



DRCOG FY2022-2025 TIP – Southwest Weld 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 \$4,032,000 for Southwest Weld 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		SW Weld Trail Study	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: End point: OR Geographic Area: Primarily between St. Vrain State Park and Union Reservoir	
3. Project Sponsor (entity that will be financially responsible for the project)		Weld County	
4. Project Contact Person:			
Name	Evan Pinkham	Title	Transportation Planner
Phone	970-415-1643	Email	epinkham@weldgov.com
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	<input type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Firestone Parks, Open Space and Trails Master Plan, Mead Transportation Plan, and Longmont Multimodal and Comprehensive Plan Adopting agency (local agency Council, CDOT, RTD, etc.): Local Provide date of adoption by council/board/commission, if applicable:	
	Please describe public review/engagement to date:	N/A	
	Other pertinent details:		
7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:		Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)		01/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		03/2024
	Design scoping meeting held with CDOT (if no consultant):		
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		
	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):	03/2023
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

A regional trail study for this area will be a catalyst to improve future connectivity to the current trail facilities. The region that this study will include is in mixed between four jurisdictions, Firestone, Longmont, Mead, and Weld County. Due to the multiple jurisdictions, a study will help to facilitate coordinated infrastructure improvements.

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

Roadway

Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

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

Safety Improvements

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

Complete Streets Improvements

Study

Other, briefly describe:

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

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

Weld County will provide project management for a regional trail study to determine the trail's best alignment. Partner agencies include Firestone, Longmont, and Mead. These agencies, working with Weld County, will help the County contract with a consultant to conduct the study. The study will include design elements, with final design of the trail as the final deliverable.

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.

Weld County has worked with partner agencies to define the scope of the study.

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:

Outline the differences between the scope outlined above and the reduced scope:

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

<p>Total amount of Subregional Share Funding Request (in \$1,000's) <i>(No less than \$100,000 and not to exceed 90% of the total project cost)</i></p> <p><input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds)¹</p>	<p>\$900</p>	<p>90.00% of total project cost</p>
<p>Match Funds (in \$1,000's) List each funding source and contribution amount.</p>	<p>Contribution Amount</p>	<p>% Contribution to Overall Project Total</p>
<p>Weld County Local Match</p>	<p>\$25</p>	<p>3%</p>
<p>Firestone Local Match</p>	<p>\$25</p>	<p>3%</p>
<p>Longmont Local Match</p>	<p>\$25</p>	<p>3%</p>
<p>Mead Local Match</p>	<p>\$25</p>	<p>3%</p>
<p></p>	<p>\$</p>	<p>0%</p>
<p></p>	<p>\$</p>	<p>0%</p>
<p>Total Match <i>(private, local, state, another subregion, or federal)</i></p>	<p>\$100</p>	<p>10.00%</p>
<p>Project Total</p>		<p>\$1,000</p>

Notes:

1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge.
The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward.
All sponsors will still be required to have 20% match on any added federal funds.

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

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$180	\$720	\$	\$900
CDOT or RTD Supplied Funds²	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$20	\$80	\$	\$100
Total Funding	\$200	\$800	\$0	\$1,000
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.

A regional trail study is important in this area so that the multiple jurisdictions can coordinate improvements that will link up existing trail systems. The existing trail network has missing pieces in this area due to the multiple agencies that make up this region. Planning for future improvements in this area is necessary to provide a seamless regional trail network.

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 allow for better communication and coordination between the involved agencies, which will help to build out the regional trail network. Building out this trail network is important to the citizens of the participating communities, especially nearby residents and students that attend Mead High School, which is located on within the study area. This study will help to move non-motorized traffic off of WCR 26 and WCR 7.

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 directly benefit Firestone, Longmont, Mead, and Weld County. The project will indirectly benefit the Boulder County subregion. Funding partners are Firestone, Longmont, and Mead.

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	6,900	-	-
	b. Total households	2,730	-	-
	c. Individuals of color	2,161	31%	33%
	d. Low-Income households	106	4%	9%
	e. Individuals with limited English proficiency	280	4%	3%
	f. Adults age 65 and over	651	9%	13%
	g. Children age 5-17	1,423	21%	16%
	h. Individuals with a disability	211	3%	9%
	i. Households without a motor vehicle	14	1%	5%
	j. Households that are housing cost-burdened	370	14%	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*: All of the groups listed above will benefit from the built out trail network. Specifically, children aged 5-17 will benefit from the trail network that extends from Mead High School to Firestone and Longmont's trail systems. Households without a vehicle will have an additional option for commuting.

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. Livability will be improved in the region through a more connected multimodal system. This promotes reinvestment in the existing community.
 - Contain urban development in locations designated for urban growth and services. This project will promote growth within the designated growth areas.
 - Increase housing and employment in urban centers. This project will improve the regions trail facilities which will help to drive growth in the urban centers.
 - Improve and expand the region’s multimodal transportation system, services, and connections. This project will help to expand the multimodal transportation system and gives users by giving users more transportation options.
 - Operate, manage, and maintain a safe and reliable transportation system. The trail facilities will be designed to improve safety on the existing roadway network by taking bicyclists off of the shoulder of the road to a dedicated trail.
 - Improve air quality and reduce greenhouse gas emissions. Reduction of SOV trips through use of the trail system will improve air quality.
 - Connect people to natural resource and recreational areas. The study will help to connect people to Union Reservoir and St Vrain State Park.
 - Reduce the risk of hazards and their impact. This study will help to build out the trail network and reduce hazards on the roadway.
 - Increase access to amenities that support healthy, active choices. This study will help to build out the trail network which will give the community additional options for outdoor activities.
 - Improve transportation connections to health care facilities and service providers. The trail network will help to give people additional transportation options when seeking healthcare.
 - Diversify the region’s housing stock. There will be more access to multimodal transportation for local developments.
 - Improve access to opportunity. Increased access to multimodal transportation will increase opportunity.
 - Improve the region’s competitive position. Additional transportation options will improve the region's competitive position.

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

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

Provide households and employment data*	2020	2050
Households within ½ mile	2,730	7,370
Jobs within ½ mile	3,876	5423
Household density (per acre) within ½ mile	0.19	0.47
Job density (per acre) within ½ mile	0.36	0.44

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

The trail network will improve connectivity in the region, which will improve access to urban centers. One goal of the study is to better connect the trail networks of Firestone, Mead, and Longmont. The zoning in these areas, as well as the zoning in Weld County provide for a mix of housing options along this proposed trail corridor.

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**.

Trail connectivity between Firestone, Mead, and Longmont will be improved as the network outlined in the study is constructed. Improving the multimodal transportation system in this region will help to connect people to regional destinations.

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.):
- 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 give users a detached trail that will connect St. Vrain State Park, Union Reservoir, Mead High School and other area destinations. This trail connection will help to increase the quality and quantity of trails in the area. This study will help to provide new off-street alternative transportation options and will help to increase the capacity of public transit and extending the reach of current transit operations.

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	NO _x	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 application is for a study. Specific emission reductions from the study can not be identified at this time.

**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?
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No If yes, provide the name of the urban center:

Describe 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 provide new off-street alternative transportation options and will help to increase the capacity of public transit and extending the reach of current transit operations through better "First and Final Mile" connections.

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	7	
Property Damage Only crashes	12	
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:*

Providing an off-street alternative transportation options will help to improve safety in the region by taking bicyclists and pedestrians off of the shoulders of the county roads. It's unclear how many of the reported crashes involved pedestrians or bicyclists, so no crash reduction was reported.

Freight

Maintain efficient movement of goods within and beyond the region.

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

Examples of Project Elements: roadway operational improvements, etc.

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

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

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

Improvements for freight movement are negligible. Also, there is an at-grade railroad crossing along this corridor that is not identified on the DRCOG maps, but will be part of the proposed study recommendations.

Active Transportation	Expand and enhance active transportation travel options. (drawn from 2050 MVRTP priorities ; Denver Regional Active Transportation Plan ; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.
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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:		10
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.	50	100
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)	10	20
4. = Initial number of new bicycle trips from project (#2 – #3)	40	80
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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	0.00	0.00
5. = Number of SOV trips reduced per day (#4 - #5)	40.00	80.00
6. 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)	80.00	160.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	76.00	152.00
8. If values would be distinctly greater for weekends, describe the magnitude of difference: As this trail connects two popular recreation areas, the use would likely be 3 times more than an average weekday, so 120 and 240 respectively.		
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):		1
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	10	20
4. 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
5. = Number of new trips from project (#2 – #3)	10	20
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.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	0.00	0.00
7. = Number of SOV trips reduced per day (#4 - #5)	10.00	20.00

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)	4.00	8.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	3.80	7.60
10. If values would be distinctly greater for weekends, describe the magnitude of difference: This will likely be a popular jogging/walking path for nearby residents, so again probably a 3 times increase of pedestrians on the weekends, so 30 and 60 respectively.		
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:*

The study will help local agencies build out the active transportation network. Currently there is a gap in active transportation network that this study looks to address. The study will give local agencies a tool that will assist in the buildout of the trail system.

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>	10.00%	60%+ outside funding sources 5 pts 50-59.9% 4 pts 40-49.9% 3 pts 20-39.9% 2 pts 10.1-19.9% 1 pt 10% 0 pts
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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: [Unknown at this time.](#)
- Railroad: [Known at-grade crossing of the Great Western RR.](#)
- Right-of-Way: [The City of Longmont owns most of the ROW needed for this project and are an active partner.](#)
- Environmental/Historic: [Unknown at this time.](#)
- 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? [Weld County, Firestone, Longmont and Mead](#)

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

Section 2. Local Match

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

Yes No

Please describe:

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

Yes No

Please describe:

[Funding will come from general fund and partner agencies.](#)

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

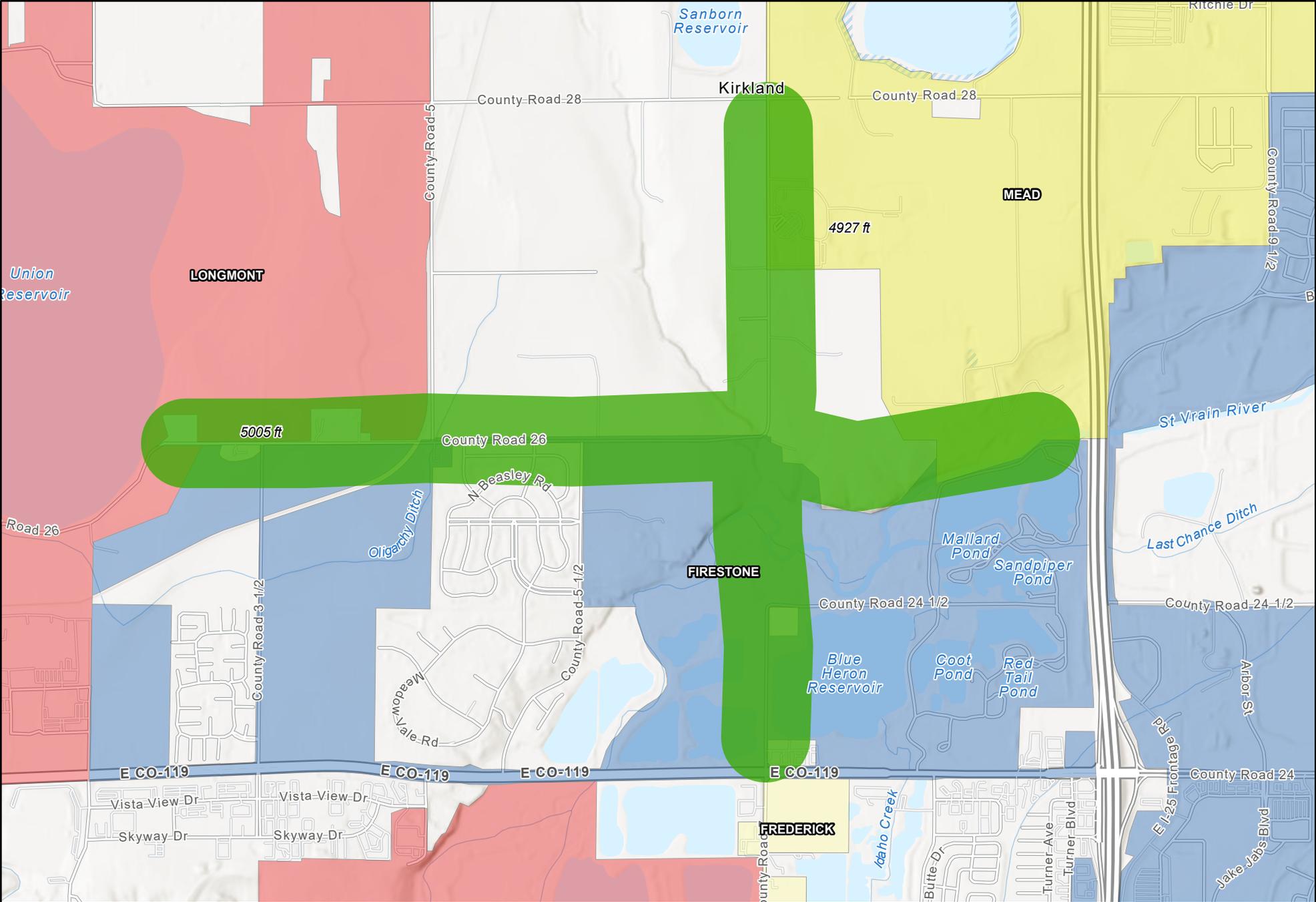
Please describe:

- 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.

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



SW Weld Trail Study Area

 Study Area

Cost Estimate – SW Weld Multimodal Trail Study

Item	Cost
Trail study (Alignment study, identify improvements, public input, contact landowners) – Consultant	\$400,000.00
Trail design (Engineered design of the alignment, construction cost estimate) – Consultant	\$600,000.00
Total	\$1,000,000.00

RESOLUTION

RE: APPROVE SUBREGIONAL SHARE AIR QUALITY/MULTIMODAL APPLICATION FOR SOUTHWEST WELD TRAIL STUDY AND AUTHORIZE DEPARTMENT OF PUBLIC WORKS TO SIGN AND SUBMIT ELECTRONICALLY – DENVER REGIONAL COUNCIL OF GOVERNMENTS (DRCOG)

WHEREAS, the Board of County Commissioners of Weld County, Colorado, pursuant to Colorado statute and the Weld County Home Rule Charter, is vested with the authority of administering the affairs of Weld County, Colorado, and

WHEREAS, the Board has been presented with a Subregional Share Air Quality/Multimodal Application for Southwest Weld Trail Study from the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, on behalf of the Department of Public Works, to the Denver Regional Council of Governments (DRCOG), commencing upon full execution of signatures, with further terms and conditions being as stated in said grant application, and

WHEREAS, after review, the Board deems it advisable to approve said grant application, a copy of which is attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Weld County, Colorado, that the Subregional Share Air Quality/Multimodal Application for Southwest Weld Trail Study from the County of Weld, State of Colorado, by and through the Board of County Commissioners of Weld County, on behalf of the Department of Public Works, to the Denver Regional Council of Governments (DRCOG), be, and hereby is, approved.

BE IT FURTHER RESOLVED by the Board that Evan Pinkham, Department of Public Works, be and hereby is, authorize to electronically sign and submit said grant application.

The above and foregoing Resolution was, on motion duly made and seconded, adopted by the following vote on the 22nd day of June, A.D., 2022.

BOARD OF COUNTY COMMISSIONERS
WELD COUNTY, COLORADO

ATTEST: *Cather G. Meick*
Weld County Clerk to the Board

Scott K. James
Scott K. James, Chair

BY: *Jared M. Ward*
Deputy Clerk to the Board

Mike Freeman
Mike Freeman, Pro-Tem

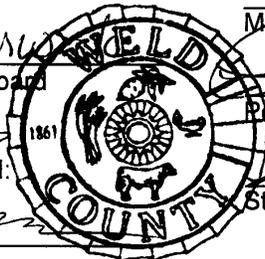
Perry L. Buck
Perry L. Buck

APPROVED AS TO FORM:
[Signature]
County Attorney

Steve Moreno
Steve Moreno

Lori Saine
Lori Saine

Date of signature: 6/23/2022



cc: PW (EP/ERICH),
ACT(CO)
06183188

2022-1799
EG0080