

**DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Subregional Share (Call #4) –
Jefferson County Subregion
Air Quality/Multimodal (AQ/MM) Project Application
APPLICATION OVERVIEW**

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #4)

Funding Available: \$13,854,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.

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

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects (*Note: these types of projects are only allowed to be submitted with the STBG application*)

Call Dates: November 28, 2022 until January 27, 2023, 3 pm

Application Submittals: submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing 1) this application (**before saving to PDF, press Ctrl-A to select all, and F9 to update all formulas**), 2) one location map/graphic, 3) cost estimate (your own or the CDOT [cost estimate form](#)), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or [peer agency support](#). Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than December 30, 2022

Other Notable items:

- **Eligibility:** Projects must align with the eligibility guidelines in [Appendices B and C](#) of the TIP Policy. Proposed work on roadways must primarily be located on the [DRCOG Regional Roadway System](#) to be eligible for TIP funding (the DRCOG RRS can also be viewed within the [TIP Data Tool](#)). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application). Further details can be found in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **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 December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – [JoAnn Mattson](#), CDOT Region 4 – [Josie Thomas](#), RTD – [Chris Quinn](#)
- **If a submitted application in Calls #1-3 was not funded,** and you wish to resubmit the same application for this call, please [contact DRCOG](#). In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it, and datasets for download are available on the [TIP Data Hub](#). Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than December 30, 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
- **Evaluation Process:** DRCOG staff will review submittals for eligibility, develop scoring sheets, and post all applications (Jan. 30-Feb. 3, 2023). On Feb. 6, a public comment period will open until Feb. 24. Also at that time, details will be provided to each subregion to begin scoring, discussing, and recommending their projects back to DRCOG by March 15. Each forums' recommendation will then be forwarded to the DRCOG committee process for incorporation into a new 24-27 TIP anticipated to be adopted in August 2023
- 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 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 subregional problem and benefit people and businesses in multiple communities.
4	The project benefits will significantly address a major subregional problem primarily benefiting people and businesses in one community.
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		Tabor Street Multimodal	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Clear Creek End point: I-70 Frontage Road North OR Geographic Area: Click or tap here to enter text.	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Wheat Ridge	
4. Project Contact Person:			
Name: Mark Westberg		Title: Project Supervisor	
Phone: 303-235-2863		Email: mwestberg@ci.wheatridge.co.us	
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period: Click or tap here to enter text.			
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>	Local/Regional/Subregional plan:	Planning Document Title: Bike/Ped Master Plan, project is shown on map on page 46 and ranked #25 on the table on page 53. https://www.ci.wheatridge.co.us/DocumentCenter/View/27168/City-of-Wheat-Ridge-Bike-Ped-Master-Plan-Update-FINAL-08-14-17-002?bidId= Adopting agency (local agency Council, CDOT, RTD, etc.): Wheat Ridge City Council Provide date of adoption by council/board/commission, if applicable: 2017	
	Please describe public review/engagement to date:	None since the Bike/Ped Master Plan update was done in 2017, which included several open house events and an online survey to gather input, outreach is shown starting on page 3 of the Plan.	
	Other pertinent details:	This project was identified from the City's Neighborhood Engagement program that was initiated in 2017. Neighborhood safety concerns expressed during that process aligned with City master planning objectives for Tabor Street reinforcing the priority of the project.	
7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:		Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
	<input checked="" type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both		
<u>REQUIRED FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)		04/2024

<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	10/2025
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	04/2026
	FOR (Final Office Review):	Enter Date
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	10/2025
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	Enter Date
	Estimated number of parcels to acquire: <input type="text" value="Enter Number"/>	
	ROW acquisition completed:	Enter Date
<input type="checkbox"/> Construction	Required clearances:	Enter Date
	Project publicly advertised:	Enter Date
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
<input type="checkbox"/> Bus Service	Service begins:	Enter Date
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

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

Tabor Street provides the only opportunity to cross I-70 between Ward Road and Kipling Street and extends from the G-Line Station via Ridge Road to the Clear Creek Trail. Multimodal facilities are non-existent south of the I-70 Frontage Road North. Tabor Street and the bridge over I-70 are narrow and used by trucks leaving the nearby truck stop to access westbound I-70. Tabor south of 44th is essentially an alley with barely enough for a single vehicle.

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)

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

Safety Improvements

Other, briefly describe: Click or tap here to enter text.

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 extend the Tabor Street bike lanes starting at the I-70 Frontage Road North to the south over I-70, with a separate pedestrian bridge, across 44th Avenue to the Clear Creek Trail, part of the Peaks to Plains Regional Trail System.

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

Conceptual, high-level logistics have been discussed between City staff resulting in the idea to have a separate pedestrian bridge over I-70 and some level of signalization at 44th Avenue.

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: Click or tap here to enter text.

Outline the differences between the scope outlined above and the reduced scope: Click or tap here to enter text.

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)
To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.		
Total amount of Subregional Share Funding Request (in \$1,000's) <i>(Not to exceed 90% of the total project cost)</i>	\$3,596	89.90%
<input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹		of total project cost
Match Funds (in \$1,000's)	Contribution Amount	% Contribution to Overall Project Total
List each funding source and contribution amount.		
City of Wheat Ridge	\$404	10.1%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%

Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Total Match <i>(private, local, state, regional, or federal)</i>	\$ 404	10.1%
Project Total		\$4,000
Notes:	1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. 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)

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds	\$Enter Amount	\$3,596	\$Enter Amount	\$3,596
CDOT or RTD Supplied Funds²	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$Enter Amount	\$404	\$Enter Amount	\$ 404
Total Funding	\$ 0	\$4,000	\$ 0	\$4,000
Phase to be Initiated	Choose an item.	Environmental	Choose an item.	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). 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 minimum 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 subregional 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.*

Extending the Tabor Street bike lanes from the frontage road to the Clear Creek Trail will provide multimodal access from western Wheat Ridge to the G Line Station and the Van Bibber Trail system in Arvada and from the rapidly developing area around the Station to the Clear Creek Trail, which is part of the Peaks to Plains Trail System. Over 1,000 housing units are in various stages of completion around the Station area in both Wheat Ridge and Arvada. The Clear Creek Trail is part of the Peaks to Plains Regional Trail System and provides multimodal connections to the entire Metro area.

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.*

Multimodal facilities along Tabor Street are proposed to be installed between the Clear Creek Trail and I-70 Frontage Road North. A separate pedestrian bridge will be installed across I-70 adjacent to the existing vehicular bridge. Some level of signalization at the 44th/Tabor intersection is proposed to help cross 44th, a 4-lane street.

Tabor Street provides the only crossing over I-70 between Ward and Kipling Streets, both of which currently do not have adequate multimodal facilities. Dedicated multimodal facilities along Tabor Street and over I-70 will separate users from the heavy truck traffic that uses Tabor Street to access westbound I-70 from the truck stop west of the project area on 44th Avenue.

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

Yes, Wheat Ridge, Arvada, and Jefferson County residents located near the northern end of the existing Tabor Street bike lanes will benefit from the multimodal connection to Clear Creek. The nearest multimodal connection that safely crosses I-70 is a couple of miles to the east at Garrison Street and the multimodal facilities to that crossing are not consistently available. In addition, the project will provide multimodal access to the Station for Golden residents and Wheat Ridge residents in the soon to be completed apartments in Clear Creek Crossing via the Clear Creek Trail.

4. Disproportionately Impacted and Environmental Justice Communities

This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	8216	-	-
	b. Total households	3812	-	-
	c. Individuals of color	1516	18%	33%
	d. Low-income households	500	13%	9%
	e. Individuals with limited English proficiency	54	1%	3%
	f. Adults age 65 and over	1352	16%	13%
	g. Children age 5-17	1046	13%	16%
	h. Individuals with a disability	448	5%	9%
	i. Households without a motor vehicle	218	6%	5%
	j. Households that are housing cost-burdened	1091	29%	32%

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

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

By extending the multimodal facilities south of the frontage road south over I-70 to Clear Creek, the project provides multimodal access to all residents, particularly those that don't have a vehicle, between the G Line Station and the population and employment centers located north of I-70 and the Clear Creek Trail. This allows multimodal access to Clear Creek Crossing, which will soon have a new hospital and shopping, retail, restaurants, a fitness center, and employment destinations. Multimodal access will be provided to the population centers south of I-70 to the Station and the employment centers around the DRCOG Urban Center around the Station. There is also a medical facility on the west side of Ward Road at the frontage road. There are currently over 9,000 jobs within the project area and projected to be almost 14,000 jobs within 30 years.

5. How will this project move the subregion toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#) in terms of...
- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
 - The project connects western Wheat Ridge and the Clear Creek Trail to the DRCOG Urban Center around the G Line Station. which allows direct multi-modal access to that Center, making that Center more attractive to both developers, businesses, and residents.
 - Wheat Ridge is currently experiencing a boom in townhome development, with over 1,000 units in various stages of completion, many within the project area. The population within the project area is expected to increase by over 20% within 30 years. Closing the gap will make the area more attractive to developers and residents alike.
 - Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*
 - Providing multi-modal access to G Line Station and the employment and healthcare destinations allows residents and employees the option to not use or have to have a motor vehicle to access those destinations, helping to incrementally improve air quality. Having a dedicated multimodal facility allows users to safely cross I-70 to reach those destinations and the Clear Creek Trail.
 - Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
 - Extending the multi-modal access from the Urban Center to the Clear Creek Trail and from west Wheat Ridge to the north connects to the numerous trails systems in Arvada. Just within Wheat Ridge, the Trail connects to the Wheat Ridge Recreation Center, two parks, one with pool facilities, and a middle school. In addition to the new hospital, a new fitness center will also soon be constructed in Clear Creek Crossing.
 - All of these connections allows residents and employees to access numerous recreation facilities and natural areas including the 400 acre greenbelt along the Clear Creek Trail.
 - Tabor will also connect to a proposed trail around Tabor Lake which will including several platforms to view the various bird nesting sites located around the Lake.

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

- Is there a DRCOG designated urban center within ½ mile of the project limits?*
- Yes No If yes, please provide the name: [Northwest TOD Wheat Ridge](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [NW TOD and Wadsworth Wheat Ridge](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many: [26](#)
- Rail station: Yes No If yes, how many: [1](#)
- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No

If yes, provide a link to the relevant planning document:

https://www.ci.wheatridge.co.us/DocumentCenter/View/20142/NW_Plan_2013-FinalOct2013?bidId=

[The map on page 21 shows the bike gateway and bike lanes to the Clear Creek Trail.](#)

If yes, provide how the area is defined in the relevant planning document: [Mixed Use TOD Employment](#)

Provide households and employment data*	2020	2050
Households within ½ mile	3812	4684
Jobs within ½ mile	9077	13584
Household density (per acre) within ½ mile	1.4	1.86
Job density (per acre) within ½ mile	3.32	4.98

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

Extending the multi-modal access from western Wheat Ridge to the Urban Center connects to the residents to the employment centers and other destinations within the Urban Center. The residents will also have multimodal access to the G Line Station, which then connects them to the entire region.

The residents north of I-70 will also have multimodal access to the shopping, retail, and employment destinations on the west side of I-70 in Clear Creek Crossing a mixed-use development.

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

Extending the multimodal access south of the frontage road across I-70 to the Clear Creek Trail allows residents of Wheat Ridge south of I-70 and of Golden to access the employment centers around the Urban Center via the Clear Creek Trail. It also allows residents of Wheat Ridge north of I-70 and Arvada to access the Clear Creek Trail and the regional bus route along 44th that continues to downtown Denver, which then provides access to the employment centers in all of Wheat Ridge, in particular the new hospital and other employment opportunities at Clear Creek Crossing.

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.

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other: Click or tap here to enter text.
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Bicycle and pedestrian facilities including a separate pedestrian bridge over I-70 and possible signalization at the 44th/Tabor intersection.](#)
- 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 subregion mitigate natural and/or human-made hazards?
 Yes No

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

Tabor Street is a neighborhood connector street and will be changed from a 2-lane truck route into a complete street with facilities for pedestrians and bicycles including a separate pedestrian bridge over I-70. Tabor Street provides the only crossing of I-70 between Ward Road and Kipling Street. Pedestrian lighting, benches, and other amenities will be included in the project. Assuming a modest 1% diversion of the almost 10,000 nearby employees will result in 100 fewer SOV trips and 48 fewer VMT.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

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

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

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

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10	CO ₂ e
	.599	.027	.02	.009	71.617

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

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

Assuming a modest 1% diversion of the almost 10,000 nearby employees will result in 100 fewer SOV trips and 48 fewer VMT. An improvement in air quality as shown above will result from extending the multimodal facilities.

**Regional
Transit**

Expand and improve the subregion’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.

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

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the [2050 MVRTP](#))?*
 Yes No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?*
 Yes No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- 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: [Click or tap here to enter text.](#)
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No

Question: Describe how this project improves connections to or expands the subregion’s transit system, as outlined in the [2050 MVRTP](#). Please include quantitative information, including any items referenced above, in your response.

Note that rapid transit improvements must be on the [Regional Rapid Transit System](#).

The project provides a multimodal connection from western Wheat Ridge to the G Line Station and to the regional bus route along 44th that continues to downtown Denver giving the almost 4,000 households in the project area dedicated multimodal access to transit.

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

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

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

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <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 modification factors (CMF) or crash reduction factor (CRF) practices (e.g., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology).
Fatal crashes	Enter Data	
Serious Injury crashes	Enter Data	
Other Injury crashes	18	
Property Damage Only crashes	76	
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	Enter Data	Click or tap here to enter text.
Serious Injury crashes reduced	Enter Data	
Other Injury crashes reduced	Enter Data	
Property Damage Only crashes reduced	Enter Data	

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

The project includes a pedestrian bridge over I-70 and some level of signalization at the 44th/Tabor intersection, both identified as high-injury corridors. In addition, the multimodal facilities along Tabor will provide direct multi-modal access to the Station from western Wheat Ridge and for residents and employees within the DRCOG Urban Center to the Clear Creek Trail. A dirt path currently exists along the Tabor indicating the existing need for all weather multimodal facilities

Freight**Maintain efficient movement of goods within and beyond the subregion.**

(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.

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

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

[Click or tap here to enter text.](#)

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

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

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

Bicycle Use

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

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.	60	80
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)	30	40
4. = Initial number of new bicycle trips from project (#2 – #3)	30	40
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	9	12
6. = Number of SOV trips reduced per day (#4 - #5)	21.00	28.00
7. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	42	56
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	39.90	53.20
9. If values would be distinctly greater for weekends, describe the magnitude of difference: Click or tap here to enter text.		
10. If different values other than the suggested are used, please explain here: Click or tap here to enter text.		

Pedestrian Use

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

To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.

1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		0
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	40	60
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: {#2 X 50%} or other percent, if justified on line 10 below)	20	30
4. = Number of new trips from project (#2 – #3)	20	30
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: {#4 X 30%} or other percent, if justified on line 10 below)	6	9
6. = Number of SOV trips reduced per day (#4 - #5)	14.00	21.00
7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	5.6	8.4

8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	5.32	7.98
<p>9. If values would be distinctly greater for weekends, describe the magnitude of difference:</p> <p>Click or tap here to enter text.</p>		
<p>10. If different values other than the suggested are used, please explain here:</p> <p>Click or tap here to enter text.</p>		

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

The project includes a pedestrian bridge over I-70 and some level of signalization at the 44th/Tabor intersection, both identified as high-injury corridors. In addition, the multimodal facilities along Tabor will provide direct multi-modal access to the Station from western Wheat Ridge and for residents and employees within the DRCOG Urban Center to the Clear Creek Trail.

Based on a modest estimate of 1% in diverted trips, 50 VMT would be saved with the completion of the project

C. Project Leveraging		WEIGHT	10%
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. If this has not updated, select the box to the right and click F9)</i>		60%+ outside funding sources 5 pts	
	10.1%	50-59.9% 4 pts	
		40-49.9% 3 pts	
		20-39.9% 2 pts	
		10.1-19.9% 1 pt	
		10%..... 0 pts	
D. Project Readiness		WEIGHT	10%
<i>Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.</i>			
Section 1. Avoiding Pitfalls and Roadblocks			
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? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> 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: Click or tap here to enter text. Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date: <ul style="list-style-type: none"> • Utilities: None • Railroad: NA • Right-of-Way: None • Environmental/Historic: None • Other: Click or tap here to enter text. 			
b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, are the other prerequisite phases complete? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A If this project is for construction, please note the NEPA status: Choose an item.			
c. Has all required ROW been identified? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A Has all required ROW already been acquired and cleared by CDOT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> 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? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Does your agency have the appropriate staff available to work on this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, are they knowledgeable with the federal-aid process? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A			

e. Have other stakeholders in your project been identified and involved in project development?

Yes No N/A

If yes, who are the stakeholders?

The local bike/ped advocacy group is supportive of the project.

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

[Click or tap here to enter text.](#)

Section 2. Local Match Availability

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

Yes No

Please describe:

URA bond funds will be used.

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

Yes No

Please describe:

Several million dollars of bond are still available, if the project is awarded, it will be added to the URA fund budget.

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:

[Click or tap here to enter text.](#)

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 was identified during the Let's Talk neighborhood engagement and during the preparation of the 44th Avenue Sub-area in 2022.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on January 27, 2023.

Prior to submitting, press Ctrl+A to select all, then press F9 to update all formulas. You can then print to PDF.