Part 1 Base Information

1.	Project Title	**Flexible Micro Transit Service & Mobility Options to Support the Underserved Workforce Needs in the North I-25 Area**
2.	Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	120th to 144th along I-25 corridor
3.	Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	Smart Commute Metro North TMO
4.	Project Contact Person, Title, Phone Number, and Email	Karen Stuart, Executive Director, 303.453.8513, karen.stuart@smartcommutemetronorth.org
5.	Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	☒ Yes ☐ No *If yes, provide applicable concurrence documentation with submittal*
6.	What planning document(s) identifies this project?	☒ DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)
	☒ Local plan:	East 144th Avenue and I-25 Urban Renewal Plan, Nov 2012 and amended Oct 2015, highlighted Values: 1. "We value planned growth as part of a dynamic community." 2. "We value open space, clean water, recreation, arts and culture, clean air and entertainment." 3. "We value partnership with other governments, businesses and educationl institutions." 4. "We value jobs that meet the diversity of our population." https://businessinthornton.com/redevelopment/east-144th-i25-ura/ 2018 Comprehensive Plan Update Visioning Outreach Summary 1. Key topics heard from council: trails, transit, shuttle services 2. Need for balance: Environmental Stewardship & Transportation: Addressing opportunities for walking, biking, smart city infrastructure vs managing traffic and multi-modal transit options. 3.Community Outreach Themes: A. "Thornton needs transportation that is accessible and affordable"; B. "Increase RTD bus schedules and times."; C. "We need neighborhoods that you can walk and bike in and not drive everywhere." Thornton Comprehensive Plan Update related to role of TMO in economic development/urban centers, page 4.7 general; page 4.8 specific to TMO working to expand capacity to/from P&Rs https://www.cityofthornton.net/government/citydevelopment/planning/Documents/comprehensive-plan/sec_4_transportation_final.pdf http://www.thorntontomorrow.com/

		Westminster Comprehensive Plan, 2012 - Focus Area: I-25 (starting page 3-13) Highlighted Goals & Policies: 1. T-P-24: "Support access to transit and the "last mile" connection by encouraging shuttle connections between major destinations in the city and transit stations." 2. FG-6: "Develop a regional employment center within the North I-25 Focus Area." 3. F-P-21: "Facilitate multimodal connectivity between the Orchard Town Center and surrounding commercial development to support the day time population." 4. F-P-22: "Extend Orchard Parkway through the focus area as the central spine of activity." 5. F-P-24: "Provide safe, enhanced pedestrian crossings of Orchard Parkway and 144th to facilitate connectivity between activity modes." 6. F-P-27: "Provide trail connections to existing trail systems, including the McKay Creek Trail, Quail Trail and Big Dry Creek Trail." https://www.cityofwestminster.us/Portals/1/Documents/Government%20-%20Documents/Departments/Community%20Development/Planning/COMPLETE%20Comp%20Plan_2015%20Update_WEB.pdf
	☒ Other(s):	DRCOG Metro Vision Plan, Urban Centers – Appendix B, page 80 "North Interstate 25 Activity Center – Emerging" https://metrovision.drcog.org/ DRCOG Active Transportation Plan, Figure 3. Regional Active Transportation Network, Adams County, page 98 https://drcog.org/sites/default/files/resources/DRCOG_ATP.pdf
	Provide link to document/s and referenced page number if possible, or provide documentation with submittal	

7. Identify the project's **key elements**.

- ☐ Rapid Transit Capacity (2040 FCRTP)
- ☒ Transit Other: Sub-area Micro Transit Service
- ☒ Bicycle Facility
- ☒ Pedestrian Facility
- ☐ Safety Improvements
- ☐ Roadway Capacity or Managed Lanes (2040 FCRTP)
- ☐ Roadway Operational

Grade Separation

- ☐ Roadway
- ☐ Railway
- ☐ Bicycle
- ☐ Pedestrian

- ☐ Roadway Pavement Reconstruction/Rehab
- ☐ Bridge Replace/Reconstruct/Rehab
- ☐ Study
- ☐ Design

☒ Transportation Technology Components
☐ Other:

8. **Problem Statement** What specific Metro Vision-related subregional problem/issue will the transportation project address?

The Project will promote multiple outcomes for all five Metro Vision themes, but will focus on issues related to:
1. a connected multimodal region; and 2. a vibrant regional economy.

Metro Vision's (MV) theme to build a well connected multi-modal region needs, "… a transportation system that serves users of all modes of travel and also helps ensure that people of all ages, income levels and abilities remain connected to their communities and have the means to access services, amenities and employment opportunities" (MV Page 26).

The crucial problem is only limited transit exists north of 120th along the I-25 travel shed. Substantial growth is particularly acute at 144th & I-25 where Westminster's and Thornton's vibrant mixed-use developments are building out at a rapid pace.

The Cities' urban centers include over 1,100 multi-family residential units to-date; the recent openings of the north area's Amazon Fulfillment Center and the Denver Premium Outlet Mall; as well as Saint Anthony North Hospital and the Orchard Town Center.

At full capacity, Amazon's Fulfillment Center will require a workforce of over 3,000 regular full-time employees, working in 2 shifts, 7-days per week, while the Premium Outlet mall estimates nearly 700 employees are needed to successfully operate this new retail center 7-days a week. Amazon also plans for added workforce capacity during subsequent holiday seasons. Saint Anthony North Hospital (SAN) shift work operates with 900 employees with plans for campus expansion in the next two years, requiring additional employees, while the Orchard Town Center has 1,500 employees with an additional 500 needed annually during the Christmas Season. Each of these four employers anchors a corner of the interchange at 144th & I-25, representing over 5,500 current jobs just among themselves (Exhibit 2). The transportation challenge for the residents, these employment anchors, as well as other existing and future companies within the urban centers is the lack of mobility options that residential commuters require, as well as the need to address shift-work scheduling -- including weekends -- that can help attract and retain qualified, suitable employees to fill vacant positions.

In addition to ridesharing services and advocacy of bike & pedestrian programs offered by the TMO, RTD does provide limited weekday transit service north of 120th generally between the hours of 5:40 am and 6:20 pm. Unfortunately traditional TDM programs coupled with RTD's limited services do not:
1. fully address residents' mobility needs;
2. address employers' weekend transit requirements or comprehensively accommodate shift-work schedules; or,
3. adapt to short-term employment needs such as retailers adding seasonal workers during busy holiday seasons.

Adaptable transit is required as the backbone mobility choice along I-25 to serve the ever-growing transportation needs of an expanding vibrant economy in north Adams County.

Finally, from a regional perspective, lack of transit and mobility options is not an isolated issue at 144th & I-25, but indicative of a problem in the North Metro area along the remainder of the I-25 travel shed, as well as other future growth corridors such as North Metro, SH 7, I-70 and longer-term I-76 as these travel sheds mature with build out. This Project is important to Adams County and its communities because it will test solutions that require adaptability and flexibility in transportation services and serve as an example to other suburban communities looking for solutions to their own mobility challenges. Referring to RTD's letter of support, they succinctly note their hope that the 144th & I-25 Micro Transit & Mobility Options Demonstration Project will be a contributing factor to"…help test suburban markets on how best to integrate innovative technologies such as micromobility, evolved ridesharing like Waze and bikeshare [in order] to adapt to the changing ways people are getting around…[and] transforming traditional public transportation."

9. Define the **scope** and **specific elements** of the project.

Smart Commute's Project combines existing mobility options, including but not limited to ridesharing, bike & pedestrian programs and RTD's limited bus services, with an ADA-accessible micro transit service and transit pass program. The mobility options will address residential commuter needs, provide access for vulnerable populations to SAN, and resolve the area-employers' seasonal, weekend and shift-work scheduling transportation requirements within Westminster's and Thornton's urban centers. Service needs will be evaluated on a frequent basis, producing a flexible suite of mobility options that can adapt to changes in workforce transportation needs.

The Project will also assess opportunities for enhanced mobility options for area residents, retail & commerical area patrons and customers, as well reasonable service area expansions as needs are identified and can be accommodated.

The conceptual micro transit service would initially entail an 8-9-mile deviated fixed route 'loop', anchored by RTD's Wagon Road Park & Ride (P&R) at 120th Avenue. The service would first focus trips from the P&R to the four employment anchors at 144th & I-25 based on prevalent shift work start and end times, 7-days a week. The Project would offer adaptable mobility options throughout the demonstration period of TIP funding. An example of possible workforce adaptability needs the Project may address is the temporary need for increased micro transit service to accommodate additional seasonal workforce transportation needs. Examples such as this will test the validity of offering a flexible and adaptable suite of mobility options in a vibrant, expanding sub-area of the region's economy.

The transit pass program would be available to all residential areas and businesses interested in buying into the Program within Westminster's and Thornton's Urban centers at 144th & I-25. Businesses and residential communities opting out of the Project's Program, as well as visitors and patrons to the area would access the micro transit through standard RTD programs or fare structure.

Finally, the Project will leverage available technology to, at a minimum, efficiently communicate information about the different Project components. This may include real-time bus information between RTD's system and the micro transit service, information on bike & ped events, vanpool, carpool programs such as Waze and other real-time commuter information-based incentives and opportunities, etc.

10. What is the status of the proposed project?

Ready to begin basic micro transit service and focused mobility options to primarily address workforce commute issues and support short-trips within Thornton's and Westminster's mixed use urban center- development at 144th & I-25.

11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?

☐ Yes ☒ No

If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.

A. Project Financial Information and Funding Request

1. Total Project Cost		**$2,000,000**
2. Total amount of DRCOG Subregional Share Funding Request	**$1,600,000**	**80%** of total project cost
3. Outside Funding Partners ***(other than DRCOG Subregional Share funds)*** List each funding partner and contribution amount.	**$$ Contribution Amount**	**% of Contribution to Overall Total Project Cost**
Other local jurisdictions	$60,000	3%
Thornton	$60,000	3%
Westminster	$60,000	3%
RTD	$150,000	8%
Private Sector Contribution	$70,000	4%
	$	0%
Total amount of funding provided by other funding partners *(private, local, state, Regional, or federal)*	**$400,000**	

Funding Breakdown (year by year)*

**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 an inflation factor of 3% per year from 2019.*

	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	$400,000	$400,000	$400,000	$400,000	**$1,600,000**
State Funds	$	$	$	$	**$0**
Local Funds	$100,000	$100,000	$100,000	$100,000	**$400,000**
Total Funding	$500,000	$500,000	$500,000	$500,000	**$2,000,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Service	Service	Service	Service	

5. By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair) or City/County Manager for local governments or Agency Director or equivalent for others, has certified it allows this project request to be submitted for DRCOG-allocated funding and will follow all DRCOG policies and state and federal regulations when completing this project, if funded. ☒

Part 2 Evaluation Criteria, Questions, and Scoring

A. Subregional significance of proposed project

WEIGHT **40%**

*Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on the subregional significance of the proposed project.*

1. Why is this project important to your subregion?

The Project is important to the subregion because it will partially fill the 'transit-desert' along the I-25 travel shed and implement mobility options in a growing area of north Adams County.

Local jurisdictions, agencies, advocacy groups and developers have planned for and advocated for transit service along I-25 since the early 2000's because of the projected growth along the corridor. Based on entitled development already approved by the cities, over 55,000 new households are expected along I-25 from Adams County north to Firestone over the next 15 years (see Exhibit 3). Development adjacent to the interchange at 144th & I-25 alone totals 3.3 million SF in existing, retail, health services, hospitality, office and commercial space integrated with over 1,100 residential units (Exhibit 4). Exhibit 4 also highlights more than 12 million SF of undeveloped land available for future growth, emphasizing how substantial development beyond today's population and employment numbers are anticipated. For instance, with over 5,500 jobs working within 3.3 million SF of commercial, retail and healthcare space, there is more than a reasonable expectation the area will double its workforce, as well as see an increase in residential up to 150 units or 7%, according to Thornton's Policy Planning Division.

The Project begins addressing the lack of transit services and mobility options for existing and continued growth along I-25 north of 120th Avenue. The urgency to focus on demand for mobility options at 144th & I-25 is driven by the existing and future residential development as well as the 5,500 existing jobs (Exhibit 2) already present at the four anchor employment centers: Orchard Town Center; Amazon Distribution Center; Denver Premium Outlets; and Saint Anthony North Hospital -- all requiring employees to work shift-work schedules 7 days a week, which traditional transit cannot adequately accommodate. The Project proposes implementing the north area's first flexible and adaptable micro transit service -- 7-days a week -- to accommodate area residents' commutes; employee shift-work schedules; consumers of healthcare services at SAN; and, customers experiencing the open-air entertainment district of the Orchards, or the lifestyle campus of the The Grove and Denver Premium Outlets.

Additionally, as noted in the problem statement, the lack of transit and other mobility options is not isolated to the issue at 144th & I-25. The Project will test various combinations of mobility options for activity centers in suburban environments that can be replicated /refined, and then used in other Adams County growth corridors and travel sheds such as North Metro, Gold Line, SH 7, I-70 and long-term I-76.

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?
Yes, the Project benefits mulitple municipalities. 47% of commuters to 144th & I-25 reside in Adams County communities, including residents from AdCo's unincorporated Henderson's postal area (Exhibit 8). Statewide, at least 2,977 commuters from 72 Colorado communities work in the urban centers (Exhibit 5). These numbers are based on origins data Smart Commute received from Amazon and SAN used to validate the amount of growth the local jurisdictions are experiencing along the I-25 travel shed. The top 10 Colorado cities traveling to 144th & I-25 are: Lakewood; Longmont; Commerce City; Arvada; Broomfield; Brighton; Northglenn; Westminster; Denver; and Thornton. (Exhibit 5)

The Project will benefit these municipalities' residents by offering a 'first and final miles' micro transit service and tailored commute options to meet the majority's transportation needs. A part of Smart Commute's strategy is to partner with RTD to implement a transit pass program eligible to all businesses and residents in the four corners of the interchange. Using the pass program as an incentive, commuters that have reasonable access to RTD's system could then transfer to the micro transit service from Wagon Road P&R up to 144th & I-25; or conversely,

for urban-center residents, the new service becomes the transit connection to Wagon Road and the greater RTD system. As examples of possible transfers, some portion of the commuters from Denver may travel on the 120x; or portions of Westminster's or Broomfield's citizens might take the Route 120 -- all of which could then transfer to the new micro transit service to 144th & I-25 from Wagon Road P&R. Whereas the commuters from Longmont, Bennett or Aurora may benefit more from targeted vanpool and carpool incentives. Of course many of the 2,977 commuters needing to get to 144th & I-25 would need to transfer more than once, such as Lakewood's commuters possibly using the W Line to Denver Union Station, then transferring to the 120x and then onto the micro transit service at Wagon Road. Given the cost of transportation may be prohibitive to many job-seekers interested in the entry-level jobs available at 144th & I-25, the Project's micro transit service, coupled with a community subsidized transit pass program could make the difference in a 'long-distance' job-seeker's decision to accept gainful employment in the north area where supply is high, rendering the number of transit transfers less relevant.

Finally, viewing Exhibit 5, note the orange line that generally delineates 120th Avenue. This represents the geographic split between south of the 'line' where the transit system exists, and north of the line where only limited Route 8 and Call-N-Ride service are available only weekdays along the I-25 travel shed. Observing the amount of SAN and Amazon employees that live in communities south of the 120th line, the Project anticipates capturing a minimum 842 of them to use the micro transit service or one of the Project's other mobility options. Please refer to ridership methodology explained under Metro Vision Objective 6a.

3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?

Yes, the Project benefits 'reverse commutes' to 144th & I-25 from all 8 subregions. For instance, 53% of the employees from Amazon and SAN live outside Adams County (Exhibit 6), with many traveling from communities with less than 50,000 people. As traditional commute patterns continue to shift away from downtown Denver to other metro subregions where urban/employment centers exist or are developing, the region/subregions will require increased transit investment outside Denver-proper in order to realize Metro Vision's outcome to provide a 'vibrant, regional economy' that is multi-modally-connected. With investment from local jurisdictions, agencies and the private sector, coupled with subregional investments, the Project will provide opportunities for small communities' vulnerable residents around the state to take advantage of job-rich areas because the long distance transportation barrier has been alleviated.

Please also refer to #2 above, re: benefits to municipalities, for examples of how the Project addresses the 'reverse commute' needs for Adams County workers that live in other subregions.

Additionally, as noted in the problem statement and Part 1.A.1 sub-section above on how the Project is important to the Adams County Subregion, the same holds true for other subregions that lack transit and other mobility options and services. The Project will test various combinations of mobility options for growing activity centers in suburban environments that can be replicated /refined, and then used in along growth corridors and travel sheds such as SH 287, SH 119 and I-70.

4. How will the proposed project address the specific transportation problem described in the **Problem Statement** *(as submitted in Part 1, #8)*?

By offering the ' first & final miles' micro transit service and mobility options to the Westminster's and Thornton's expanding urban centers at 144th & I-25.

Achieving an efficient and predictable development pattern depends on the region's ability to connect housing and employement to multi-modal corridors and mobility options. Westminster and Thornton have created diverse, livable communities within regional urban centers at 144th & I-25, but they are not connected to the

region's transit system. This is a crucial problem for employers because they cannot retain the skilled and reliable workforce needed to fill the minimum 5,500 shift-work jobs surrounding the interchange. The local jurisdictions have created the infrastructure and integrated land use necessary to accommodate mobility options for "…all residents [to] have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities (Metro Vision Pg 7 'Outcomes' for Vibrant, Regional Economy."). To achieve and sustain Metro Vision's desired outcome for a vibrant region, the DRCOG region and its respective subregions must consider investing in the missing backbone of the region's mobility options: in this case, transit within the I-25 travel shed north of 120th. Investing in transit at 144th & I-25 to accommodate Thornton's and Westminster's urban centers allows people and businesses to thrive and prosper by being the catalyst for the ideal non-SOV option that supports other mobility options.

Finally, as noted above regarding benefits to Adams County and other subregions, the Project will look at other successful suburban areas with growing activity centers as case studies and become a case study itself: serving as an Adams County example for other transit/mobility option-challenged areas looking for solutions on how to connect their suburban activity centers/growth areas to the regional transit system.

5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the **completed** project allow people and businesses to thrive and prosper?

Transit-dependent workers, particularly from the 53% traveling from other subregions and the concentration of lower income residents from Adams County communities will finally have transit and other mobility choices north of 120th Avenue. For example, referring to Exhibit 8, at least 1/3 of Denver's 7% are southern unincorporated Adams County residents in designated environmental justice areas, based on address and zipcode data fro SAN and Amazon.

With transit, businesses at 144th & I-25 will be better positioned to recruit and retain skilled workers, fostering greater productivity and shiftwork schedule reliability. With transit, workers will have reliable and cost-effective options with the pass program to get to work. Connecting transit to entry-level jobs provides the stepping stone to build a skill-set that will elevate their opportunity for higher wage careers.

6. How will connectivity to different travel modes be improved by the proposed project?

Micro transit and the master pass program will connect into the RTD transit system via the Wagon Road Park & Ride; bike and pedestrian programs will target commuters residing relatively close to 144th & I-25 as well as promote community intiatives toward healthy, active lifestyles; and, car and vanpool programs will address the needs of commuters north of Adams County where transit connections into north Adams County do not exist.

Smart Commute was actively involved with Mobility Choice Blueprint and anticipates leveraging Tactical Actions 3.1 Develop a universal mobility app for trip planning and payment; 3.3 Developing incentives to improve ridehaling (I.e., Waze) and ridesharing operations; and 3.6 Partner with the private sector to provide transportation in mobility-challenged communities. To foster these Tactical Actions, Smart Commute will partner with RTD and tech companies such as Waze, to use available technology for the various mobility options to help commuters navigate & pay for choices and incentivize, where eligible, to increase participation .

7. Describe funding and/or project partnerships *(other subregions, regional agencies, municipalities, private, etc.)* established in association with this project.

1.Thornton: $60k

2.Westminster: $60k

3.Other local jurisdictions $60k

4. RTD: $150k

5. Private Sector contributions $70k

B. DRCOG Board-approved Metro Vision TIP Focus Areas

WEIGHT **30%**

*Provide **qualitative and quantitative** (derived from Part 3 of the application) responses to the following questions on how the proposed project addresses the three DRCOG Board-approved Focus Areas (in bold).*

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).**

Due to the 53% of the employees from Amazon and SAN live outside Adams County (Exhibit 6), with many traveling from communities with less than 50,000 people, Smart Commute elected to use data from the Census' Quick Facts for Adams County (Exhibit 9) to populate the 'Part 4 D for Vulnerable Populations' because the data is more relevant to the geographic distribution of workforce employment concentrated at 144th & I-25 as well as the vulnerable populations that are accessing the services at 144th & I-25 compared to the 1- mile buffer specified in "Part 4 D Vulnerable Populations". The numbers included in Part 4 D are from the Census for the entire County, except noting '1' healthcare campus, which refers to SAN, which is within 1-mile. An example of how this data is more applicable to the Project are the Denver residents that travel to 144th & I-25 is, based on their addresses and zipcodes, at least one-third unincorporated Adams County people residing in Welby, Commerce City, Goat Hill and Berkeley.

As one of the four major employment anchors at 144th & I-25, SAN provides health and wellness services including integrated physician clinics for both primary and specialty care, ambulatory surgery center, level III Trauma Center with 24/7 emergency services. anecdotally, SAN has expressed how when their campus was located off West 84th Avenue, a large number of both workers and consumers used transit to-and-from the hospital. By implementing the Project, SAN workers and consumers will have this renewed, reliable transit connection available to them 7-days a week.

The other 3 employment anchors include Amazon's north area distribution center and retail-commercial properties that rely heavily on shiftwork schedules paying entry-level wages. For the 18% of Adams County residents that have high school diplomas only (DRCOG Adams County Community Profile), employers providing transit passes at a reduced to no-cost option will level the 'commute-cost field' by offering this new incentive to driving alone for Adams County residents that already have access to transit but find it cost-prohibitive.

For the 53% of Amazon's and SAN's workforce residing outside Adams County, transportation costs are a barrier to good paying jobs in other subregions. For employers, they can't recruit and retain a great portion of their skilled workforce without reliable transportation. By providing transit to 144th & I-25 and offering a transit pass program to all businesses (not just the 4 anchor employers), the Project will provide transit as the backbone for all mobility options to help our vulnerable populations commute to and from work and access healthcare.

2. Describe how the project will **increase reliability of existing multimodal transportation network.**

Currently workers and residents are trying to use the limited RTD Route 8 service (available only Monday through Friday) that stops on the westside of I-25 along Orchard Parkway just south of 144th. The issue is commuters and residents on the eastside of the interchange must currently walk or ride bikes over the interchange and are missing the bus. The Project firstly provides a more reliable connection across the interchange for workers and residents on the eastside to connect to transit. Secondly, the Project proposes to enhance and extend adequate transit north of 120th thereby increasing the reliability RTD's transit network by expanding service to a new base of riders and potential transit pass funding from relatively new urban centers.

3. Describe how the project will **improve transportation safety and security.**

Safety & security will improve with the Project by providing micro transit service late at night to accommodate shiftwork schedules. Providing transit will alleviate conflicts between vehicular traffic and bikes & peds traversing across the interchange at night. Commuters riding together will feel and be more secure ('strength in numbers') as they share a ride together to and from their homes and worksites at 144th & I-25.

C. Consistency & Contributions to Transportation-focused Metro Vision Objectives

WEIGHT 20%

*Provide **qualitative and quantitative** responses (derived from Part 3 of the application) to the following items on how the proposed project contributes to Transportation-focused Objectives (in bold) in the adopted Metro Vision plan. Refer to the expanded Metro Vision Objective by clicking on links.*

MV objective 2	**Contain urban development in locations designated for urban growth and services**.

1. Will this project help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*
This Project piggybacks on previous infrastructure investments. Investing in micro transit and mobility solutions at 144th & I-25 will use the existing multi-modal capital investments Thornton, Westminster and private development have built over the last 10 years to connect their growing urban centers at 144th & I-25.

'The Orchards', a part of Westminster's premiere DRCOG-designated urban center along I-25, offers a mix of residential, office and commercial uses in a walkable/bikeable open-air retail and entertainment environment north of 144th. South of 144th, Saint Anthony North's 35-acre medical campus, additional retail, hotel and commercial development connects to the Orchard via Orchard Parkway, a 2-lane meandering collector with detached 10-foot sidewalks and an underpass at 144th Avenue to eliminate conflicts with east-west traffic.

Thornton's urban center includes an Amazon Distribution Center north of 144th connected to a lifestyle campus of retail, hotel, family-focused entertainment and residential uses south of 144th via Lincoln Street, which is also grade separated from 144th, along with detached 10-foot sidewalks along the entire length of the roadway.

Both cities planned-for and built these multimodal collectors with underpasses to connect north-south vehicular, transit and bike & pedestrian movements to adjacent developments (Exhibit 2). Bike and pedestrian facilities are also available along 144th across I-25 to connect the urban centers. What's missing is the transit component connecting these urban centers with the larger metro area and complete the suite of mobility options for workers, residents and businesses within and between Westminster's and Thornton's development adjacent to the interchange.

Additionally, in comparing DRCOG's population and employment numbers through the Landuse Explorer Program to what exists today at 144th & I-25, there are inconsistencies when comparing the amount of actual employment to DRCOG's data. For instance, focusing specifically on Westminster's designated North I-25 Urban Center, population or employment numbers do not exist when clicking on the polygon. Another example using Land Use Explorer is querying TAZ data directly adjacent to the 144th & I-25 interchange. DRCOG's interface provides a 2020 population and employment projection of 504 and 2,070 respectively (Exhibit 7). As noted in the problem statement and throughout the application, there are already conservatively over 2,100 and 5,500 people respectively living and working in these urban centers. It if for these reasons numbers cited in Part 4: Population & Employment reference Smart Commute's data and methodology.

Given these descrepancies, the Project may provide a collaborative opportunity under MV Objective 2 to update population and employment data in the spirit of DRCOG, "[Working] with local governments to monitor the extent of current and future urban development patterns…", which adhere's to MV's 'Supporting Objectives' to:
1. Monitor and increase awareness of the region's existing and planned urban footprint.
2. Coordinate local and regional urban growth priorities in order to improve forecasting, planning and investment decisions within regionally designated growth areas.

This can be achieved through Smart Commute and the North Area Transportation Alliance (NATA) working with DRCOG to collaboratively update landuse assumptions in 2019-2020 to ensure the most accurate data is available to inform their forecasting, planning and investment decisions. The Project may play an integral part in this NATA-DRCOG partnership activity due to our need to monitor and adapt mobility needs to address increasing numbers of jobs and housing in the foreseeable future. These changes can then be easily provided to DRCOG to update their data throughout the duration of the Project.

MV objective 3	**Increase housing and employment in urban centers**.

2. Will this project help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

The Project will establish a clear and direct micro transit connection between RTD Wagon Road P&R (and its greater transit system) and the urban centers at 144th & I-25.

In order to meet MV's regional objective of increasing housing and employement in urban centers, the region will need to realize the supporting objective of increasing transit service and ridership within and to urban centers; otherwise, urban centers in non-Denver subregions or where transit does not exist will be stand alone developments, not attributing to Metro Vision's vision of a regionally connected multi-modal transportation system.

MV objective 4	**Improve or expand the region's multimodal transportation system, services, and connections**.

3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

Yes the Project increases mobility choices for the 53% of workers commuting to 144th & I-25 outside of Adams County, as well as connect the residents and businesses at 144th & I-25 to the greater metro region via transit. Establishing micro transit between the Wagon Road P&R and the development will also provide new customers from other subregions with non-SOV access to SAN, The Orchards, Denver Premium Outlets, The Grove and Orchard Park Place (retail/commercial development surrounding SAN).

MV objective 6a	**Improve air quality and reduce greenhouse gas emissions**.

4. Will this project help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

By offering transit service and a transit pass program, commuters will have an alternative to driving alone to-and-from the urban centers. For the analysis portion of the application, Smart Commute conservatively assumed the following:

1. A 10% ridership capture of the total existing workforce of 5,500 at the anchor employment sites (not the total area), or 550 riders by the end of the demonstration project.

2. For the existing residential population of 2,124, we assumed 5% capture rate or 106 new riders as we eliminate the 'transit-desert' by providing convenient access to the micro transit service. The 106 resident-riders is based on 2 people per 2-bedroom units and 3 people per 3-bedroom units, totalling 2,124 residents.

3. We assume 1/2 of the existing Route 8 ridership completes the trip via walking or biking across I-25 to the eastside and therefore deducted these riders from the total micro transit users, but did not deduct any additional non-SOV users since these trips were preceded by taking the Route 8.

4. The Project also assumes an aspirational target of 2% or 110 employees from the existing workforce that drive alone will try/use carpools and/or vanpools by the end of the demonstration Project.

5. The Project finally assumes a 1% capture rate of the total residential and existing combined Amazon and SAN workforce, or 7,624 to represent patrons and visitors to the urban centers' retail, commercial, health services and other amenities for an additional 76 riders using the micro transit throughout the demonstration Project.

Combined total estimated ridership: 842

The above assumptions lead to a reduction of 773 one-way vehicle trips per day; a elimination of 6,609 vehicle miles traveled every day; and, 9,909.45 pounds of GHG emissions decreased daily.

	MV objective 7b	**Connect people to natural resource or recreational areas**.

5. Will this project help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

The Project will improve multimodal connections by promoting access to local natural resources such as the Big Dry Creek Trail and Open Space east of 144th & I-25 or west along 144th to the McKay Lake Open Space. The Project focuses on awareness of the designated bike trails and routes from the micro transit stops for the larger community's in Adams and Broomfield counties to the urban centers. Along with the bike & pedestrian access along 144th, we will also highlight the trail underpass at I-25 -- between SAN and Cabela's and combine the two east-west routes with the already-built collectors and underpasses as a potential 'Loop" route connecting the urban centers.

	MV objective 10	**Increase access to amenities that support healthy, active choices.**

6. Will this project expand opportunities for residents to lead healthy and active lifestyles? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

The Project will piggyback on the healthy food and lifestyle amenities offered in the two urban centers to enhance the bike & pedestrian connections and programs in the area. Promotion of outdoor activities and amenities will focus on the surrounding community, including how the micro transit service provides access to the greater Adams County area to these amenities. Some of the key outdoor resources and amenities for the Project to promote and integrate into the bike & pedestrian program include:

1. Access to McKay Lake and the Big Dry Creek Trail and Open space and other natural resources and facilities (Including Big Dry's underpass at I-25);

2. Through 'Makers Market Colorado', the Orchards offers a seasonal farmers' market where the community can find a variety of fresh fruits and veggies, artisan breads and savory sauces, along with a large assortment local foods and unique crafts.
3. Saint Anthony North Hospital (SAN) offers various community initiatives to help community members live a healthy lifestyle through a variety of health and wellness programs. For instance, SAN opened a community garden in May of 2018 with the mission to create a sustainable place where community members, patients and associates may congregate in a holistic, healing environment to locally grow and harvest nutritious foods. SAN's community garden helps foster whole person care by promoting wellness-based partnerships to help our community flourish.
4. Denver Premium Outlets provides a large outside picnic and play space for community events and social gatherings.

MV objective 13	**Improve access to opportunity**.

7. Will this project help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

In addition to providing transit for vulnerable populations to get to the urban centers, the Project will leverage available technology to improve the flow information. Our approach will closely conform to Mobility Choice Blueprint Tactical Actions to help communicate to riders, users and interested citizens about the Project's micro transit, bike & pedestrian and other mobility options available to them. Improving not only the flow of information, but the timing of it will help users be more informed on how to gain access to critical health and wellenss services in the area as well as promote a reliable transit and mobility options to ensure workers can get to their jobs on time in a cost-competitive manner to driving alone.

MV objective 14	**Improve the region's competitive position**.

8. Will this project help support and contribute to the growth of the subregion's economic health and vitality? ☒ Yes ☐ No

Describe, *including supporting quantitative analysis*

There is a demand for entry-level and lower wage jobs at 144th & I-25 and these job generators are currently attracting workers from south Adams County, but with the majority outside of the county. Without workers, the area will not continue to thrive long-term. In fact, without adequate transit, employers currently report high attrition rates. Investment in the Project's 'first & final miles' micro transit service, coupled with a proposed subsidized transit pass program incentive aligns with this MV objective to ensure businesses have, "… a connected multimodal transportation system on which businesses depend for …an available, desireable workforce." The competitive position of development within the north I-25 travel shed depends on robust transit investment, which this Project provides the crucial first connection.

D. Project Leveraging

WEIGHT 10%

9. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	20%	60%+ outside funding sources .....High 30-59% .....Medium 29% and below .....Low

Part 3 Additional Considerations

The ADCOG Subregional Forum has established five additional considerations to guide project selection within the subregional process. These considerations may be used by the ADCOG Subregional Forum in the project evaluation process in combination with the above listed criteria. The five additional considerations are:

- Does the project benefit a small community, which for this process is defined as a community with a population of less than 50,000 people?
- Is this project a suburban connector?
- Does the project address a gap in existing service?
- Is this the logical next step of a project?
- Is the project construction ready?

Applicants should provide an attachment to the application to address these additional considerations.

Part 4 Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

A. Transit Use

1.	Current ridership weekday boardings	135
2.	Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	3,000	5,500	**8,500**
2040	3,500	11,000	**14,500**

Transit Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional daily transit boardings after project is completed. *(Using 50% growth above year of opening for 2040 value, unless justified)* *Provide supporting documentation as part of application submittal*	842	1,263
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. (Example: **{#3 X 25%}** *or other percent, if justified)*	69	104
5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.) (Example: **{#3 X 25%}** *or other percent, if justified)*	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	**773**	**1,159**
7. Enter the value of **{#6 x 9 miles}**. (= **the VMT reduced per day**) *(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)*	6,957	10,431
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	**6,609**	**9,909**

9. If values would be distinctly greater for weekends, describe the magnitude of difference:	
10. If different values other than the suggested are used, please explain here:	

B. Bicycle Use

1. Current weekday bicyclists	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	**0**
2040	0	0	**0**

Bicycle Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	0	0
4. Enter number of the bicycle trips (in #3 above) that will be diverting from a different bicycling route. (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *(or other percent, if justified)*	0	**0**
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
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:		

C. Pedestrian Use

1. Current weekday pedestrians (include users of all non-pedaled devices)	0
2. Population and Employment	

Year	Population within 1 mile	Employment within 1 mile	Total Pop and Employ within 1 mile
2020	0	0	**0**
2040	0	0	**0**

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *or other percent, if justified)*	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
12. Enter the value of **{#7 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor)*	0	0
8. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
9. If values would be distinctly greater for weekends, describe the magnitude of difference:		
10. If different values other than the suggested are used, please explain here:		

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	**1.** Persons over age 65	50,000
	2. Minority persons	251,000
	3. Low-Income households	50,000
	4. Linguistically-challenged persons	36,151
	5. Individuals with disabilities	39,000
	6. Households without a motor vehicle	4,265
	7. Children ages 6-17	36,000
	8. Health service facilities served by project	1

E. Travel Delay *(Operational and Congestion Reduction)*

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. *DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.*

1. Current ADT (average daily traffic volume) on applicable segments	0

2.	2040 ADT estimate	0
3.	Current weekday vehicle hours of delay (VHD) (before project)	0

Travel Delay Calculations		Year of Opening
4.	Enter calculated future weekday VHD (after project)	0
5.	Enter value of **{#3 - #4} =** Reduced VHD	0
6.	Enter value of **{#5 X 1.4}** = **Reduced person hours of delay** *(Value higher than 1.4 due to high transit ridership must be justified by sponsor)*	0
7.	**After project peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). *If applicable, denote unique travel time reduction for certain types of vehicles*	0

8. If values would be distinctly different for weekend days or special events, describe the magnitude of difference.

9. If different values other than the suggested are used, please explain here:

F. Traffic Crash Reduction

1.	Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians *(most recent **5-year** period of data)*		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices *(e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).*
	Fatal crashes	0	
	Serious Injury crashes	0	
	Other Injury crashes	0	
	Property Damage Only crashes	0	
2.	Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		
	Fatal crashes reduced	0	
	Serious Injury crashes reduced	0	
	Other Injury crashes reduced	0	
	Property Damage Only crashes reduced	0	

G. Facility Condition

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified.
Applicants will rate as: Excellent, Good, Fair, or Poor

Roadway Pavement

1.	Current roadway pavement condition	Choose an item
2.	Describe current pavement issues and how the project will address them.	

3. Average Daily User Volume	0
Bicycle/Pedestrian/Other Facility	
4. Current bicycle/pedestrian/other facility condition	Choose an item
5. Describe current condition issues and how the project will address them.	
6. Average Daily User Volume	0

H. Bridge Improvements

1. Current bridge structural condition from CDOT	
2. Describe current condition issues and how the project will address them.	
3. Other functional obsolescence issues to be addressed by project	
4. Average Daily User Volume over bridge	0

I. Other Beneficial Variables *(identified and calculated by the sponsor)*

1.	
2.	
3.	

J. Disbenefits or Negative Impacts *(identified and calculated by the sponsor)*

1. Increase in VMT? *If yes, describe scale of expected increase*	☐ Yes ☒ No
2. Negative impact on vulnerable populations	
3. Other: Exhibit 1 -- RTD Concurrence Exhibit 2 -- Land Use Map, Roads & Trails Exhibit 3 -- Regional Residential Development Map, City of Thornton, 2015 Exhibit 4 -- Developed & Vacant Land at 144th & I-25	