County (estimated as of the open date)

Application: Air Quality & Multimodal (AQ/MM) eligible projects only

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

Call Opens: May 2, 2022

Call Closes: June 24, 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 June 3, 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](#))
- **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 May 13, 2022, with CDOT/RTD providing a response no later than June 10, 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 Call #1 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 work in the resubmittal process.
- **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 June 3, 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 post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations 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 Subregional Share application contains two parts: *project information* and *evaluation questions*.

Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

Scoring Methodology: Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

Section A. Subregional Impact of Proposed Projects..... 30%

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

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

Section B. Metro Vision Regional Transportation Plan Priorities50%

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

5	The project provides demonstrable substantial benefits in the 2050 MVRTP priority area and is determined to be in the top fifth of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable significant benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable moderate benefits in the 2050 MVRTP priority area and is determined to be in the middle fifth of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable modest benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable slight benefits in the 2050 MVRTP priority area and is determined to be in the bottom fifth of applications based on the magnitude of benefits in that priority area.
0	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

Section C. Project Leveraging (“overmatch”) 10%
 Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	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	Citywide Bicycle/Pedestrian Trail Infrastructure Study and Preconstruction Activities		
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: End point: OR Geographic Area: City of Thornton		
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	City of Thornton		
4. Project Contact Person:			
Name	Bob Kees	Title	Parks Project & Planning Manager
Phone	303-255-7843	Email	bob.kees@thorntonco.gov
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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>	
<input checked="" type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)			
Provide MVRTP staging period, if applicable capital project:			
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>	<p data-bbox="336 926 678 957"><input checked="" type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</p> <p data-bbox="336 957 678 989">Provide MVRTP staging period, if applicable capital project:</p> <p data-bbox="711 926 1529 1062">Planning Document Title: Parks Open Space Master Plan https://www.thorntonco.gov/thornton-parks/Documents/open-space/master-plan/posmp_07.pdf</p> <p data-bbox="711 1062 1529 1146">Adopting agency (local agency Council, CDOT, RTD, etc.): City of Thornton Council</p> <p data-bbox="711 1146 1529 1230">Provide date of adoption by council/board/commission, if applicable: 8/22/17</p> <p data-bbox="711 1230 1529 1409">Planning Document Title: Transportation and Mobility Master Plan https://www.thorntonco.gov/government/citydevelopment/planning/Documents/master-plans/transportation-plan/tmmp-adopted-april-2022.pdf (chapters 6, 7 and 11, Table 11.1)</p> <p data-bbox="336 1409 678 1440"><input checked="" type="checkbox"/> Local/Regional plan:</p> <p data-bbox="711 1409 1529 1514">Adopting agency: City of Thornton Council Date of Adoption: 4/26/22</p> <p data-bbox="711 1514 1529 1671">Planning Document Title: North Metro Commuter Survey Adopting agency: Smart Commute Metro North Date of Survey: Fall 2021</p> <p data-bbox="711 1671 1529 1850">Planning Document Title: 2020 Comprehensive Plan https://www.thorntonco.gov/government/citydevelopment/planning/Documents/2020-comp-plan/2020-comprehensive-plan-adopted.pdf (chapters 3 and 5, pages 3.14, 3.32, and 5.6)</p> <p data-bbox="711 1850 1529 1940">Adopting Agency: City of Thornton Council Date of Adoption: 7/15/20</p>		

		<p>Planning Document Title: American with Disabilities Act Transition Plan</p> <p>https://www.thorntonco.gov/government/humanresources/Documents/thornton-ada-transition-plan-update-11-29-2021.pdf (pages 7 and 8)</p> <p>Date of Report: November 2021</p>
	Please describe public review/engagement to date:	<p>Public engagement and review processes for the above plans have included public hearings, public outreach meetings, social media, tents at festivals, websites, paper and on-line surveys, phone calls, on-line meetings, Spanish interpretation for in-person and on-line meetings, focus groups, mailings, and printed media. The need was expressed from the public for additional regional connections, bike/trail amenities, better inter-connectivity of trails, and better ADA access.</p>
	Other pertinent details:	<p>This study and preconstruction activities provide us the tools to enhance our existing system.</p>

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)	06/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	11/2023
	Design scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	11/2023
	Environmental 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 checked="" type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	12/2023
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	

<input checked="" type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	12/2023
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8. Problem Statement: What specific subregional problem/issue will the transportation project address?

This project addresses active transportation issues on our trail network for access to urban centers, regional multimodal trails, housing, employment, health care, and recreational opportunities via an active transportation mode. By updating the citywide trail master plan the project will assist in identification and prioritization of gaps in trail connectivity, new trails needed to implement the planning documents listed above, ADA issues, needed amenities, and development of future capital improvement plans.

- 9. Identify the project’s key elements.** A single project may have multiple project elements.
- | | |
|---|--|
| <p>Roadway</p> <p><input type="checkbox"/> Operational Improvements</p> <p>Grade Separation</p> <p><input type="checkbox"/> Roadway</p> <p><input type="checkbox"/> Railway</p> <p><input type="checkbox"/> Bicycle</p> <p><input type="checkbox"/> Pedestrian</p> <p>Regional Transit¹</p> <p><input type="checkbox"/> Rapid Transit Capacity (2050 MVRTP)</p> <p><input type="checkbox"/> Mobility Hub(s)</p> <p><input type="checkbox"/> Transit Planning Corridors</p> <p><input type="checkbox"/> Transit Facilities/Service (Expansion/New)</p> <p><input checked="" type="checkbox"/> Safety Improvements</p> | <p>Active Transportation Improvements</p> <p><input checked="" type="checkbox"/> Bicycle Facility</p> <p><input checked="" type="checkbox"/> Pedestrian Facility</p> <p><input type="checkbox"/> Air Quality Improvements</p> <p><input type="checkbox"/> Improvements Impacting Freight</p> <p>Multimodal Mobility (i.e., accommodating a broad range of users)</p> <p><input type="checkbox"/> Complete Streets Improvements</p> <p><input checked="" type="checkbox"/> Study</p> <p><input type="checkbox"/> Other, briefly describe:</p> |
|---|--|

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 update the citywide trails master plan to include a map of existing and proposed trails that connect to regional trails identified in the DRCOG Metro Vision Regional Transportation Plan, provide a comprehensive evaluation of Thornton's existing bicycle/pedestrian trail infrastructure that will include an evaluation of current trail conditions, identification of gaps, needed upgrades and repairs, identification of existing and needed facility amenities (bike lockers, bike racks, repair stations, showers, etc.), examination of ADA compliance for existing trail and trail facilities within the City of Thornton, provide a prioritize list of recommended improvements and projects, and start pre-construction activities on selected prioritized recommendations to include identification of right-of-way needs and preliminary construction related documents.

11. What is the current status of the proposed scope as defined in Question 10 above? Note that overall project readiness is addressed in more detail in Section D below.

The City of Thornton, through the planning efforts noted above, have engaged the public and have identified the need for a comprehensive analysis of our trail facilities to improve connectivity for access to housing, employment, recreation, and health care both within the city and regionally. In addition, the city is implementing its ADA transition plan through its operation and capital budgets.

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: \$1,000,000

Outline the differences between the scope outlined above and the reduced scope: With a smaller allocation of funds, we would need to reduce the scope of the study and preconstruction activities to align with a smaller funding package. This would include eliminating the citywide trails master plan.

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
Total amount of Subregional Share Funding Request (in \$1,000's) (No less than \$100,000 and not to exceed 90% of the total project cost) <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹		\$1,538	89.94% 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 Thorton		\$172	10%
		\$	0%
		\$	0%
		\$	0%
		\$	0%

		\$	0%
Total Match <i>(private, local, state, another subregion, or federal)</i>		\$172	10.06%
Project Total		\$1,710	
Notes:	<p>1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.</p>		

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

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$350	\$1,188	\$	\$1,538
CDOT or RTD Supplied Funds²	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$50	\$122	\$	\$172
Total Funding	\$400	\$1,310	\$0	\$1,710
Phase to be Initiated	Study	Design	Choose an item	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT

30%

Provide **qualitative and quantitative** responses to the following questions on the 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 subregionally important? Relevant quantitative data in your response is required.

This project is subregionally important as Thornton's trail system provides connectivity to regional and subregional trails within and outside the city. This project will help identify areas where this connectivity needs to be improved and amenities added to enhance the active transportation network of multiuse trails for access to urban centers, employment, housing, health care, and recreation.

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 study will provide the tools, identify and prioritize the needs, and begin pre-construction activities such as design on selected prioritized projects that will increase regional connectivity; provide mode choice; encourage use of active transportation travel modes; assist in providing safe, reliable, well-maintained options for active transportation; identify improvements needed to provide multimodal linkage connections and use to urban centers, multimodal corridors throughout the region, housing, employment and to accommodate a growing share of the region's housing and employment.

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.

Yes, the cities of Westminster, Federal Heights, Brighton and Commerce City, the counties of Adams and Weld, and the City and County of Broomfield. This project will identify the tools to enhance our regional multimodal connections and prioritize linkages to trail networks within and beyond the city boundaries. The trail network connections, today and in the future, will integrate with trails in the above cities and counties as well as to the regional trail network. At this time, Thornton will provide the local match for the project.

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	Regional %
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	257,971	-	-
	b. Total households	96,407	-	-
	c. Individuals of color	119,408	46%	33%
	d. Low-Income households	7,387	8%	9%
	e. Individuals with limited English proficiency	12,069	5%	3%
	f. Adults age 65 and over	25,996	10%	13%
	g. Children age 5-17	49,726	19%	16%
	h. Individuals with a disability	14,084	5%	9%
	i. Households without a motor vehicle	3,132	3%	5%
	j. Households that are housing cost-burdened	26,523	28%	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 groups, *including the required quantitative analysis*: There are important disproportionately impacted and environmental justice considerations associated with trail infrastructure. Trails and related facilities contribute to greater multimodal mobility at low cost to lower-income populations, providing a "last mile" link to transit, and expanding access to employment, housing, educational, health care, and recreational opportunities.

One of the benefits of a connected trail and related facilities is that they provide a multimodal transportation mode option that is accessible to all ages and abilities. Younger bicyclists are more likely to use a separated facility such as a protected bike lane or a side path because of the added perceived comfort and increased safety. Populations within this project show significant higher percentages than the regional average of individuals aged 5-17 years.

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

- Improve the diversity and livability of communities. Having a master trail plan with a prioritized implementation plan to inform capital improvement budgets and development requirements assists in developing linkages to regional trail networks, safe and well-maintained non-motorized or active transportation routes, provides guidance on connecting active transportation to employment, housing, education, health care, shopping and recreation. Thus those without a vehicle can live throughout the city with increased safe alternatives to single vehicle travel in the city.
- Contain urban development in locations designated for urban growth and services. A master trail plan can make areas more desirable as it is implemented and the plan will be developed to encourage development in the locations designated for urban growth and services.
- Increase housing and employment in urban centers. This project will identify and prioritize linkages within urban centers by providing connected trails within and to the urban centers.
- Improve and expand the region's multimodal transportation system, services, and connections. This project will help identify needed improvements to the existing trail system and future connections to transit and services. The plan will provide guidance for a safe and reliable access to the trail system which should provide for a reduction in single-vehicle pressure on the regional roadway system.
- Operate, manage, and maintain a safe and reliable transportation system. This project assists in identifying issues or potential issues with safety and security and make recommendations to improve our active transportation system performance and reliability.
- Improve air quality and reduce greenhouse gas emissions. This project, by identifying needed linkages and current barriers to users of the trail system will provide a path forward to reduce the number of single-use vehicle miles travelled thus improving air quality and reducing greenhouse gas emissions.
- Connect people to natural resource and recreational areas. This project will help to identify and prioritize unmet connections to the region's parks, open spaces, and developed areas.
- Reduce the risk of hazards and their impact. This study will promote an integrated planning and decision-making process and identify existing hazards. A well connected trail / active transportation system allows vulnerable users to avoid having to use major streets to bike or walk.
- Increase access to amenities that support healthy, active choices. This project will guide Thornton as it expands our regional trail network in identifying unmet needs and connections while providing a prioritized list of safety/access concerns.
- Improve transportation connections to health care facilities and service providers. This project will identify missing links for connections to local healthcare facilities and to identify safety/accessibility barriers.
- Diversify the region's housing stock. This project, while not directly diversifying the region, will assist in providing plans for inter-connectivity throughout Thornton's neighborhoods and provide linkages from housing to parks, open spaces, commercial development and schools.

- Improve access to opportunity. This project will help to identify and prioritize connections to local housing, parks, employment, education, recreation opportunities from all sections of the community and the broader region.
- Improve the region's competitive position. Having a connected multimodal system identified and plan assist in improving the region's competitive position when attracting new employers.

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

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name: [There are 8 urban centers. The names are Eastlake, West 120th Ave Activity Ctr, North I-25 Activity Center, Northglenn City Center, Thornton City Center, North End Station, I-25 / Hwy 7 Activity Center, Hwy 7 / I-25 Activity Center.](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [The project will provide a master plan that connects to the urban centers listed.](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? [408](#)
- Rail station: Yes No If yes, how many? [4](#)
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document: <https://www.thorntonco.gov/government/citydevelopment/planning/Documents/2020-comp-plan/2020-comprehensive-plan-adopted.pdf>
- If yes, provide how the area is defined in the relevant planning document: [Varies](#)
- 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): [Please see Chapter 18 of our Code. https://library.municode.com/co/thornton/codes/code_of_ordinances?nodeId=CO_CH18DECO_ARTIIIIZODI](#)

Provide households and employment data*	2020	2050
Households within ½ mile	96,407	151,813
Jobs within ½ mile	75,809	108,989
Household density (per acre) within ½ mile	2.21	3.27
Job density (per acre) within ½ mile	2.23	2.99

Describe how this project will improve access to and/or connectivity between the above identified areas, *including the required quantitative analysis:*

The project provides a master trail plan with a prioritized implementation plan and design for selected priorities. As such, the project will improve access and connectivity to the identified areas above, including identifying needed amenities to improve user experience.

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 identify any missing links or "last mile" connections between housing, commercial developments, employment centers, city centers, parks, open space, schools, Rapid Transit stops, Fastrack stations, and

healthcare centers, etc. The study will also identify and help prioritize access barriers (ADA), safety issues, and reliability concerns for our trail system.

B. MVRTP Priorities

WEIGHT

50%

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

Multimodal Mobility

Provide improved travel options for all modes.

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

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

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

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Bike lanes](#), [sidewalks](#), [shared use path](#), [trails](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? This data is available in the TIP Data Tool.
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
 Yes No

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

This project will provide a comprehensive analysis of the barriers and hazards relating to trail access, trail conditions, trail safety, and produce a trail master plan that will include connections to bicycle / scooter share station locations and transit park & ride locations in an effort to help riders in their route planning and identification of multi-modal transportation options. This study will provide tools necessary to increase access for all trail user groups.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

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

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

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

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

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

Use 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.

Describe how this project reduces air pollutants, *include quantitative information, including any items referenced above, in your response:*

This project identifies existing barriers to trail access and multi-modal travel options. With the barriers identified and prioritized, the study will serve as a tool to remove the barriers and provide better, safer, more reliable travel options that will reduce the single-occupant vehicle travel miles. The identified missing links or "last mile" connections will serve to further reduce the single-occupant vehicle travel miles and, therefore, reduce the greenhouse gas emissions.

**Regional
Transit**

Expand and improve the region’s transit network.

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

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

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

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

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on? [120th Ave](#), [104th Ave](#), [Washington St](#), [Colorado Blvd](#).
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No If yes, provide the name of the urban center: [Thornton City Center](#)

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

This study will help to identify the existing barriers to trail access and limitations of the current trail network and its connections to the regional transit system. By removing or mitigating these barriers, we will provide additional opportunities for multi-modal travel options.

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 [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?*
 Yes No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?
 Yes No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Describe how this project will improve safety, *include quantitative information, including any items referenced above, in your response:*

This study will help to identify the barriers to trail access for residents throughout the City of Thornton. Removing or mitigating these barriers will increase the use of the non-motorized transportation routes and will aid in reducing the numbers of single-occupant vehicle miles.

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: I-25 North
- 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 how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

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

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) 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.	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
1. 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.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
5. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00
6. 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
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
9. If different values other than the suggested are used, please explain here:		

Pedestrian Use

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

2. 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
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	0	0
4. 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
5. = Number of new trips from project (#2 – #3)	0	0
6. 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.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	0.00	0.00
7. = Number of SOV trips reduced per day (#4 - #5)	0.00	0.00

8. 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)	0.00	0.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	0.00	0.00
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, *include quantitative information, including any items referenced above, in your response:*

This project provides the identification and prioritization of trail connections, trail rehabilitations/upgrades, enhanced surface treatments, trail amenities (bike lockers, bike racks, bike repair stations, etc.), ADA compliant facilities (trail grades, trail surface, trailhead parking, etc.), and upgraded access for scooter and wheelchair users. The trail system is out of the roadway lanes and provides high-comfort bikeway and for short trip opportunities.

C. Project Leveraging	WEIGHT	10%
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What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i>	10.06%	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
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D. Project Readiness	WEIGHT	10%
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Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?
 Yes No N/A (for projects which do not require engineering services)

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

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

- Utilities:
- Railroad:
- Right-of-Way:
- Environmental/Historic:
- Other:

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

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

If yes, who are the stakeholders? [Adams County](#)

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

This project updates and prioritizes projects in the Trail Master Plan and begins design on selected priorities to identify issues, ROW needs, costs, etc.

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:

We have a commitment from the City Manager's office to fund this project.

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

Yes No

Please describe:

2023 Parks & Project Planning CIP

Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

Yes No

- b. Has the public had access to translated project materials in relevant languages for the local community?

Yes No

Please describe:

- 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.

The public will be part of this update process but the team will use the input received to date from the planning processes mentioned earlier in the document.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.