

FY 2016 and 2017 DRCOG TDM Pool Application Form

A. GENERAL INFORMATION

Agency Legal Name	City of Aurora
Address	15151 E Alameda Parkway
City/State/Zip Code	Aurora, CO 80012
Website	www.auroragov.org

Identify and provide contact information for:

Person authorized to enter into contracts		Project manager for proposed activity(ies) <i>Only if different from authorized person (e.g., consultant)</i>	
Name	Kevin Wegener	Name	Huiliang Liu
Title	City Engineer	Title	Principal Transportation Planner
Address	15151 E Alameda Parkway, Public Works Department	Address	15151 E Alameda Parkway
City, State, ZIP	Aurora, CO 80012	City, State, ZIP	Aurora, CO 80012
Phone	303-739-7300	Phone	303-739-7265
Email	Kwegener@auroragov.org	Email	hliu@auroragov.org

1. Project Title
Aurora and East Line Bike-n-Ride Storage Facilities

2. Primary Project Type *(select one)*

Indicate which project type is your primary focus and majority of budget (>50%):

Non-infrastructure (marketing, outreach, transit passes, etc.)

Infrastructure (permanently installed, vehicles, bicycle parking, etc.)

Applicant is committed to have a maintenance plan in place for the proposed infrastructure.

3. Project Description *(concise abstract limited to 500 characters)*

The City of Aurora and Northeast Transportation Connections (NETC) will jointly develop a secure bike-n-Ride storage system for the soon to be opened East and Aurora Rail lines to encourage alternative modes of travel in Aurora and Northeast Denver. Specifically, secure bike shelters will be installed at Iliff, Peoria and Central Park Stations initially and potentially could be expanded to other stations in the future. A marketing and public outreach component will also be included.

4. Project Overview *(limited to 1,500 characters)*

Describe your project and what it is going to do. Do not include background information or justification language.

This project will install three secure Bike-n-Ride shelters with a smart key-card access system controlled wirelessly from a central control station. The access system will be managed and monitored by Aurora Parking and Mobility Enterprise. Adequate lighting and ventilation will also be provided for the three bike-n-Ride shelters. Steel mesh or polycarbonate glass will be installed at least for two sides of the shelter to meet the transparency requirements by RTD. Aurora Parking Enterprise will provide operating and maintenance services for the Iliff and Peoria Station shelters, and NETC will be responsible for operating and maintenance for the Central Park Station shelter. The following marketing and promotional efforts will also be included in this project: a. partner with RTD's "The Train is Coming" awareness and safety campaigns surrounding the East and the Aurora Lines; b. develop a user's manual for the bike shelters including simple graphical representation and multi-lingual texts of the step-by-step instructions for using the shelters; c. employ various marketing and outreach strategies and tools, such as webpage, social media, mass emails, printed materials, flyers and posters, traditional media, meetings and neighborhood activities to provide detailed information and updates on the rail lines, shelters, and related transit developments and to raise awareness and usage of the bike shelters and the new rail lines.

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5. Project Innovation

Briefly describe any innovative features of the proposed project. *Example: Project elements haven't been implemented in the region.*

This project has various innovative features: 1. it outreaches to a completely new geographic market area for rail transit services. In coordination with the opening of the East and Aurora Rail lines in 2016, this project will increase the awareness, and therefore, usage of the rail transit services through marketing and promotional efforts. 2. It targets a completely new demographic in Aurora and northeast Denver, a majority of whom commutes mainly via single occupancy vehicles currently. The mode of travel by bikes has been very low due to the lack of safe and convenient bike facilities and secure bike storage facilities. In coordination with the opening of the Aurora and East Rail lines, a significant amount of bike/ped improvement projects will be undertaken for the three station areas as described in Item 9. By providing secure bike storage facilities for these stations, this project will enhance the first and last mile connectivity for both the East and Aurora Rail lines. 3. The funds requested for this project will serve as a seed for an eventual complete system on the Aurora and East Lines; 4. This kind of project has never been implemented in the project area and it will help Aurora and NETC to obtain valuable experience and data and will likely stimulate additional interest and needs for future project developments. 5. Since this kind of project has been implemented in Boulder and has proven successful, a similar successful outcome is expected for this project.

6. Project Tasks

List and briefly describe (below) the specific key tasks you will complete in order to successfully implement and finish your project. *(Tasks will be referenced in Section F Timeline)*

Task #	Task	Description
Task 1: <i>(required)</i>	Calculation and Compilation of Project Results.	Establish procedures for obtaining "before and after" travel habit information from participants. Conduct pre- and/or post-surveys or implement routine tracking procedures. <i>(Details of methodology to be provided in Question #18)</i>
Task 2.	Right of way and easement acquisition	Obtain right of way or easement for bike shelter installation in the three stations;
Task 3:	Site design and preparation	Develop detailed site plans and complete various site work including, grading, drainage, foundation and connections to the adjacent bike facilities;
Task 4:	Vendor selection for bike Shelter design, fabrication and installation	Select a vendor through a RFP (Request for Proposal) process for the design, fabrication and installation of the bike shelters;
Task 5:	Bike Shelter design, fabrication, installation	Sign the contract with the selected vendor and complete the bike shelter design, fabrication and installation;
Task 6:	Back-office system design and installation	Design and complete various back-office components for the bike-n-Ride system, including accounting, membership registration and management, IT, communications, etc.
Task 7:	Rail Awareness and safety campaign	Partner with RTD's "The Train is Coming" awareness and safety campaigns surrounding the East and the Aurora Lines;
Task 8:	User's Manual	Develop a user's manual for the bike shelters including simple graphical representation and multi-lingual texts of the step-by-step instructions for using the shelters;
Task 9:	Other marketing and outreach	Employ various marketing and outreach strategies and tools, such as webpage, mass-emails, social media, printed materials, flyers and posters, traditional media, meetings and neighborhood activities to provide detailed information and updates on the rail lines, shelters, and related transit developments and to raise awareness and usage of the bike shelters and the new rail lines;
Task 10:	Membership registration, grand opening, Monitoring and adjustment	Sign up bike shelter users and hand out access key-cards through the membership registration process, conduct a grand opening ceremony of the shelters, monitor the shelter facility usage and make necessary adjustment or improvements as needed.

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B. PROJECT TRAITS

7. What is the geographic target area (overall and/or specific sites) for the project? Is there anything unique about this geographic area? *Provide a map of the service area noting specific sites if applicable.*

The geographic target area includes the general market area for the East and Aurora Rail Lines with a specific focus on the areas within 3.5 miles of the station platform of Iliff, Peoria and Central Park Stations. In addition, these three stations are also within the DRCOG designated Urban Centers. Detailed discussion regarding the uniqueness of each of the three stations is provided in Item 9 below.

8. Non-local government applicants are required to submit a letter of support from the applicable local government (s) where the project is located. Please confirm you have met/corresponded with the local jurisdiction(s) where your project is located and attach the letter of support.

- Yes, I confirm and have **provided letter(s) of support.**
- N/A Applicant is a local government.

9. Who is your target audience? Are there any unique demographic or socioeconomic traits of your target population?

The target audience is users of RTD's FasTracks and associated bus transit services. Targeted users vary somewhat by station:

Iliff Station: South of Iliff station is a concentration of residential development reserved for seniors. Developments include the age-restricted Heather Gardens complex with a median age of 75.3, and the 264 unit St. Andrews assisted living facility. The 25 acres of vacant land near the station (all under one ownership) are anticipated to be developed residentially; preliminary discussions are underway for a nearly 400 unit multi-family project on the 15 acre parcel immediately south of the city-owned Iliff parking garage which is under construction. As the first station with parking from the end of the H Line, Iliff will attract many residents in the neighborhood. The city is investing over \$1 million for improved "first and last mile infrastructure" (FLMC) including intersection reconstruction, widened sidewalks, bike paths, bike lanes and multi-use paths on the streets accessing the station (Blackhawk, Anaheim, Harvard). A lighting study has been completed and the city is investigating the feasibility of providing improved lighting for the pedestrians and cyclists. A bike shelter near the Iliff garage is a logical feature of this improved bicycle infrastructure.

Peoria Station: The Peoria Station near Peoria Street and Smith Road will replace the existing Montbello Park-n-Ride located at Peoria Street and 47th Ave, redirecting multiple bus routes to the new station and making it the central transit hub for Montbello and surrounding communities. The Peoria Station will also serve as the connection for the A Line (East Rail Line) and the R Line (Aurora Line), making it a major transportation connection point for community members heading to downtown Denver, Denver International Airport (DIA), the Anschutz/Fitzsimons Medical Campus, and toward the city of Aurora. A bike shelter at the Peoria Station will be complemented by several bike/ped improvement projects for the Peoria Station area, including the multi-use path on Peoria Street provided with the recently completed Peoria Crossing project, the bike/ped path between the station platform and the multi-purpose path on Peoria Street as part of the East Rail Line project as well as the bike/ped TIP project undertaken currently for improving bike/ped connectivities from the Morris-Heights neighborhood, the Sand Creek Regional Greenway and the planned Aurora Housing Authority project at 30th Avenue and Peoria Street to the Peoria Station. A bike shelter will also serve numerous students from the community, including one technical college (Lincoln College of Technology), one high school (Montbello HS), two middle schools (Rachel B Noel MS, North MS), three charter schools (the Denver Center for International Studies, High Tech Early College, and Strive Preparatory school), the Boys and Girls Club, as well as Environmental Learning for Kids (a nonprofit developing a four-acre campus in Montbello to serve young adults up to age 25). Providing a bike shelter at this station will be further supported by the ongoing build-out of Stapleton's Bluff Lake neighborhood, less than a mile to the south of this station (along the Martin Luther King Jr Blvd project connecting to the Fitzsimons Parkway at Peoria Street, with proposed multi-use paths along this corridor) – a community that values alternative modes of transportation as described above.

Central Park Station: Located at the existing Stapleton Park-n-Ride, this station will be the largest Park-n-Ride station along the East Rail Line on opening day with 1,500 parking spaces and a dozen bus bays. We anticipate this station being one of the busiest in the region and widely supported by the Stapleton community. According to the Stapleton United Neighbors (SUN) survey from 2013, 63.2 percent of residents strongly agree that the new commuter line is beneficial to the community, 24 percent of residents take transportation modes other than driving alone with 13.3 percent of those residents commuting to work by bike. 65.2 percent of residents prefer a neighborhood that doesn't require an automobile to get to every destination, and, most importantly, 65.4 percent of residents claim they will ride the new commuter line at least once a month, with 28.8 percent of those riding at least once a week. With this projected support of the new Central Park Station, a bike shelter will serve not only Stapleton (19,000 residents and counting) but also the surrounding communities, including Greater Park Hill, NE Park Hill, southwest Commerce City,

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northwest Aurora, and East Montclair. A bikeshester at this station will be further supported by the development of the Central Park Station and future Transit Oriented Development (TOD) Site that is well connected to the bike infrastructure in the community. The existing bike infrastructure will complement this shelter, providing direct access to over 38 miles of bike lanes and bike trails, including access to the Sand Creek Regional Greenway (that connects to the larger regional bicycle network) and direct access to a major multi-use path along Central Park Blvd connecting to the growing neighborhoods to the north of I-70.

10. Will you be specifically reaching out to any minority or low-income population groups or areas? Yes No

If yes, please describe.

The city of Aurora has a robust system in place for interaction with neighbors and neighborhood groups. The city maintains a list of registered neighborhood groups and sponsors regular updates such as the Neighbor to Neighbor Roundtable, a gathering of registered neighborhoods. In addition, all significant development projects, public or private, include in the review process public meetings which are well advertised and held at a public venue within the neighborhood. Planning projects, such as station area plans and rezonings, also involve public outreach as well as advertised public hearings.

The bicycle shelters proposed in this application directly complement the function of the Aurora Line light rail stations. The location and design of those stations has been reviewed both through the city's station area planning process and through RTD's environmental evaluation/preliminary engineering (EE/PE) that was conducted prior to the current design/build project.

Such public outreach is always important and even more so in Aurora which is Colorado's most ethnically and racially diverse city. Aurora is a minority majority community with a white, non-Hispanic population at 47.3 per cent of the total city population (2010 census). By way of illustration, the Hispanic/Latino population of the city grew from 6.6 percent in 1990 to 28.7 percent in 2010. In the census tracts adjacent to the Florida and Metro Center stations, Hispanics/Latinos represent 28 percent of the population.

In regards to income, Aurora has lower incomes than the region as a whole: \$58,094 for Aurora vs. \$80,607 for the region (2010 census), or 72 percent of the regional number. Income levels are even lower at the three census tracts adjacent to the stations that are part of this grant request:

- Iloff Station, tract 815: median family income of \$42,824 (53 percent of the regional figure).

The Northeast Transportation Connections (NETC) is also well connected in the northeast Denver communities that will be seen as the main users of the Peoria and Central Park Stations. These communities are also ethnically and racially diverse communities with average median incomes lower than Denver. NETC currently attends and distributes information at the Registered Neighborhood Organization (RNO) meetings in these communities, including three RNOs in Park Hill (Greater Park Hill Community, Holly Area Redevelopment Project, Northeast Park Hill Coalition), one in East Montclair (East Montclair Neighborhood Association), one in Northwest Aurora (Northeast Aurora Neighborhood Organization), and two in Montbello (Montbello 2020, Montbello United Neighbors). Continuing to partner with these RNOs will prove to be an essential resource in reaching out to low-income and minority populations surrounding these stations along the A and R Lines.

In consideration of income in the neighborhoods included in NETC's boundaries, the neighborhoods with income less than Denver's Median Income, \$62,530 (2010 census) include: Montbello's average household income is \$16,850, Northwest Aurora's average household income is \$25,174, East Montclair's average household income is \$26,888, Montview Park's average household income is \$21,063, Northeast Park Hill's average household income is \$9,302, and South Commerce City's average household income is \$33,898. (2010 Piton Foundation Neighborhood Data).

In regards to ethnically and racially diverse populations in NETC's boundaries: Montbello has a 92 percent non-white population, Northwest Aurora has a 76 percent non-white population, East Montclair has a 68 percent non-white population, Montview Park has an 82 percent non-white population, Northeast Park Hill has an 87 percent non-white population, and South Commerce City has a 73 percent non-white population (2010 Piton Foundation Neighborhood Data).

The Northeast Transportation Connections has also been involved with station area plans including the Central Park Station Area Plan and the Health Impact Assessment through the Stapleton Foundation, which involved key stakeholder committee assessments and recommendations to ensure a diverse population would benefit from the development of these sites. NETC also

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partners with Be Well Health and Wellness and is able to reach out to the community through their Be Well Block Captain program.

Lastly, every station where we are proposing the installation of a bike shelter is adjacent to or surrounded by Environmental Justice (EJ) areas of both low income (>11% poverty households) and Minorities (>33% Minority Population) according to DRCOG's EJ map.

11. When will you be ready to start the project? Describe any unique logistical aspects of getting the project started and implemented.

The project is scheduled to start as soon as the funding is available. The critical path for the project start is the availability of right of way or easement. Currently, we have secured written support by RTD for installing bike-n-Ride shelters on RTD properties in the Central Park and Peoria Stations. The Iliff station shelter will be constructed within the city's right of way. In addition, the project team, including Aurora and NETC staff, has contacted two bike shelter vendors/fabricators and has obtained detailed design concepts and cost estimates. In fact, one vendor/fabricator is local and is located within the project service area near I-70/Havana. The team has visited their facility recently. The design, fabrication and installation can be started immediately upon receiving "Notice to Proceed".

12. Will your project be timed or linked with a major roadway construction project? Yes No
If yes, which project, and describe the linkage? (e.g., promoting non-SOV travel modes during construction period)

13. Transit service relation Yes No
Will your project be timed or linked to a **new** major transit project?
If yes, what transit project, and describe the linkage?

This project will directly serve the Rail transit service at the Iliff station on the Aurora Line, the Peoria Station for a combined Aurora and East Rail lines and the Central Park Station on the East Rail line.

For non-infrastructure projects: Will your project promote or incentivize new or existing transit? Yes No
If yes, please explain.

For infrastructure projects types: Will your project support transit by providing a direct link to transit or by providing multimodal connectivity or support to transit? Yes No
If yes, please explain.

This project, together with various bike/ped improvement projects, provides the critical First Mile and Last Mile connections between the transit users and Aurora and East Rail Lines.

14. List any organization that is a **financial** (cash or in-kind) partner with you in this project. Is the partnership currently in place? Please explain. *A letter of commitment must be provided by each financial partner.*

City of Aurora and NETC will jointly provide matching funds as well as funds for operating and maintenance expenses. Please see the attached letter of support and funding commitment by NETC and City of Aurora for detailed arrangement.

15. Describe how you will collaborate with (or your project will link to) **Way to Go's** TDM efforts. *(All applicants are required to meet with Way to Go staff to determine potential opportunities to collaborate on projects in some capacity prior to submitting your application.)*

Through discussions with the Way to Go staff, our marketing efforts around the new rail corridors of the A and R Lines and the new bike shelters will collaborate with Way to Go's TDM efforts. We will do this by including Way to Go branding and information in all outreach materials developed as well as links to the Way to Go website on social media outlets and our websites. We will

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also explore the possibility of using the My Way to Go website as the main 'landing' page to request a key card for the bike shelters. This will increase users of the My Way to Go program and commuter mapping tool designed to encourage use of alternative modes of travel. There is also an opportunity for advertisement space on the shelters themselves which would include space for Way to Go and their branding.

C. PROJECT BENEFITS – SOV TRIP and VMT REDUCTION POTENTIAL

The CMAQ program supports two important goals of the U.S. Department of Transportation: *improving air quality and relieving congestion*. The TDM Pool is focused on the reduction of SOV trips and associated VMT reduction.

The project review panel will consider the reliability of assumptions listed in Question 16 and the clarity of the justifications. Upon project completion, all project awardees must calculate benefits (trips reduced and VMT reduced) as part of their project evaluations in order to receive final reimbursements for their projects.

Example procedures for tracking project benefits include:

- *Before and after (pre- and post-) surveys of project participants' travel habits*
- *On-going tracking (e.g., web-based) of participant travel habits from the time they join (e.g., **My Way to Go** tool)*
- *Post-project reporting of RTD transit ridership changes on specific routes.*

If you need assistance, contact DRCOG staff. **Example methodologies to predict benefits will be available on the DRCOG website.**

16. Trip and VMT reduction potential

a) The following project attributes will lead to a **reduction of single occupant vehicle (SOV) trips and vehicle miles of travel (VMT)**. Provide a number and justification for each **applicable** project attribute listed below (*Provide attachments where necessary*).

Project Area Attributes	Amount	Justification	Source of data
1) Residents and employees you expect to reach or contact	28000	Our marketing efforts will target working-age people (19 to 64) living within 1 mile of the four stations.	2010 Census data
2) Residents and employees you expect to participate (e.g., sign up, register, receive passes, become members, etc.)	593	We assume 2% of people within our target area plus 33 additional cyclists will change how they travel.	DRCOG VMT calculation packet estimate of mass marketing and IM campaign benefits ranging from 0.1 to 8% and available parking spaces at new bicycle facilities.
3) Current percent of residents driving alone to work	75 %	Regional average	DRCOG Regional Trips and Mode Statistics
4) Current percent of workplace employees driving alone to work	75 %	Regional average	DRCOG Regional Trips and Mode Statistics
5) Average trip distance of target population currently driving alone (<i>in miles</i>)	9.76	Regional average	DRCOG Regional Trips and Mode Statistics
6) A. Program will be active:	240 days per year	for 1 years	
or B. Facility will be available:	365 days per year	for 20 years	
7) Other:			

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8) Other pertinent information that supports the attributes provided above (*past results, unique project team skills, case studies/research based on similar project types, etc.*).

The marketing element of the program will be active for approximately 1.5 years and is assumed to impact weekday trips, thus we assume it is active 240 days per year. The bicycle parking facility will be available to users 365 days per year. We assume a facility life of approximately 20 years.

b) (Optional) If desired, you may calculate an **estimate of number trips reduced, and/or the VMT reduced** as a result of this project. The estimates can be for an average day, or for a year. *Provide an explanation of how you calculated the estimates, including formulas and all specific assumptions below, or in an attachment.*

Trip Reduction Estimate:

113,460

We assume benefits will accrue from the bicycle parking facilities and the marketing efforts. Benefits for both elements were estimated using the following equations provided by DRCOG:

Bike Parking AVTR = $S * C * PCT \text{ Former SOV} * Nw$, where S is the number of days per week of shift (we assume 5), C is the number of bikes the shelter can reasonably accommodate each day (the facilities can handle 100 bikes and we assume parking at 90% capacity, or 66 bikes per day), PCT Former SOV is the percent of users who previously traveled by SOV (we used the assumption of 75% provided with the equation) and Nw is the number of work weeks per year (we use the assumption of 48 provided by DRCOG). Bike Parking AVTR = $5 * 66 * 0.75 * 48 = 11,880$

Marketing AVTR = $N * P * Nt * Nd$, where N is the total number of people (we assume 28,000 based on the number of working age people living within approximately 1 mile of the three stations), P is the percent who shift to an alternative mode (we assume 2% based on DRCOG ranges of 0.1 to 8% for marketing efforts), Nt is the number of trips per day (we assume 2 based on numbers provided by DRCOG), and Nd is the number of benefit days per year (we assume 96 based on numbers provided by DRCOG). Marketing AVTR = $28,000 * 0.02 * 2 * 96 = 107,520$

We assume that some individuals who use the bicycle parking will also benefit from our marketing efforts. To avoid double counting we reduced the bicycle parking reduction by 50%. Our final AVTR reduction is $11,880/2 + 107,520 = 113,460$

VMT Reduction Estimate:

1,107,000

We assume an average trip distance of 9.76 miles based on the average regional commute distance. The final AVTR was calculated as $113,460 \text{ trips} * 9.76 \text{ miles/trip} = 1,107,000 \text{ miles}$.

17. Has your organization been awarded funds in recent DRCOG TDM Pool cycles?

FY 2012/2013 Cycle Project?

Yes

No

Project name:

If yes, was the project completed?

Yes

No

Are the annualized VMT reduction results reported for this project from the *Result Tracking Table* the best available?

Yes

No

If no, please provide updated information:

FY 2014/2015 Cycle Project?

Yes

No

Project name:

Do you believe your project will meet the level of VMT reduction predicted in the original application?

NA

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Briefly describe progress made on specific implementation tasks:

- 18.** Related to Task 1 in Question #6, describe the procedures for how you plan to calculate and compile actual post-project results. *(At a minimum, project awardees must conduct a survey, capturing pre- and post-travel habits of project participants to determine results.)*

Program results will be calculated in two stages: (1) for the bicycle parking facilities and (2) for the marketing component of the project. Travelers who use the bicycle parking facilities will be required to register and obtain a keycard. Subsequent access control data will be used to determine the frequency at which the parking facilities are used. An online survey will be sent to program participants to determine factors such as how far they travel to the station, how far they travel on transit, and how they would be traveling if not for the bicycle station. This information will be analyzed using an equation provided by DRCOG to determine VMT and vehicle trip reductions.

Benefits associated with the marketing element of the program will be determined through the utilization of intercept surveys that will be conducted at the three impacted train stations. Staff will survey station users during the morning and evening peak periods to determine what motivated them to use transit, their familiarity with our marketing efforts, their trip distances, and the frequency at which they use transit. The information will be used to estimate VMT and vehicle trip reductions.

We will also monitor participation/use of websites and social marketing efforts. When finalizing program impact information benefits associated with bicycle facility users will be separated from benefits associated with marketing efforts to avoid double counting.

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D. PROJECT FUNDING REQUEST AND BUDGET

Total federal request must be at least \$80,000 and a maximum of \$300,000. (Note: No more than \$100,000 can be requested for bicycle/pedestrian travelway portion of project.)

1. Budget Overview	2016	2017	Total
A. Enter the CMAQ Federal Funds requested , for each year (tab through columns to generate automated calculations)	\$300,000	\$0	\$300,000
B. Required 17.21% Local Match*	\$62,363	\$0	\$62,363
C. Total Project Cost (federal plus required local match)	\$362,363	\$0	\$362,363

* **How will you make your required local match?** Cash, in-kind, both?

Cash

What percentage of your local match is in-kind? (e.g., 100%, 75%, 25%, 0%)

100 %

If you plan to use any in-kind, you must complete an in-kind request form as part of this application.

In-kind forms and instructions will be provided at the applicant training.

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E. BUDGET DETAILS

Provide a general description and an amount of the expenses you expect to charge to this CMAQ project.

NOTES:

- The table below is a regular Word table (not a locked form). Additional rows may be inserted, if needed.
- **You will need to input and calculate all amounts—this table does not automatically calculate.**
- Reminder: Federal procurement rules must be followed.

Position	Hrly. Rate	# of Hrs.	Total Amt.	(For future use - <u>Do not</u> input in this column)
A. Salaries List each position, hourly rate, and total anticipated hours (<i>over a 2-year period</i>).				
<i>Sample: Administrator</i>	\$50	100	\$5,000	
Central Park Station Project Manager	\$40	480	\$19,200	
Marketing & Outreach Staff	\$32.50	2080	\$67,600	
Marketing & Outreach Staff Assistant	\$20	310	\$6,200	
B. Media Do not list specific media outlets, but provide general descriptions, such as "Fall newspaper campaign".				
C. Incentives				
D. Equipment Specific to implement the project.				
E. Production Printing, web development, mailings, etc.				
F. Consultants List any subcontractors by function rather than name.				
G. Costs associated with physical infrastructure or vehicles Costs for fabrication and installation of four bike shelters				
			269,362	
H. Other Please define.				
TOTAL			362,362	
(Calculate and enter amount manually - should equal Row C Total in Budget Overview in Section D)				

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F. TIMELINE

Complete the timeline below, indicating the months applicable to each task. Your project will begin upon receipt of your contract.

1. The tasks in the timeline should correspond to those identified in **Question 6** (*Project Overview Details*).
2. Copy each task (from **Question 6**) into the blank text box below the task # (see example).
3. Place an "X" in the applicable month(s) to each task.

(place an 'X' in the applicable month)

	Year 1												Year 2																	
	(FY2015)			FY2016									FY2017									(FY2018)								
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
Task 1	Task 1												Task 1																	
Calculation and Compilation of Project Results													X	X	X	X														
Task 2	Task 2												Task 2																	
Task 3	X	X	X																											
Task 4	Task 4												Task 4																	
Task 5		X	X	X																										
Task 6	Task 6												Task 6																	
Task 7				X	X	X				X	X	X																		
Task 8	Task 8												Task 8																	
Task 9				X	X	X																								

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				X	X	X	X	X	X	X	X	X																			
Task 10																															
						X	X	X	X	X	X	X	X	X	X																



15151 E. Alameda Parkway, Suite 2300
Aurora, Colorado 80012
303.739.7230

Worth Discovering • auroragov.org

June 15, 2015

Melina Dempsey
Bicycle, Pedestrian & TDM Planner
Denver Regional Council of Governments
1290 Broadway Suite 700
Denver, CO 80203

Dear Ms. Dempsey:

Please accept this as the City of Aurora's commitment to provide required matching funds for the attached application to DRCOG for Congestion Mitigation and Air Quality (CMAQ) start-up funding to add secure bicycle parking facilities at the Central Park, Peoria and Iliff stations of the FasTracks passenger rail system. Aurora will provide \$49,202 in matching funds.

I am personally eager to see this project come to pass as important evidence of inter-governmental and inter-agency cooperation. We have worked closely with Northeast Transportation Connections and the City and County of Denver to make this the strongest application possible. More importantly, these shelters would provide a direct service to the cycling community to access the new FasTracks stations in Aurora and Denver. Cyclists deserve as much attention as motorists, and providing secure bicycle shelters in proximity to station platforms is certainly one critical and positive step in that direction.

The program described in this application can also serve as a pilot project for the rest of the FasTracks stations. Well-designed shelters, properly branded and marketed, and employing a common key card access system could be expanded system-wide. We fully expect these shelters to be heavily used and to serve as justification for expanding bicycle facilities at other stations.

I look forward to your favorable consideration of this application. If you have any questions, please feel free to contact John Fernandez (303-739-7269) or Huiliang Liu (303-739-7265) of my staff who coordinated preparation of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Watkins".

Robert Watkins
Director, Planning and Development Services Department



June 15, 2015

Melina Dempsey
Bicycle, Pedestrian & TDM Planner
Denver Regional Council of Governments
1290 Broadway Suite 700
Denver, CO 80203

Dear Ms. Dempsey:

Northeast Transportation Connection (NETC) is pleased to be a partner with the City of Aurora to install bicycle parking facilities along the East and I-225 rail lines and conduct marketing efforts to encourage the use of transit ridership.

As part of this exciting partnership, NETC is making a financial commitment to the project in the form of a cash match. Our organization will provide \$33,590.15 in matching funds. This will cover the installation cost for the Central Park Station bike shelter, and we will work with RTD to cover any additional traffic or engineering costs that may arise. Additionally, NETC will provide ongoing funding for the operations and maintenance of the Central Park Station bicycle parking facility. This includes general repairs, cleaning, and support of the access management system.

Please feel free to contact me with any questions you may have regarding NETC's financial commitment to this project.

Sincerely,

A handwritten signature in blue ink that reads "Angie Malpiede".

Angie Malpiede

Executive Director

Northeast Transportation Connections



June 11, 2015

Jackie Millet, Board Chair
Jennifer Schaufele, Executive Director
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203

Dear Ms. Millet and Schaufele:

I am writing in support of the City of Aurora's application for FY 2016-2017 TDM Pool funds to construct, operate and market "bike-n-ride" shelters at three FasTracks rail stations. In fact, this is a joint application of the city with my organization, the Northeast Transportation Connections, a transportation demand management association. This is unique collaboration between a municipality and a TMA. It demonstrates the synergy of cooperation by creating a demonstration project comprised of a coordinated system of bike shelters in two jurisdictions on two different rail passenger lines. We hope that it can serve as a seed project for an eventual complete system on the Aurora and East Lines.

The NETC and the City of Aurora have fashioned the following working arrangement as described further in the grant application itself:

1. **Cash match:** The city will provide cash match for the Iliff and Peoria stations, and NETC will provide cash match for the Central Park Station.
2. **Contracting and Construction management:** Aurora will execute an IGA with CDOT for the entire project covering the shelters at three stations. COA will manage the construction and project implementation of the Iliff and Peoria station shelters and NETC will manage the construction and implementation of the Central Park Station shelter. Funding will need to pass through from COA to NETC for the Central Park Station Shelter.
3. **Operations and Maintenance:** Aurora will be responsible for the operations and maintenance costs of the Iliff and Peoria Station shelters, and NETC will be responsible for the O & M cost of the Central Park Station Shelter.
4. **Aurora's new parking program manager** will be responsible for the back office functions, such as accounting and IT, and NETC will contribute their share for the Central Park Station shelter to COA.
5. **Marketing and Promotion:** NETC will be responsible for the marketing/promotional component of this program (and the city will extend the NETC-developed program through its own channels, e.g., signage, newsletters, Channel 8, web site, etc.)



I believe that this overall approach expands the reach that each of us could have achieved separately. Mobility should not be an issue defined by political boundaries but rather an asset benefitting citizens wherever they live in the region. This initial bike shelter program will be a big boost to FasTracks in our communities and I welcome the opportunity to collaborate with the City of Aurora on such an important initiative.

A handwritten signature in blue ink that reads "Angie Rivera-Malpiede".

Sincerely,

Angie Rivera-Malpiede, Director
Northeast Transportation Connections



Denver Public Works
Transportation

201 W. Colfax Avenue, Dept. 508
Denver, CO 80202
www.denvergov.org

June 9, 2015

Melina Dempsey
Bicycle, Pedestrian & TDM Planner
Denver Regional Council of Governments
1290 Broadway Suite 700
Denver, CO 80203

Dear Ms. Dempsey:

The City and County of Denver would like to express support for the City of Aurora's application to DRCOG for Congestion Mitigation and Air Quality (CMAQ) start-up Transportation Management Agency (TMA) funding to add secure bicycle parking facilities at the Central Park, Illiff, and Florida Stations.

The project will expand bicycle parking options along the East and I-225 rail lines by adding secure bicycle parking facilities at the Central Park, Peoria, Illiff, and Florida stations. The project will also support the marketing of rail services to employees and residents living and working near the Central Park and Peoria stations. The effort, coordinated between Denver, RTD, Aurora, and Northeast Transportation Connections (NETC), represents a first step in creating a network of bike-and-ride facilities at rail stations in the eastern portion of the Denver region. The system will help address first and final mile issues and help assure that the region's significant investment in rail along these corridors is accessible to more users than would otherwise be possible.

Supporting multimodal connections by placing secure bicycle parking at commuter rail stations builds on the work of Denver's Strategic Transportation Plan, which recognizes the importance of moving people, not just cars. The STP identifies the growing challenges facing the Denver transportation system and proposes addressing these pressures through physical, operational, and behavioral strategies. Providing first and final-mile connections to Denver's multimodal network is critical to this plan.

The city of Denver has been working with Aurora to advance regionalism and recently announced a groundbreaking agreement to bring new development to the Denver International Airport. This project offers yet another opportunity for regional coordination between our two cities. The project also continues our existing relationship with Northeast Transportation Connections, which has been working to increase mobility within Denver for numerous years. Originally created to encourage the use of sustainable travel modes in Stapleton, NETC has expanded its boundaries to serve a large and diverse population in northeast Denver. The city provides financial support to NETC and it works closely with our

staff and elected officials to improve transportation connections and increase the use of sustainable travel modes.

Sincerely,

A handwritten signature in blue ink, appearing to read 'CF', is positioned above the printed name.

Crissy Fanganello
Director of Transportation
Denver Public Works



June 15, 2015

Melina Dempsey, Bicycle, Pedestrian & TDM Planner
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203-5606

Dear Ms. Dempsey:

This letter is to express RTD's support for a TDM Pool application by Northeast Transportation Connections, the City and County of Denver, and the City of Aurora for four secure bike parking shelters along the East Rail Line and the I-225 Rail Line. The stations include; the Central Park Station and the Peoria Station on the East Rail Line as well as the Iliff and Florida Stations on the I-225 Rail Line.

RTD is committed to multimodal access to our transit facilities and these projects will offer RTD patrons high-quality, secure bike parking as an alternative to taking bikes on buses and trains. Based on counts of customers bringing bikes on buses in recent years, there is growing demand for transporting bikes on buses. There is anecdotal information that points to similar demand for bringing bikes on trains. Increasing RTD's bike carrying capacity on buses and trains is not viable in the foreseeable future. These bike shelters are well-used at the US 36-Table Mesa and 8th and Coffman Park-n-Rides in Boulder County and we believe that the proposed shelters will be successful, particularly with the two rail lines coming on line in 2016.

RTD is working closely with these organizations to find a location for these shelters, but need to have additional dialogue to finalize those locations. Therefore, while we are in support of these projects, we are offering conditional support pending definitive determination of a location for the bike parking shelters.

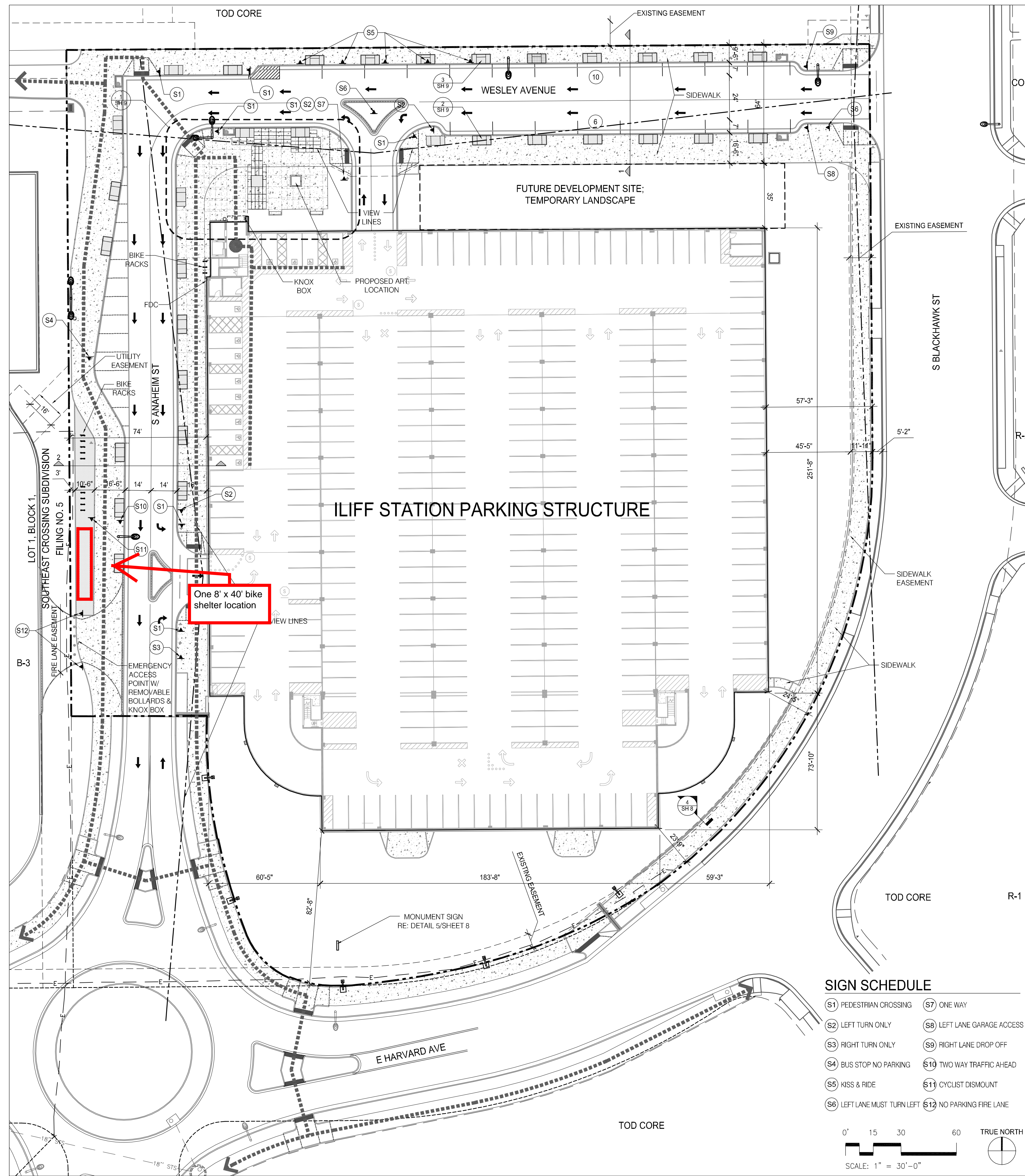
If I can provide any additional information, please contact me at (303) 299-2448.

Sincerely,

A handwritten signature in black ink, which appears to read "William C. Van Meter". The signature is written in a cursive style and is positioned above the printed name.

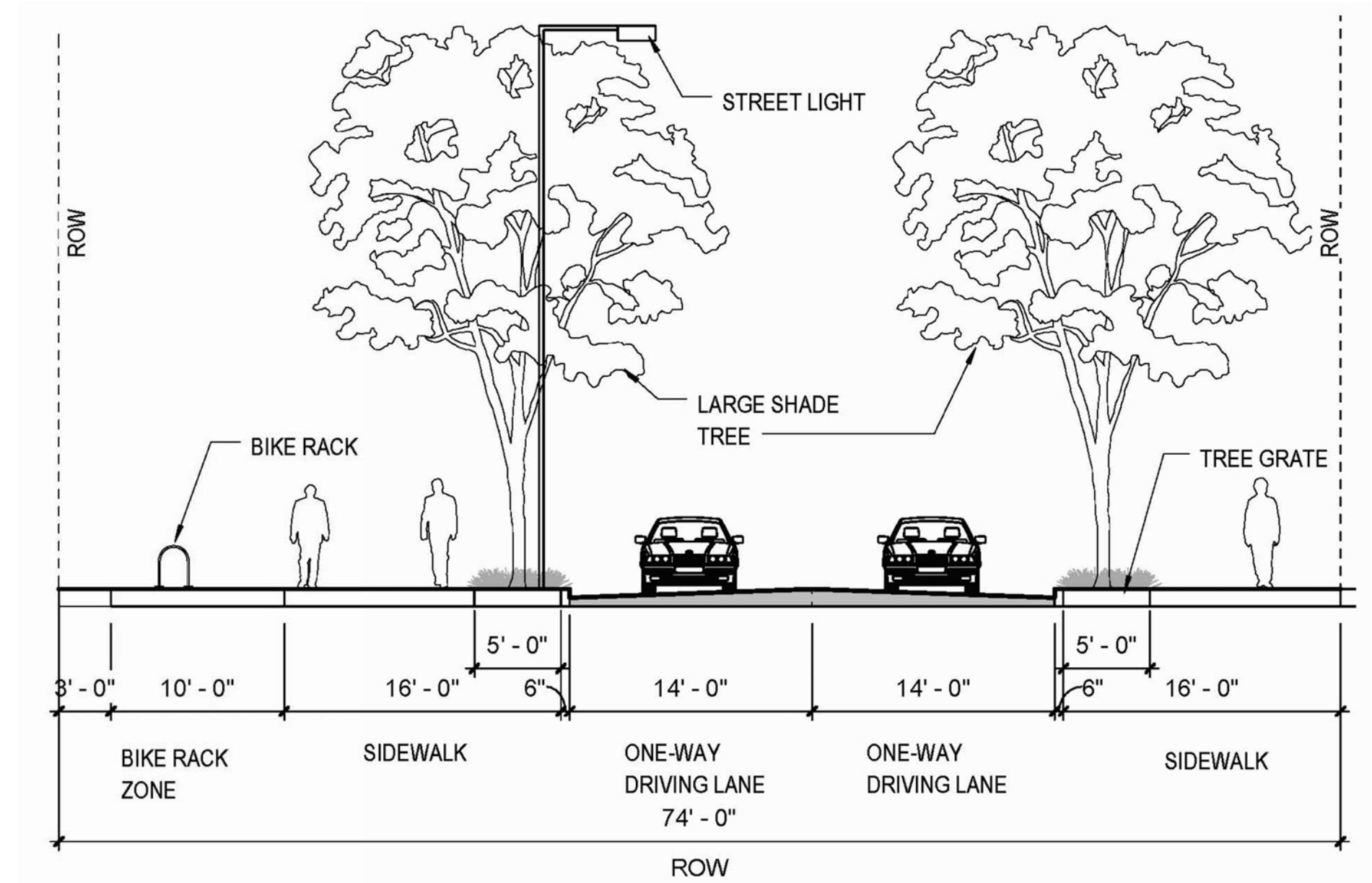
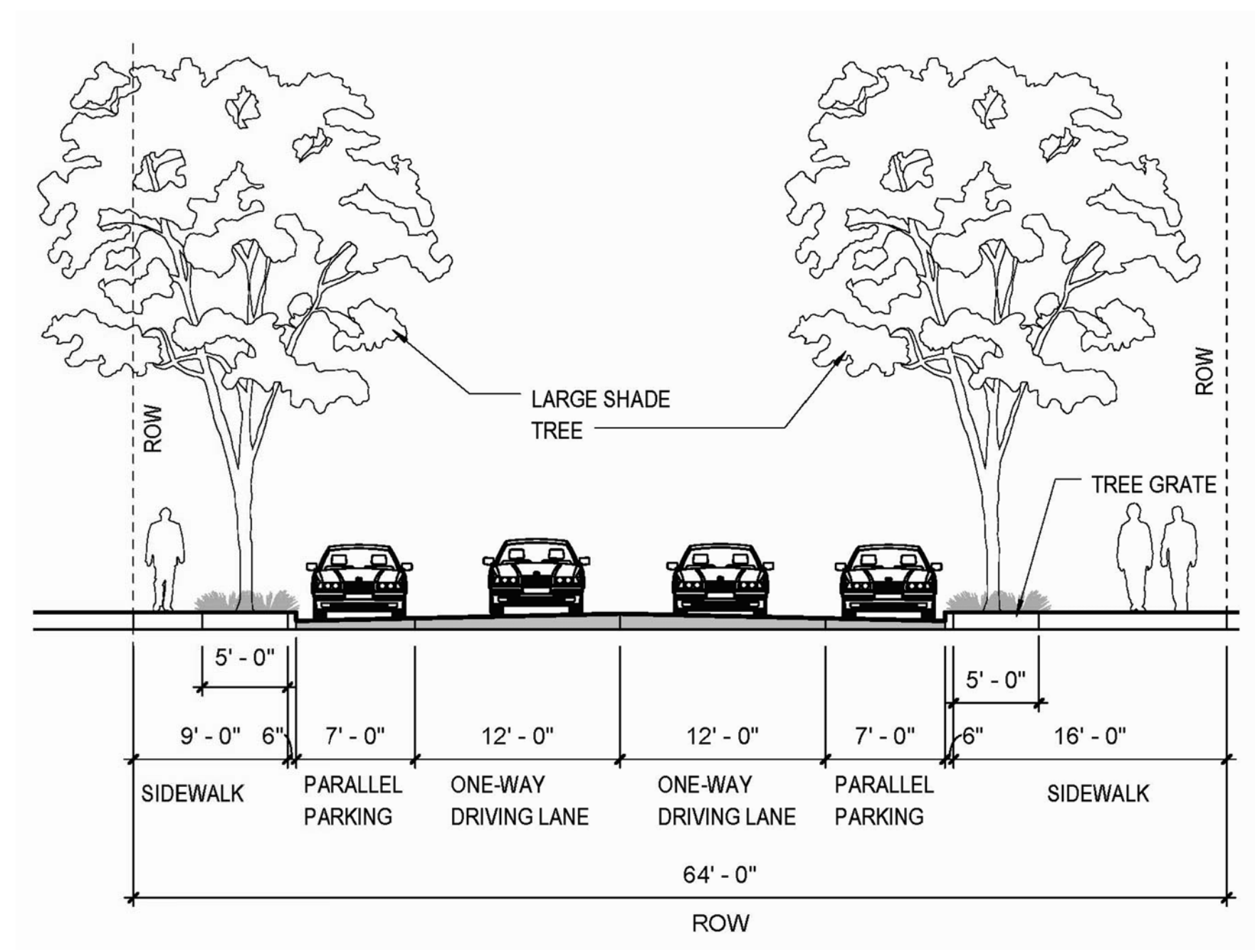
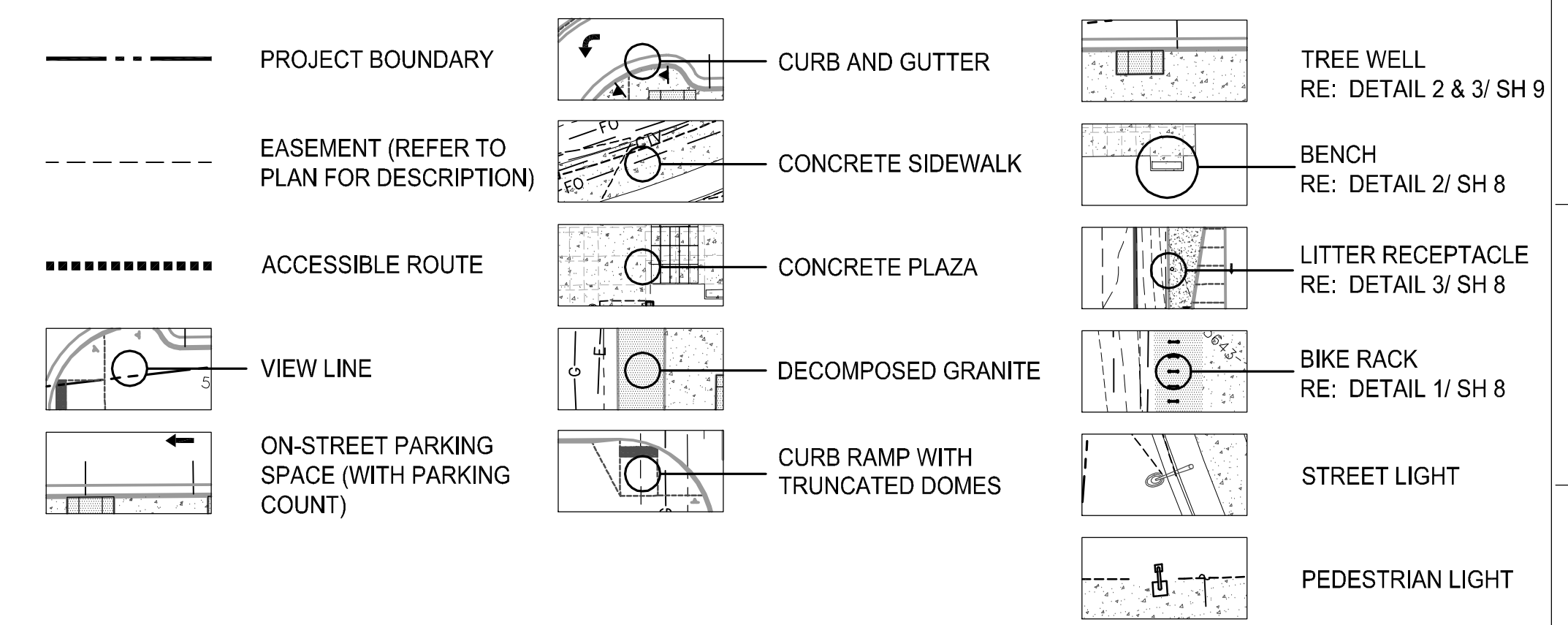
William C. Van Meter
Assistant General Manager, Planning

cc: Bill Sirois, Transit Oriented Communities Senior Manager
Genevieve Hutchison, Transportation Planner III
Susan Johnson, Construction Project Manager
Ignacio Correa-Ortiz, Senior Architect/Urban Designer
Patrick Stanley, Senior Architect/Urban Designer



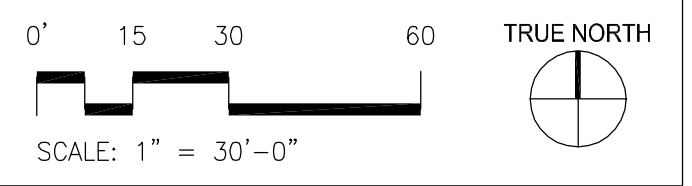
One 8' x 40' bike shelter location

LEGEND



SIGN SCHEDULE

- (S1) PEDESTRIAN CROSSING
- (S2) LEFT TURN ONLY
- (S3) RIGHT TURN ONLY
- (S4) BUS STOP NO PARKING
- (S5) KISS & RIDE
- (S6) LEFT LANE MUST TURN LEFT
- (S7) ONE WAY
- (S8) LEFT LANE GARAGE ACCESS
- (S9) RIGHT LANE DROP OFF
- (S10) TWO WAY TRAFFIC AHEAD
- (S11) CYCLIST DISMOUNT
- (S12) NO PARKING FIRE LANE



RNL
1050 17th STREET,
SUITE A200
DENVER, CO 80265
303 295 1717 f
303 292 0845 f

Mortenson construction



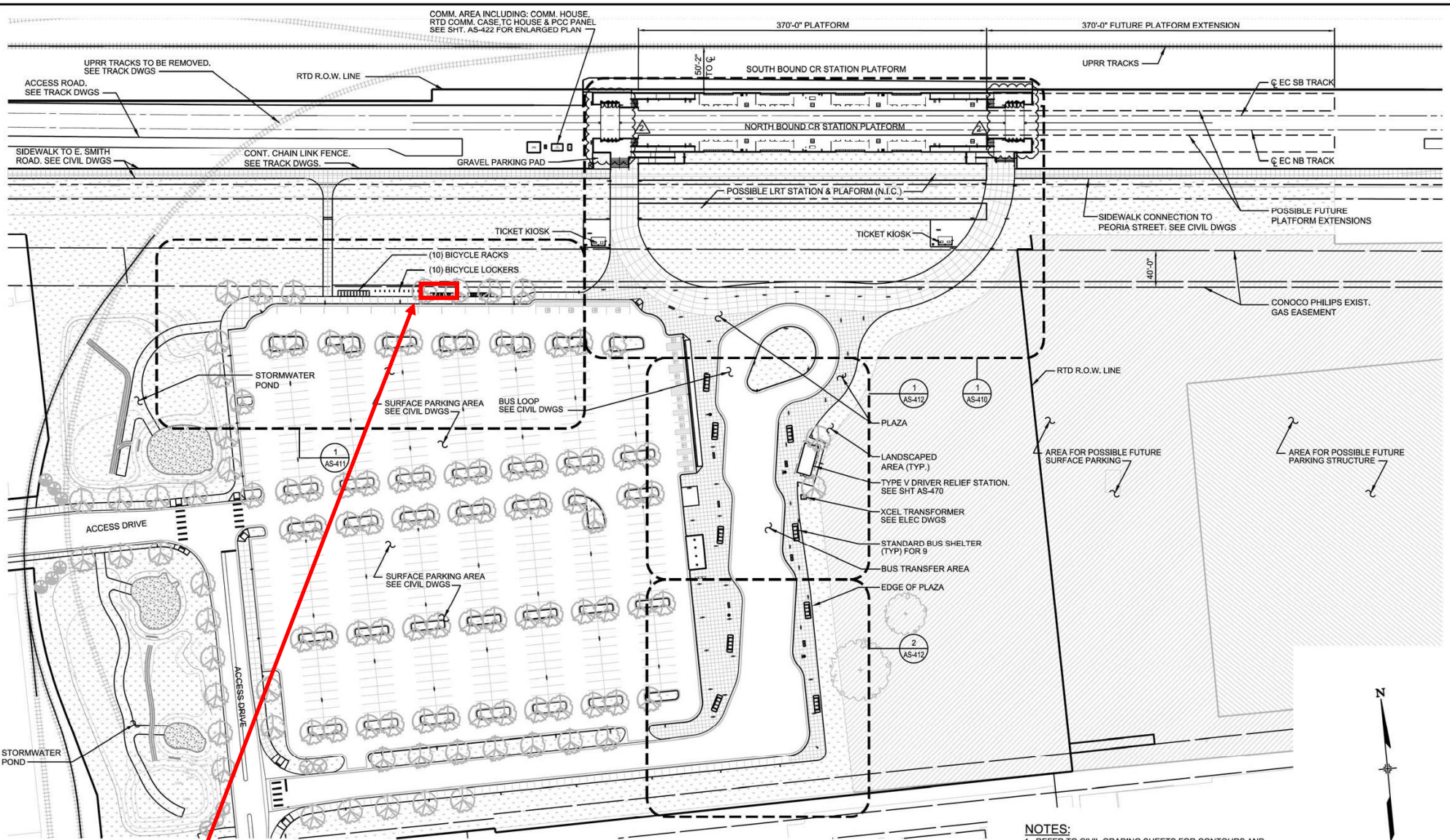
LONG SECURITY SOLUTIONS
CATOR RUMA & ASSOCIATES
ENCORE ELECTRIC
GIVEN & ASSOCIATES INC.
KIMMEL MECHANICAL, INC.
S. A. MIRO, INC.
ENGINEERING SERVICE CO.

CITY OF AURORA
ILIFF STATION PARKING STRUCTURE
14000 EAST WESLEY STREET
AURORA, COLORADO
SITE PLAN SUBMITTAL

No	REVISION/SUBMISSION	DATE

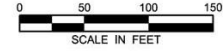
PROJECT No: 3857
DATE: 05/08/15
SCALE: 1" = 30'-0"

PRELIMINARY SITE PLAN



1 ARCHITECTURAL SITE PLAN
SCALE: 1"=50'-0"

NOTES:
 1. REFER TO CIVIL GRADING SHEETS FOR CONTOURS AND GRADING INFORMATION.
 2. LRT STATION AREA PROPERTY SHALL BE LANDSCAPED UNTIL LRT STATION IS READY TO BE INSTALLED BY OTHERS.
 3. E. SMITH ROAD TO BE CLOSED. SEE CIVIL DRAWINGS.



RELEASED FOR CONSTRUCTION
Robert G. 9.14

5/29/2014 USER: mschwab

NO.	REVISIONS	BY	DATE
2	DCN-FHDR-00594, REVISE PEDESTRIAN CROSSING	JAB	05/29/14
1	DCN-FHDR-00411, REMOVE COA SHEET NUMBERS	JAB	05/06/13
0	ISSUED FOR CONSTRUCTION, CDRL #77-09.02A, REV 0	JAB	08/28/12

DESIGNED BY: CS	DATE: 07/30/12	CHECKED BY: SS	DATE: 07/31/12
DRAWN BY: CS	DATE: 07/30/12	APPROVED BY: CJB	DATE: 08/28/12



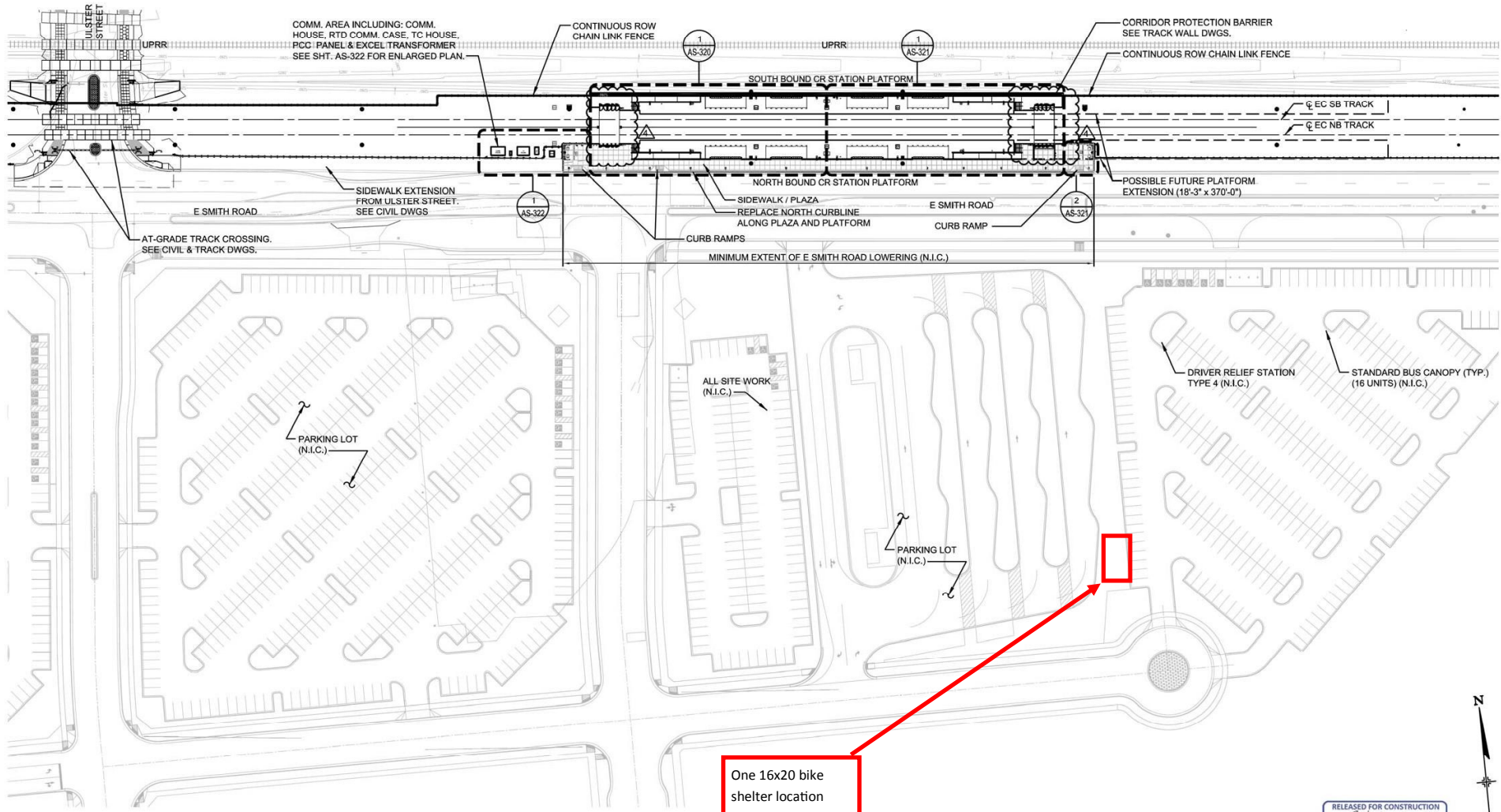
EAST CORRIDOR
PEORIA STATION
ARCHITECTURAL SITE PLAN

SHEET REFERENCE NUMBER: AS-400
 AURORA SHEET NUMBER:

One 8x20 bike shelter location

c:\pwworking\mtd_eagle_p3\mshchwa\dms017217B-09.01C_EC-A-AS-300.dgn

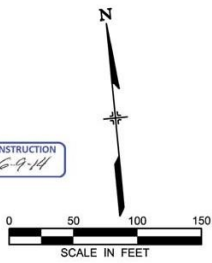
5/29/2014
USER: mshchwa



1 ARCHITECTURAL SITE PLAN
SCALE: 1"=50'-0"

RELEASED FOR CONSTRUCTION
R. Weber 6-9-14

NOTES:
1. ALL STATION RELATED WORK SOUTH OF THE NORTH CURBLINE IS N.I.C.



4	DCN-FHDR-00594, REVISE PEDESTRIAN CROSSING	JAB	05/29/14
3	DCN-FHDR-00501, REVISE TICKET KIOSK LOCATION	JAB	07/30/13
2	DCN-FHDR-00365, REVISE RAMP	JAB	03/26/13
1	DCN-FHDR-00278, REVISE LIGHTING LOCATIONS	JAB	02/11/13
0	ISSUED FOR CONSTRUCTION, CDRL #7B-09.01C, REV 0	JAB	09/17/12
NO.	REVISIONS	BY	DATE

DESIGNED BY: CS DATE: 09/05/12
 DRAWN BY: CS DATE: 09/05/12

CHECKED BY: JW DATE: 09/12/12
 APPROVED BY: CJB DATE: 09/17/12

EAST CORRIDOR
 CENTRAL PARK STATION
 ARCHITECTURAL SITE PLAN

SHEET REFERENCE NUMBER:
 AS-300

	Total Cost	Required Match (17.2%)	% Share for COA and NETC	Grant Amount	Over Match	Total Match
Aurora	\$ 227,487.43	\$ 39,150.59	59%	\$ 178,285.26	\$ 10,051.58	\$ 49,202.17
NETC	\$ 155,304.89	\$ 26,727.97	41%	\$ 121,714.74	\$ 6,862.18	\$ 33,590.15
Total	\$ 382,792.32	\$ 65,878.56	\$ 1.00	\$ 300,000.00	\$ 16,913.76	\$ 82,792.32

	Iliff	Peoria	Central Park	
20' 3-sides glass*	0			
20' 2-sides glass*		1		
40' 3-sides glass*	1			
40' 2-side glass*	0			
Double 20' 3-side glass*	0		1	
Double 20' 2-side glass*				
Solar Panel Package*	1	1	1	
20' Installation*	0	1		
40' Installation*	1			
Double 20' Install*			1	
Anchoring*	1	1	1	
Key Card Install Cost*	1	1	1	
1st Year Ops*	1	1	1	
Drinking Fountain*			1	
Shipping*	1	1	1	
Marketing Plan	1	1	1	

Quote Price per unit

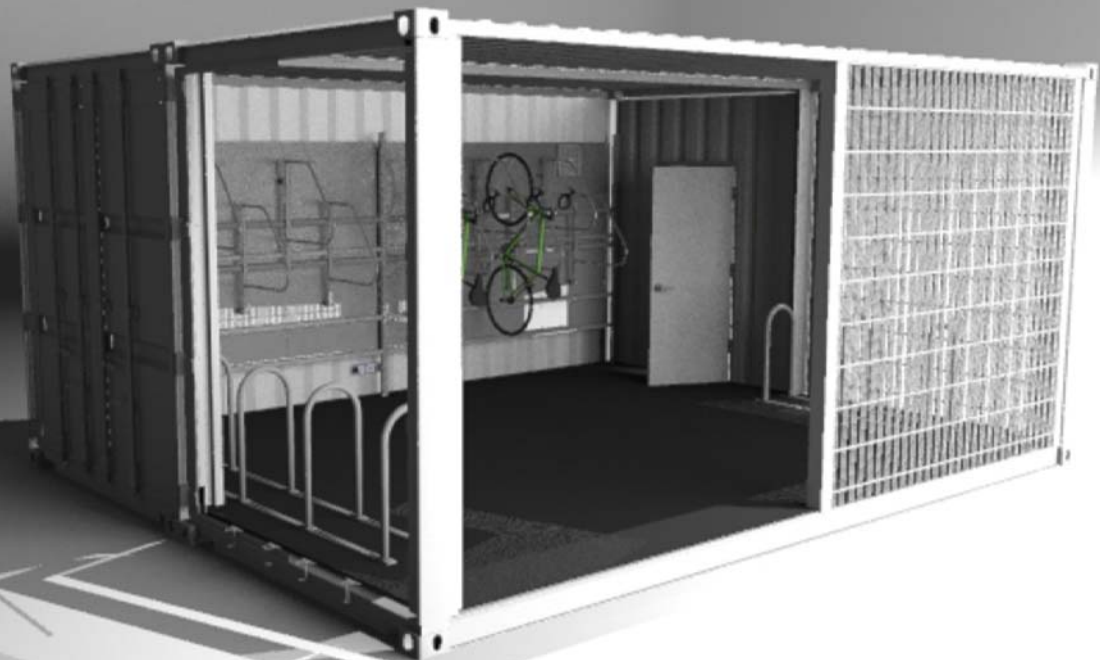
\$	29,591.92
\$	29,591.92
\$	35,315.07
\$	33,688.79
\$	37,731.21
\$	36,104.15
\$	10,754.42
\$	945.00
\$	1,575.00
\$	1,575.00
\$	4,605.51
\$	7,008.75
\$	308.44
\$	21,000.00
\$	630.00
\$	23,250.00

	Iliff	Peoria	Central Park	Total
20' 3-sides glass*	\$ -	\$ -	\$ -	\$ -
20' 2-sides glass*	\$ -	\$ 29,591.92	\$ -	\$ 29,591.92
40' 3-sides glass*	\$ 35,315.07	\$ -	\$ -	\$ 35,315.07
40' 2-side glass*	\$ -	\$ -	\$ -	\$ -
Double 20' 3-side glass*	\$ -	\$ -	\$ 37,731.21	\$ 37,731.21
Double 20' 2-side glass*	\$ -	\$ -	\$ -	\$ -
Solar Panel Package*	\$ 10,754.42	\$ 10,754.42	\$ 10,754.42	\$ 32,263.25
20' Installation*	\$ -	\$ 945.00	\$ -	\$ 945.00
40' Installation*	\$ 1,575.00	\$ -	\$ -	\$ 1,575.00
Double 20' Install*	\$ -	\$ -	\$ 1,575.00	\$ 1,575.00
Anchoring*	\$ 4,605.51	\$ 4,605.51	\$ 4,605.51	\$ 13,816.53
minor grading		\$ 5,000.00		
side walk connection and ramps		\$ 5,000.00		
landscaping		\$ 4,000.00		
concrete slab and bollards	\$ 6,000.00	\$ 7,000.00		
Key Card Install Cost	\$ 7,008.75	\$ 7,008.75	\$ 7,008.75	\$ 21,026.25
Shipping*	\$ 630.00	\$ 630.00	\$ 630.00	\$ 1,890.00
Total Bike Shelter Cost	\$ 65,888.75	\$ 74,535.59	\$ 62,304.89	\$ 202,729.23
Marketing and Promotion				\$ 93,000.00
Mobilization, traffic control, signage and striping (17%)	\$ 11,201.09	\$ 12,671.05		
Utility and force account items (20%)	\$ 13,177.75	\$ 14,907.12		
Plans, specifications, permitting, engineering (10%)	\$ 6,588.87	\$ 7,453.56		
Construction oversight and project management (15%)	\$ 9,883.31	\$ 11,180.34		
ROW	\$ -	\$ -	\$ -	\$ -
	\$ 106,739.77	\$ 120,747.66	\$ 62,304.89	\$ 382,792.32



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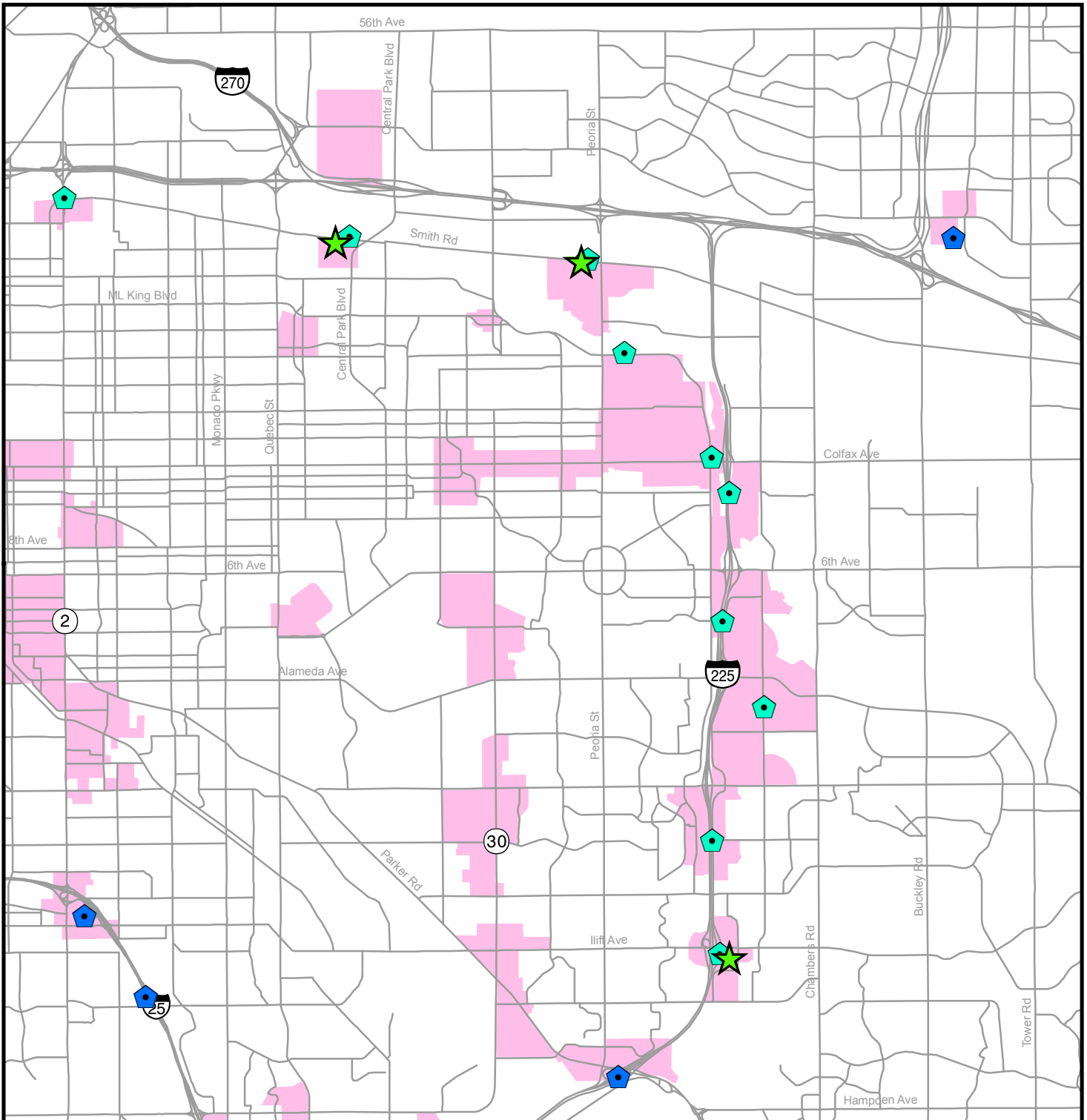
eps-DOUBLET
CREATING VISUAL IMPACT







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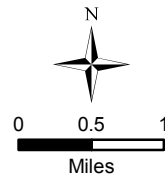
eps-DOUBLET
CREATING VISUAL IMPACT

Aurora (Northwest Connections)



LEGEND

- Project Location 
- Urban Center Area 
- Rapid Transit (Current) 
- Rapid Transit (Future) 



SOURCE DATA:
 Enter all data sources here, included base map information

This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantee, representations or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for any costs, expenses, liabilities or damages arising from inconsistencies in its data or from any use of the information.

Projection: State Plane Colorado Central, NAD 83 (feet)