



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 Projects30%

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 Readiness10%

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		Federal Boulevard Safety and Mobility Improvements	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Federal Boulevard at 70 th Avenue End point: Federal Boulevard at 92 nd Avenue OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		Westminster	
4. Project Contact Person:			
Name	Debra Baskett	Title	Senior Transportation and Mobility Planner
Phone	303 658 2129	Email	dbaskett@cityofwestminster.us
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>	
6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	<input type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:		
	<input checked="" type="checkbox"/> Local/Regional plan:	Planning Document Title: Federal Boulevard Multimodal Study Adopting agency (local agency Council, CDOT, RTD, etc.): Westminster Provide date of adoption by council/board/commission, if applicable: N/A	
	Please describe public review/engagement to date:	Outreach activities included a stakeholder committee which met four times with 29 people representing 10 groups including public agencies, advocacy groups, developers and citizens, an on-line questionnaire receiving more than 250 responses, stakeholder interviews, and an Online Public Meeting. Communication tactics included posts to relevant social media platforms, notification in community newsletters and via press release, and printed flyers and signs along the corridor.	
	Other pertinent details:	The study was a collaboration of Westminster, Adams County and Federal Heights and produced block by block recommendations for improvements to Federal Blvd. from 120 th Ave to 52 nd Ave.. RTD and CDOT representatives were engaged throughout the study. Federal Boulevard is also identified as a key corridor for transit investments in Westminster's adopted Transportation and Mobility Plan.	
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)	03/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	05/2023
	Design scoping meeting held with CDOT (if no consultant):	05/2023
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	
	Environmental scoping meeting held with CDOT (if no consultant):	05/2023
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	07/2023
	ROW acquisition completed: Estimated number of parcels to acquire: 3	02/2024
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	07/2023
	FOR (Final Office Review):	07/2023
	Required clearances:	03/2024
	Project publicly advertised:	05/2024
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input 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?

This project addresses subregional needs to improve multimodalism, reduce VMT and improve safety. Federal Boulevard (Route 31) is one of RTD's highest ridership trunk lines and maintained ridership through the initial years of the COVID pandemic. It provides subregional connectivity between Adams County and Denver. It is important to improve this critical link for residents and workers between Westminster and Denver to increase non-SOV mode share. The accessibility and safety of the corridor is challenged by bus stops which do not meet ADA standards or accommodate pedestrians and cyclists. During the Federal Boulevard Multimodal Study many stakeholders emphasized the need for enhanced and safer access to bus stops. This project will bring bus stops to ADA standards and provide benches, trash cans and bike racks in key locations.

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

Roadway

Operational Improvements

Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian

Regional Transit¹

Active Transportation Improvements

- Bicycle Facility
- Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

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

Safety Improvements

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.***

The project will design and construct or reconstruct 12 bus stops to ADA standards, and add concrete bus pads in the street to protect the asphalt roadway asset from bus wear and tear. Benches, bike racks and trash cans will be added to a typical stop to encourage Active Transportation. Improved infrastructure for transit should lead to higher transit ridership, shifting travel to non-SOV modes, and improving Air Quality. The Multimodal Mobility aspect of this project is providing safer and more comfortable access to bus service. The Safety element of the project is to improve the street adjacent to both sides of the curb by adding concrete bus pads in the street and ADA bus stops.

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 bus stops which will receive improvements have been selected and an analysis of right-of-way needs has been completed to inform the schedule and scope of work. RTD engineering and service planning staff have reviewed the proposed locations of the improvements provided input for this project. CDOT staff have been kept informed of the project and how it interfaces with their Federal Boulevard repaving project which is scheduled for 2023/24 and includes the project area.

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:

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>		\$779	88.62% of total project cost
<input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹			
Match Funds (in \$1,000's) List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
Westminster match		\$100	11%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
Total Match <i>(private, local, state, another subregion, or federal)</i>		\$100	11.38%
Project Total		\$879	
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	\$390	\$389	\$	\$779
CDOT or RTD Supplied Funds²	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$50	\$50	\$	\$100
Total Funding	\$440	\$439	\$0	\$879
Phase to be Initiated	Design	Construction	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.

Federal Boulevard is a key bus corridor in the Denver-metro region connecting people to jobs, services, education and recreation between Westminster, Federal Heights, Adams County and Denver. This project constructs transit facilities to begin the investment in capital improvements to build ridership on the existing bus route to support future BRT.

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

The proposed project will construct ADA bus stops which include benches, bike racks and trash cans. This will support safe and comfortable boarding and first and final mile travel by bicycle. It will also improve the reliability of bus travel time by improving wheelchair boarding access.

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 bus service (Route 31) and bus stops on Federal Boulevard connect Westminster, Federal Heights, and Adams County to the Denver subregion.

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	47,017	-	-
	b. Total households	18,403	-	-
	c. Individuals of color	27,970	59%	33%
	d. Low-Income households	2,008	11%	9%
	e. Individuals with limited English proficiency	4,218	9%	3%
	f. Adults age 65 and over	6,008	13%	13%
	g. Children age 5-17	8,274	18%	16%
	h. Individuals with a disability	3,188	7%	9%
	i. Households without a motor vehicle	947	5%	5%
	j. Households that are housing cost-burdened	6,325	34%	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*: Improving bus stops will attract greater transit ridership increasing non-SOV mode share for all users of this corridor. 34% of households in the area of service are cost-burdened. Making transit a more attractive option to SOV ownership can reduce household transportation costs. Individuals with a disability will especially benefit from the proposed improvements to make bus stops ADA accessible. For households without a motor vehicle, better transit facilities can support improved mobility.

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. This project supports construction of a built environment that encourages active transportation choices.
 - Contain urban development in locations designated for urban growth and services. The Federal Boulevard corridor serves a diverse suburban community with a mix of multifamily and single family housing which is supported by a strong transit system.
 - Increase housing and employment in urban centers. Bus stops will serve existing and planned mixed use/housing developments located on the corridor. Four improved bus stops will be coordinated with the recently approved Uplands development which will include 2350 new housing units and 30,000 SF of commercial development. One of the bus stops which will be improved is located adjacent to the S. Westminster Station Activity Center (urban center).
 - Improve and expand the region's multimodal transportation system, services, and connections. The project will strengthen the regional bus system by making improvements to existing bus stops which are not ADA accessible, and create safer and more comfortable boarding areas for all users. This project supports a regional transportation system which is well connected and serves all modes of travel.
 - Operate, manage, and maintain a safe and reliable transportation system. Improved bus stops support ease of boarding, keeping buses on schedule. The installation of concrete bus pads in the street protects the roadway asset from deterioration and assures that motor vehicles have safe travel path.
 - Improve air quality and reduce greenhouse gas emissions. Making capital improvements to an existing major corridor bus route should shift SOV trips to transit therefore improving air quality.
 - Connect people to natural resource and recreational areas. The bus stops which will be improved serve a route that connects to Westminster Station Park (35 acre regional park), Westminster's Mature Adult Center (a recreation center), the Little Dry Creek Regional Trail, and the US 36 Bikeway.
 - Reduce the risk of hazards and their impact. Safer boarding will be provided for all users.
 - Increase access to amenities that support healthy, active choices. Bike racks will be provided at improved bus stops.
 - Improve transportation connections to health care facilities and service providers. St. Anthony's Neighborhood Health Center is located just off the Federal Boulevard corridor.
 - Diversify the region's housing stock.
 - Improve access to opportunity. The bus stops are on a route which connects to Regis University, Front Range Community College, and employment centers.
 - Improve the region's competitive position. Creating a strong and resilient bus network will support travel options which are sustainable.

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: [S. Westminster Activity Center](#)
- 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? [67](#)
- Rail station: Yes No If yes, how many? [1](#)
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document: [TODSpecificPlanFinal_reduced.pdf \(cityofwestminster.us\)](#)
- If yes, provide how the area is defined in the relevant planning document: [The Station Area is designed to establish an active pedestrian-oriented district with a pattern of connected streets and a variety of land uses.](#)
- 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): [Mixed Use Center](#)

Provide households and employment data*	2020	2050
Households within ½ mile	18,403	24,785
Jobs within ½ mile	15,338	19,723
Household density (per acre) within ½ mile	3.60	5.02
Job density (per acre) within ½ mile	2.90	3.88

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

[The bus stop improvements will support multimodal travel and connections between bus and rail.](#)

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 improves existing bus system infrastructure to allow access by all users and connect people to jobs and services between Westminster and Denver. Key destinations on Federal Boulevard include the Westminster Station B Line Station, Clear Creek G Line Station, 37.5 acre Westminster Station Park, Little Dry Creek Regional Trail, US 36 Bikeway, Regis University, Front Range Community College, retail nodes, and St. Anthony's Neighborhood Health Center.](#)

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.): [ADA Bus stop improvements which include benches, trash cans and bike racks](#).
- 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:*

Improving bus stops along Federal Boulevard helps increase mobility choices for people traveling by constructing ADA boarding areas which will include benches, bike racks and trash cans. This improves the travel experience walking to and from the bus stop, and will accommodate those that cycle. It will not be a complete street, but will create multimodal infrastructure. This project will improve travel time reliability by improving boarding for wheelchairs. Bus travel time delay is often related to wheelchair boarding. It improves the asset management of Federal Boulevard by adding concrete bus pads in the street which will protect the asphalt from the impact of buses stopping and starting.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTD 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 project will help reduce air pollution by encouraging bus ridership.

**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? [Federal Boulevard](#)
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on? [Federal Boulevard](#)
- 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: [S Westminster Activity 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 project makes investments in the existing bus corridor which is envisioned to become Federal Boulevard BRT. It will provide connections to walking and cycling modes of transit by constructing safe, ADA compliant bus stops with bike racks. Bus stops within the S. Westminster Activity Center (which includes the B Line Westminster Station) will be improved to allow more comfortable transfers.

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	1	
Serious Injury crashes	62	
Other Injury crashes	0	
Property Damage Only crashes	649	
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:*

The section of Federal Blvd. south of 80th is a Critical Corridor and includes several bus stop improvement locations. North of 80th Ave., Federal Blvd. is part of the High Injury Network and also includes bus stop improvement locations. The TIP Data Set indicated 1 fatal crash, but the interactive Regional Vision Zero High-Injury and Critical Corridors map shows fourteen locations where people have been killed and seriously injured. The safety countermeasure is to co-locate bus stops and pedestrian crossings.

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:*

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:*

Federal Boulevard is not identified as a Regional Active Transportation Corridor. The ROW and level of stress on Federal Boulevard is too challenging to support comfortable cycling and right-of-way is constrained. Lowell Boulevard, the next major corridor to the west of Federal is identified as a Regional Active Transportation Corridor and the intent is use wayfinding and improvements to direct cyclists there. The Federal Boulevard corridor is identified in Westminster's 2021 Transportation and Mobility Plan (TMP) a locally defined priority corridor. The TMP recommends implementing bus stop amenity upgrades to the corridor. The project will provide bike racks at bus stops to encourage active transportation, and benches to improve comfort while waiting.

C. Project Leveraging	WEIGHT	10%
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<p>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></p>	11.38%	<table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources</td><td>5 pts</td></tr> <tr><td>50-59.9%</td><td>4 pts</td></tr> <tr><td>40-49.9%</td><td>3 pts</td></tr> <tr><td>20-39.9%</td><td>2 pts</td></tr> <tr><td>10.1-19.9%</td><td>1 pt</td></tr> <tr><td>10%</td><td>0 pts</td></tr> </table>	60%+ outside funding sources	5 pts	50-59.9%	4 pts	40-49.9%	3 pts	20-39.9%	2 pts	10.1-19.9%	1 pt	10%	0 pts
60%+ outside funding sources	5 pts													
50-59.9%	4 pts													
40-49.9%	3 pts													
20-39.9%	2 pts													
10.1-19.9%	1 pt													
10%	0 pts													

D. Project Readiness	WEIGHT	10%
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Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible 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:
[Seth Plas, Westminster Capital Projects Administrator](#)
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: [none](#)
 - Railroad: [none](#)
 - Right-of-Way: [several small parcels will need to be acquired to meet ADA bus stop requirements](#)
 - Environmental/Historic: [none](#)
 - 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: [Not Started](#)
- c. Has all required ROW been identified? Yes No N/A
 Has all required ROW already been acquired and cleared by CDOT? Yes No N/A
- d. Based on the current status provided in Project Information, question 11, do you foresee 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? [RTD and CDOT](#)

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:

The local match will come from Westminster and is included in our adopted CIP.

- b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?
 Yes No

Please describe:

The project is included in the CIP.

Section 3. Public Support

- a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?
 Yes No

- b. Has the public had access to translated project materials in relevant languages for the local community?
 Yes No

Please describe:

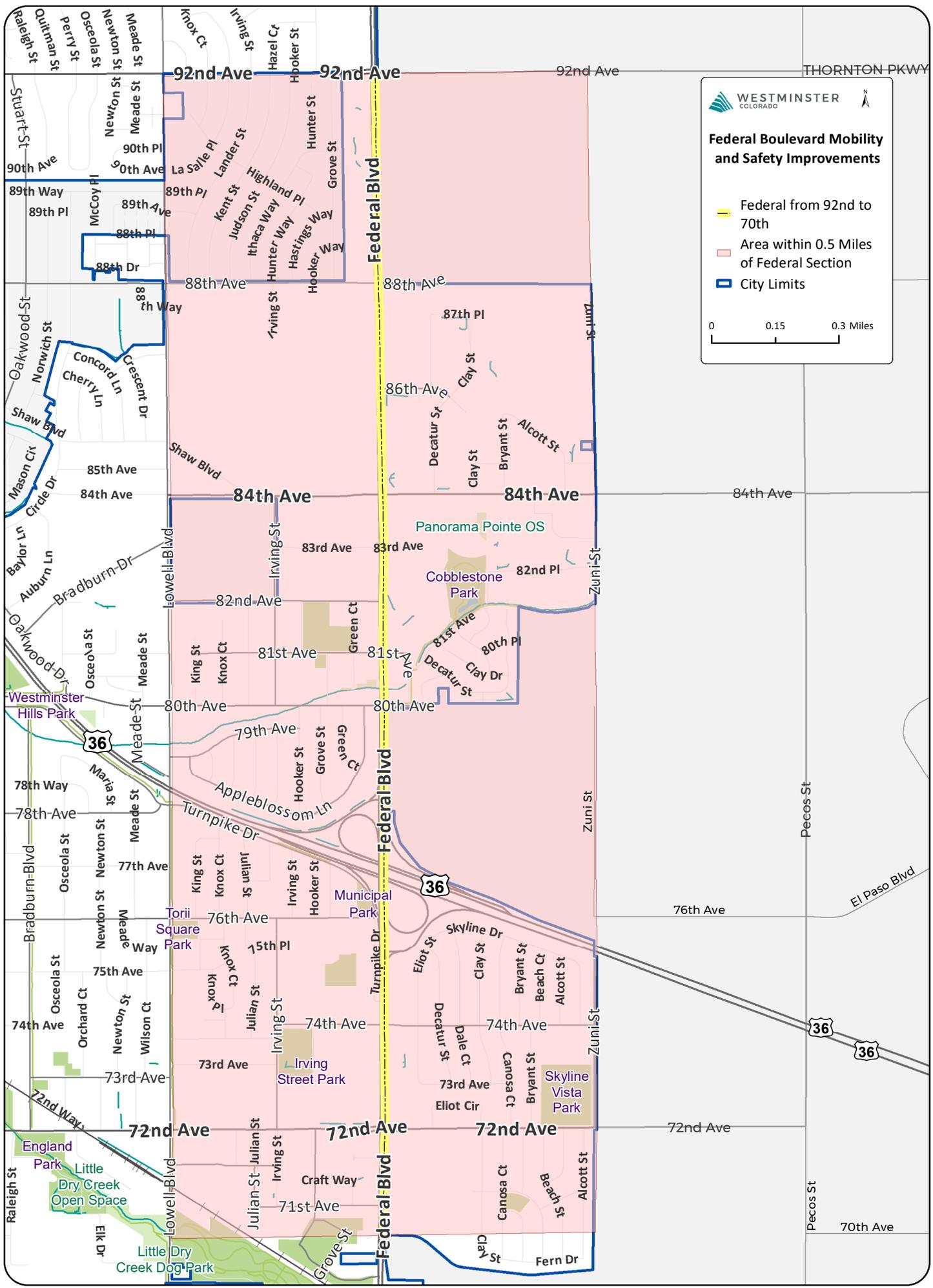
The Federal Boulevard Multimodal Study included block by block recommendations including these bus stop improvements. There were multiple opportunities for comment. Outreach materials were available in Spanish.

- 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 project budget anticipates the need for an acquisition agent who will support federal requirements for right-of-way acquisition.

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



WESTMINSTER
COLORADO

Federal Boulevard Mobility and Safety Improvements

- Federal from 92nd to 70th
- Area within 0.5 Miles of Federal Section
- City Limits

0 0.15 0.3 Miles

BUDGET SUMMARY

June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	VARIES	\$ 4,300.00
Clearing & Grubbing	1	LS		\$ 2,250.00
Soil Preparation	172	SY		\$ 858.33
Curb and Gutter	540	LF		\$ 18,900.00
Concrete Sidewalk (6 in)	255	SY		\$ 28,062.22
Concrete Bus Pad (11 in)	400	SY		\$ 210,000.00
Seeding	1	LS		\$ 1,750.00
Signage	1	LS		\$ 3,000.00
Irrigation Repair	1	LS		\$ 6,000.00
Bench	6	EA		\$ 15,000.00
Trash can	5	EA		\$ 10,000.00
Bike rack	8	EA		\$ 4,000.00
Subtotal				
General Conditions				
Erosion Control				\$ 8,498.11
Construction Survey				\$ 10,644.22
Traffic Control				\$ 54,132.10
Mobilization				\$ 30,412.06
Subtotal				\$ 103,686.48
Overhead, Insurance, Permits & Profit				\$ 122,342.11
Construction Subtotal				\$ 530,149.15
Design				\$ 84,823.86
ROW	1,311	SQ FT		\$ 45,885.00
Construction Management				\$ 79,522.37
Contingency				\$ 132,537.29
TOTAL				\$ 872,917.67
BUDGET				\$ 879,000

70th Avenue Southbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 200.00	\$ 200.00
Clearing & Grubbing		LS	\$ 250.00	\$ -
Soil Preparation	11	SY	\$ 5.00	\$ 55.56
Curb and Gutter	60	LF	\$ 35.00	\$ 2,100.00
Concrete Sidewalk (6 in)	5	SY	\$ 110.00	\$ 586.67
Concrete Bus Pad (11 in)	44	SY	\$ 525.00	\$ 23,333.33
Seeding		LS	\$ 250.00	\$ -
Signage		LS	\$ 500.00	\$ -
Irrigation Repair		LS	\$ 1,000.00	\$ -
Bench	1	EA	\$ 2,500.00	\$ 2,500.00
Trash can	1	EA	\$ 2,000.00	\$ 2,000.00
Bike rack	1	EA	\$ 500.00	\$ 500.00
Subtotal				\$ 31,275.56
General Conditions				
Erosion Control	1%			\$ 312.76
Construction Survey	3.5%			\$ 1,094.64
Traffic Control	18%			\$ 5,629.60
Mobilization	10%			\$ 3,127.56
Subtotal				\$ 10,164.56
Overhead, Insurance, Permits & Profit	30%			\$ 12,432.03
Construction Subtotal				\$ 53,872.14
Design	16%			\$ 8,619.54
Construction Management	15%			\$ 8,080.82
Contingency	25%			\$ 13,468.04
TOTAL				\$ 84,040.55
BUDGET				\$ 85,000.00

72nd Avenue Southbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 500.00	\$ 500.00
Clearing & Grubbing		LS	\$ 250.00	\$ -
Soil Preparation		SY	\$ 5.00	\$ -
Curb and Gutter	60	LF	\$ 35.00	\$ 2,100.00
Concrete Sidewalk (6 in)		SY	\$ 110.00	\$ -
Concrete Bus Pad (11 in)	44	SY	\$ 525.00	\$ 23,333.33
Seeding		LS	\$ 250.00	\$ -
Signage		LS	\$ 500.00	\$ -
Irrigation Repair		LS	\$ 1,000.00	\$ -
Bench		EA	\$ 2,500.00	\$ -
Trash can		EA	\$ 2,000.00	\$ -
Bike rack		EA	\$ 500.00	\$ -
Subtotal				\$ 25,933.33
General Conditions				
Erosion Control	3%			\$ 778.00
Construction Survey	3.5%			\$ 907.67
Traffic Control	18%			\$ 4,668.00
Mobilization	10%			\$ 2,593.33
Subtotal				\$ 8,947.00
Overhead, Insurance, Permits & Profit	30%			\$ 10,464.10
Construction Subtotal				\$ 45,344.43
Design	16%			\$ 7,255.11
Construction Management	15%			\$ 6,801.67
Contingency	25%			\$ 11,336.11
TOTAL				\$ 70,737.32
BUDGET				\$ 71,000.00

74th Avenue Northbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 100.00	\$ 100.00
Clearing & Grubbing		LS	\$ 250.00	\$ -
Soil Preparation	16	SY	\$ 5.00	\$ 77.78
Curb and Gutter		LF	\$ 35.00	\$ -
Concrete Sidewalk (6 in)	6	SY	\$ 110.00	\$ 708.89
Concrete Bus Pad (11 in)		SY	\$ 525.00	\$ -
Seeding		LS	\$ 250.00	\$ -
Signage		LS	\$ 500.00	\$ -
Irrigation Repair		LS	\$ 1,000.00	\$ -
Bench	1	EA	\$ 2,500.00	\$ 2,500.00
Trash can		EA	\$ 2,000.00	\$ -
Bike rack		EA	\$ 500.00	\$ -
Subtotal				\$ 3,386.67
General Conditions				
Erosion Control	3%			\$ 101.60
Construction Survey	3.5%			\$ 118.53
Traffic Control	0%			\$ -
Mobilization	10%			\$ 338.67
Subtotal				\$ 558.80
Overhead, Insurance, Permits & Profit	30%			\$ 1,183.64
Construction Subtotal				\$ 5,129.11
Design	16%			\$ 820.66
ROW	38	SQ FT	\$ 35.00	\$ 1,330.00
Construction Management	15%			\$ 769.37
Contingency	25%			\$ 1,282.28
TOTAL				\$ 9,331.41
BUDGET				\$ 10,000.00

8th Avenue Northbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 500.00	\$ 500.00
Clearing & Grubbing		LS	\$ 250.00	\$ -
Soil Preparation		SY	\$ 5.00	\$ -
Curb and Gutter	60	LF	\$ 35.00	\$ 2,100.00
Concrete Sidewalk (6 in)		SY	\$ 110.00	\$ -
Concrete Bus Pad (11 in)	44	SY	\$ 525.00	\$ 23,333.33
Seeding		LS	\$ 250.00	\$ -
Signage		LS	\$ 500.00	\$ -
Irrigation Repair		LS	\$ 1,000.00	\$ -
Bench		EA	\$ 2,500.00	\$ -
Trash can		EA	\$ 2,000.00	\$ -
Bike rack		EA	\$ 500.00	\$ -
Subtotal				\$ 25,933.33
General Conditions				
Erosion Control	3%			\$ 778.00
Construction Survey	3.5%			\$ 907.67
Traffic Control	18%			\$ 4,668.00
Mobilization	10%			\$ 2,593.33
Subtotal				\$ 8,947.00
Overhead, Insurance, Permits & Profit	30%			\$ 10,464.10
Construction Subtotal				\$ 45,344.43
Design	16%			\$ 7,255.11
Construction Management	15%			\$ 6,801.67
Contingency	25%			\$ 11,336.11
TOTAL				\$ 70,737.32
BUDGET				\$ 71,000.00

82nd Avenue Southbound

June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 100.00	\$ 100.00
Clearing & Grubbing	1	LS	\$ 500.00	\$ 500.00
Soil Preparation	28	SY	\$ 5.00	\$ 140.00
Curb and Gutter	60	LF	\$ 35.00	\$ 2,100.00
Concrete Sidewalk (6 in)	61	SY	\$ 110.00	\$ 6,697.78
Concrete Bus Pad (11 in)	44	SY	\$ 525.00	\$ 23,333.33
Seeding	1	LS	\$ 500.00	\$ 500.00
Signage	1	LS	\$ 500.00	\$ 500.00
Irrigation Repair	1	LS	\$ 1,000.00	\$ 1,000.00
Bench	1	EA	\$ 2,500.00	\$ 2,500.00
Trash can	1	EA	\$ 2,000.00	\$ 2,000.00
Bike rack	1	EA	\$ 500.00	\$ 500.00
Subtotal				\$ 39,871.11
General Conditions				
Erosion Control	3%			\$ 1,196.13
Construction Survey	3.5%			\$ 1,395.49
Traffic Control	18%			\$ 7,176.80
Mobilization	10%			\$ 3,987.11
Subtotal				\$ 13,755.53
Overhead, Insurance, Permits & Profit	30%			\$ 16,087.99
Construction Subtotal				\$ 69,714.64
Design	16%			\$ 11,154.34
Construction Management	15%			\$ 10,457.20
Contingency	25%			\$ 17,428.66
TOTAL				\$ 108,754.83
BUDGET				\$ 109,000.00

84th Avenue Northbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 500.00	\$ 500.00
Clearing & Grubbing	1	LS	\$ 500.00	\$ 500.00
Soil Preparation	11	SY	\$ 5.00	\$ 55.00
Curb and Gutter	60	LF	\$ 35.00	\$ 2,100.00
Concrete Sidewalk (6 in)	5	SY	\$ 110.00	\$ 586.67
Concrete Bus Pad (11 in)	44	SY	\$ 525.00	\$ 23,333.33
Seeding	1	LS	\$ 250.00	\$ 250.00
Signage	1	LS	\$ 500.00	\$ 500.00
Irrigation Repair	1	LS	\$ 1,000.00	\$ 1,000.00
Bench		EA	\$ 2,500.00	\$ -
Trash can		EA	\$ 2,000.00	\$ -
Bike rack		EA	\$ 500.00	\$ -
Subtotal				\$ 28,825.00
General Conditions				
Erosion Control	3%			\$ 864.75
Construction Survey	3.5%			\$ 1,008.88
Traffic Control	18%			\$ 5,188.50
Mobilization	10%			\$ 2,882.50
Subtotal				\$ 9,944.63
Overhead, Insurance, Permits & Profit	30%			\$ 11,630.89
Construction Subtotal				\$ 50,400.51
Design	16%			\$ 8,064.08
Construction Management	15%			\$ 7,560.08
Contingency	25%			\$ 12,600.13
TOTAL				\$ 78,624.80
BUDGET				\$ 79,000.00

84th Avenue Southbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 500.00	\$ 500.00
Clearing & Grubbing		LS	\$ 250.00	\$ -
Soil Preparation		SY	\$ 5.00	\$ -
Curb and Gutter	60	LF	\$ 35.00	\$ 2,100.00
Concrete Sidewalk (6 in)	61	SY	\$ 110.00	\$ 6,697.78
Concrete Bus Pad (11 in)	44	SY	\$ 525.00	\$ 23,333.33
Seeding		LS	\$ 250.00	\$ -
Signage		LS	\$ 500.00	\$ -
Irrigation Repair		LS	\$ 1,000.00	\$ -
Bench		EA	\$ 2,500.00	\$ -
Trash can		EA	\$ 2,000.00	\$ -
Bike rack		EA	\$ 500.00	\$ -
Subtotal				\$ 32,631.11
General Conditions				
Erosion Control	3%			\$ 978.93
Construction Survey	3.5%			\$ 1,142.09
Traffic Control	18%			\$ 5,873.60
Mobilization	10%			\$ 3,263.11
Subtotal				\$ 11,257.73
Overhead, Insurance, Permits & Profit	30%			\$ 13,166.65
Construction Subtotal				\$ 57,055.50
Design	16%			\$ 9,128.88
ROW	234	SQ FT	\$ 35.00	\$ 8,190.00
Construction Management	15%			\$ 8,558.32
Contingency	25%			\$ 14,263.87
TOTAL				\$ 97,196.58
BUDGET				\$ 98,000.00

86th Avenue Northbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 300.00	\$ 300.00
Clearing & Grubbing	1	LS	\$ 250.00	\$ 250.00
Soil Preparation	28	SY	\$ 5.00	\$ 140.00
Curb and Gutter	60	LF	\$ 35.00	\$ 2,100.00
Concrete Sidewalk (6 in)	5	SY	\$ 110.00	\$ 586.67
Concrete Bus Pad (11 in)	44	SY	\$ 525.00	\$ 23,333.33
Seeding	1	LS	\$ 250.00	\$ 250.00
Signage	1	LS	\$ 500.00	\$ 500.00
Irrigation Repair	1	LS	\$ 1,000.00	\$ 1,000.00
Bench	1	EA	\$ 2,500.00	\$ 2,500.00
Trash can	1	EA	\$ 2,000.00	\$ 2,000.00
Bike rack	2	EA	\$ 500.00	\$ 1,000.00
Subtotal				\$ 33,960.00
General Conditions				
Erosion Control	3%			\$ 1,018.80
Construction Survey	3.5%			\$ 1,188.60
Traffic Control	18%			\$ 6,112.80
Mobilization	10%			\$ 3,396.00
Subtotal				\$ 11,716.20
Overhead, Insurance, Permits & Profit	30%			\$ 13,702.86
Construction Subtotal				\$ 59,379.06
Design	16%			\$ 9,500.65
ROW	143	SQ FT	\$ 35.00	\$ 5,005.00
Construction Management	15%			\$ 8,906.86
Contingency	25%			\$ 14,844.77
TOTAL				\$ 97,636.33
BUDGET				\$ 98,000.00

86th Avenue Southbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 300.00	\$ 300.00
Clearing & Grubbing	1	LS	\$ 250.00	\$ 250.00
Soil Preparation	28	SY	\$ 5.00	\$ 140.00
Curb and Gutter	60	LF	\$ 35.00	\$ 2,100.00
Concrete Sidewalk (6 in)	61	SY	\$ 110.00	\$ 6,697.78
Concrete Bus Pad (11 in)	44	SY	\$ 525.00	\$ 23,333.33
Seeding	1	LS	\$ 250.00	\$ 250.00
Signage	1	LS	\$ 500.00	\$ 500.00
Irrigation Repair	1	LS	\$ 1,000.00	\$ 1,000.00
Bench	1	EA	\$ 2,500.00	\$ 2,500.00
Trash can	1	EA	\$ 2,000.00	\$ 2,000.00
Bike rack	2	EA	\$ 500.00	\$ 1,000.00
Subtotal				\$ 40,071.11
General Conditions				
Erosion Control	3%			\$ 1,202.13
Construction Survey	3.5%			\$ 1,402.49
Traffic Control	18%			\$ 7,212.80
Mobilization	10%			\$ 4,007.11
Subtotal				\$ 13,824.53
Overhead, Insurance, Permits & Profit	30%			\$ 16,168.69
Construction Subtotal				\$ 70,064.34
Design	16%			\$ 11,210.29
ROW	589	SQ FT	\$ 35.00	\$ 20,615.00
Construction Management	15%			\$ 10,509.65
Contingency	25%			\$ 17,516.08
TOTAL				\$ 129,915.37
BUDGET				\$ 130,000.00

88th Avenue Southbound

June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 500.00	\$ 500.00
Clearing & Grubbing	1	LS	\$ 500.00	\$ 500.00
Soil Preparation	22	SY	\$ 5.00	\$ 110.00
Curb and Gutter		LF	\$ 35.00	\$ -
Concrete Sidewalk (6 in)	22	SY	\$ 110.00	\$ 2,444.44
Concrete Bus Pad (11 in)		SY	\$ 525.00	\$ -
Seeding	1	LS	\$ 250.00	\$ 250.00
Signage	1	LS	\$ 500.00	\$ 500.00
Irrigation Repair	1	LS	\$ 1,000.00	\$ 1,000.00
Bench		EA	\$ 2,500.00	\$ -
Trash can		EA	\$ 2,000.00	\$ -
Bike rack		EA	\$ 500.00	\$ -
Subtotal				\$ 5,304.44
General Conditions				
Erosion Control	3%			\$ 159.13
Construction Survey	3.5%			\$ 185.66
Traffic Control	18%			\$ 954.80
Mobilization	10%			\$ 530.44
Subtotal				\$ 1,830.03
Overhead, Insurance, Permits & Profit	30%			\$ 2,140.34
Construction Subtotal				\$ 9,274.82
Design	16%			\$ 1,483.97
ROW	273	SQ FT	\$ 35.00	\$ 9,555.00
Construction Management	15%			\$ 1,391.22
Contingency	25%			\$ 2,318.71
TOTAL				\$ 24,023.72
BUDGET				\$ 25,000.00

90th Avenue Southbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 300.00	\$ 300.00
Clearing & Grubbing	1	LS	\$ 250.00	\$ 250.00
Soil Preparation	28	SY	\$ 5.00	\$ 140.00
Curb and Gutter		LF	\$ 35.00	\$ -
Concrete Sidewalk (6 in)	28	SY	\$ 110.00	\$ 3,055.56
Concrete Bus Pad (11 in)		SY	\$ 525.00	\$ -
Seeding	1	LS	\$ 250.00	\$ 250.00
Signage	1	LS	\$ 500.00	\$ 500.00
Irrigation Repair	1	LS	\$ 1,000.00	\$ 1,000.00
Bench	1	EA	\$ 2,500.00	\$ 2,500.00
Trash can	1	EA	\$ 2,000.00	\$ 2,000.00
Bike rack	2	EA	\$ 500.00	\$ 1,000.00
Subtotal				\$ 10,995.56
General Conditions				
Erosion Control	3%			\$ 329.87
Construction Survey	3.5%			\$ 384.84
Traffic Control	18%			\$ 1,979.20
Mobilization	10%			\$ 1,099.56
Subtotal				\$ 3,793.47
Overhead, Insurance, Permits & Profit	30%			\$ 4,436.71
Construction Subtotal				\$ 19,225.73
Design	16%			\$ 3,076.12
ROW	34	SQ FT	\$ 35.00	\$ 1,190.00
Construction Management	15%			\$ 2,883.86
Contingency	25%			\$ 4,806.43
TOTAL				\$ 31,182.14
BUDGET				\$ 32,000.00

92nd Avenue Southbound
June 8, 2022

	Quan.	Unit	Unit Price	Total
Removals	1	LS	\$ 500.00	\$ 500.00
Clearing & Grubbing		LS	\$ 250.00	\$ -
Soil Preparation		SY	\$ 5.00	\$ -
Curb and Gutter	60	LF	\$ 35.00	\$ 2,100.00
Concrete Sidewalk (6 in)		SY	\$ 110.00	\$ -
Concrete Bus Pad (11 in)	44	SY	\$ 525.00	\$ 23,333.33
Seeding		LS	\$ 250.00	\$ -
Signage		LS	\$ 500.00	\$ -
Irrigation Repair		LS	\$ 1,000.00	\$ -
Bench		EA	\$ 2,500.00	\$ -
Trash can		EA	\$ 2,000.00	\$ -
Bike rack		EA	\$ 500.00	\$ -
Subtotal				\$ 25,933.33
General Conditions				
Erosion Control	3%			\$ 778.00
Construction Survey	3.5%			\$ 907.67
Traffic Control	18%			\$ 4,668.00
Mobilization	10%			\$ 2,593.33
Subtotal				\$ 8,947.00
Overhead, Insurance, Permits & Profit	30%			\$ 10,464.10
Construction Subtotal				\$ 45,344.43
Design	16%			\$ 7,255.11
Construction Management	15%			\$ 6,801.67
Contingency	25%			\$ 11,336.11
TOTAL				\$ 70,737.32
BUDGET				\$ 71,000.00



June 10, 2022

Debra Baskett
Senior Transportation and Mobility Planner
City of Westminster
4800 West 92nd Avenue
Westminster, CO 80031

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

Dear Ms. Baskett,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following City of Westminster application for the Denver Regional Council of Governments (DRCOG) Subregional FY22-25 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Federal Boulevard Safety and Mobility Improvements project, in the event this project is selected by DRCOG as a subregional project on or around August/September 2022. If this subregional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time. The projects as constructed will be maintained by the local agency, and not by CDOT.

Projects impacting state highways should assume that CDOT will manage the project and that the local agency is responsible for payment of CDOT's work, including indirect charges. An accurate project cost estimation, that accounts for cost escalation, is vital to the success of a project. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects or the cost estimate is low, sponsors must make up any shortfalls. Regardless of CDOT's concurrence or support, sponsors should have no expectation of CDOT funding being available to help cover any funding shortfalls.

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

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

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

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

Sincerely,

Jessica Myklebust
CDOT Region 1 Transportation Director



From: [Christopher Quinn](#)
To: [Baskett, Debra](#)
Cc: [Todd Cottrell](#)
Subject: [EXTERNAL] RE: Request for RTD Support for TIP Project Submission
Date: Thursday, May 26, 2022 3:06:58 PM

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Debra,

This email is to provide RTD's concurrence with the City of Westminster's Federal Boulevard Safety and Mobility Improvements TIP application.

Please let me know if I can provide any additional information.

Thanks

Chris

Chris Quinn

Project Manager

Planning

he | him | his

o. 303.299.2439

chris.quinn@rtd-denver.com

rtd-denver.com



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

We make lives better through connections.

From: Baskett, Debra <dbaskett@CityofWestminster.us>
Sent: Tuesday, May 3, 2022 9:43 AM
To: Christopher Quinn <Chris.Quinn@RTD-Denver.com>
Subject: Request for RTD Support for TIP Project Submission

Hello Chris,

I'm writing to request RTD's support for a TIP application to improve bus stops along Federal Boulevard between 92nd and 72nd. I have worked with Nataly to determine the highest boarding locations, and Steve Smith has reviewed the proposed locations and shared the ADA standards template. I have a lot more information available if it would be helpful.

Please approve the attached request for support.

Thank you,

Debra

Debra A. Baskett (She/Her/Hers)

Senior Transportation and Mobility Planner

City of Westminster

4800 West 92nd Avenue

Westminster, Colorado 80031

303 658 2129

dbaskett@cityofwestminster.us

Please note working hours are 7 AM to 6 PM, Monday through Thursday

