

## APPLICATION OVERVIEW

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The **Regional Share Call for Projects** will **open on July 30, 2018**, with applications **due no later than 3 p.m. on September 21, 2018** to Todd Cottrell, DRCOG, at [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

- To be eligible to submit, at least one person from your agency must have attended one of the two mandatory TIP training workshops (held August 8 and August 16).
- Projects requiring CDOT and/or RTD concurrence must provide their official response with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than August 1, with CDOT/RTD providing a response no later than August 29.
- Each Subregional Forum can submit up to three applications from eligible project sponsors. Both CDOT and RTD can submit up to two applications.
  - If CDOT reaffirms they would like to continue to receive \$25 million in DRCOG-allocated funding for their Central 70 project, it will count as one of their two possible submittals.
- Data to help the sponsor fill out the application, *especially Part 3*, can be found [here](#).
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to [tcottrell@drcog.org](mailto:tcottrell@drcog.org) no later than August 31, 2018.
- The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants.
- Further details on project eligibility, evaluation criteria, and the selection process are defined in the ***Policy on Transportation Improvement Program (TIP) Preparation: Procedures for Preparing the 2020-2023 TIP***, which can be found online [here](#).

## APPLICATION FORM OUTLINE

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The 2020-2023 TIP Regional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review submitted applications for eligibility and provide an initial score to a Project Review Panel. The panel will review and rank eligible applications that request funding. Sponsors with top tier submittals will be invited to make presentations to the Project Review Panel to assist in the final recommendation to the TAC, RTC, and DRCOG Board.

### Part 1 | Base Information

Applicants will enter **foundational** information for their *project/program/study* (hereafter referred to as *project*) in Part 1, including a Problem Statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Part 1 will not be scored.

### Part 2 | Evaluation Criteria, Questions, and Scoring

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The outcomes from Part 3 should guide the applicant’s responses in Part 2.

**Scoring Methodology:** Each section will be scored using a scale of *High-Medium-Low*, relative to other applications received. The four sections in Part 2 are weighted and scored as follows:

**Section A. Regional Significance of Proposed Projects ..... 40%**

|               |                                                                                                                                                  |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>High</b>   | The project will significantly address a clearly demonstrated major regional problem and benefit people and businesses from multiple subregions. |
| <b>Medium</b> | The project will either moderately address a major problem or significantly address a moderate-level regional problem.                           |
| <b>Low</b>    | The project will address a minor regional problem.                                                                                               |

**Section B. Metro Vision TIP Focus Areas ..... 30%**

|               |                                                                                                                                                                                                                                                    |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>High</b>   | The project will <b>significantly improve</b> the safety and/or security, <b>significantly increase</b> the reliability of the transportation network, and benefit a <b>large number and variety</b> of users (including vulnerable populations*). |
| <b>Medium</b> | The project will <b>moderately improve</b> the safety and/or security, <b>moderately increase</b> the reliability of the transportation network, and benefit a <b>moderate number and variety</b> of users (including vulnerable populations*).    |
| <b>Low</b>    | The project will <b>minimally improve</b> the safety and/or security, <b>minimally increase</b> the reliability of the transportation network, and benefit a <b>limited number and variety</b> of users (including vulnerable populations*).       |

*\*Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

**Section C. Consistency & Contributions to Transportation-focused Metro Vision Objectives ..... 20%**

Metro Vision guides DRCOG’s work and establishes shared expectations with our region’s many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region’s residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes, such as the TIP.

|               |                                                                                                                                                                                                              |
|---------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>High</b>   | The project will <b>significantly</b> address Metro Vision transportation-related objectives and is determined to be in the <b>top third</b> of applications based on the magnitude of benefits.             |
| <b>Medium</b> | The project will <b>moderately</b> address Metro Vision transportation-related objectives and is determined to be in the <b>middle third</b> of applications based on the magnitude of benefits.             |
| <b>Low</b>    | The project will <b>slightly or not at all</b> address Metro Vision transportation-related objectives and is determined to be in the <b>bottom third</b> of applications based on the magnitude of benefits. |

**Section D. Leveraging of non-Regional Share funds (“overmatch”) ..... 10%**

Scores are assigned based on the percent of outside funding sources (non-Regional Share).

|                                           |               |               |
|-------------------------------------------|---------------|---------------|
| % of Outside Funding (non-Regional Share) | <b>High</b>   | 80% and above |
|                                           | <b>Medium</b> | 60-79%        |
|                                           | <b>Low</b>    | 59% and below |

**Part 3 | Project Data – Calculations and Estimates**

Based on the applicant’s project elements, sponsors will complete the appropriate sections to estimate usage or benefit values. Part 3 is not scored, and the quantitative responses should be used to back-up the applicant’s qualitative narrative.

## Part 1

## Base Information

1. Project Title

2. Project *Start/End* points or Geographic Area

*Provide a map with submittal, as appropriate*

3. Project Sponsor (*entity that will construct/ complete and be financially responsible for the project*)

4. Project Contact Person, Title, Phone Number, and Email

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 \(2040 FC RTP\)](#)

Local plan:

Other(s):

*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 FC RTP)
- Transit Other:
- Bicycle Facility
- Pedestrian Facility
- Safety Improvements
- Roadway Capacity or Managed Lanes (2040 FC RTP)
- Roadway Operational

### Grade Separation

- Roadway
- Railway
- Bicycle
- Pedestrian
- Roadway Pavement Reconstruction/Rehab
- Bridge Replace/Reconstruct/Rehab
- Study
- Design
- Other:

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

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

10. What is the status of the proposed project?

11. Would a smaller federal 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

|                                                                                                                                                         |                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| <b>1. Total Project Cost</b>                                                                                                                            | <b>\$</b>                                 |
| <b>2. Total amount of DRCOG Regional Share Funding Request</b><br><i>(no greater than \$20 million and not to exceed 50% of the total project cost)</i> | <b>\$</b>                                 |
| <b>3. Outside Funding Partners (other than DRCOG Regional Share funds)</b><br>List each funding partner and contribution amount.                        | <b>\$\$</b><br><b>Contribution Amount</b> |
|                                                                                                                                                         | \$                                        |
|                                                                                                                                                         | \$                                        |
|                                                                                                                                                         | \$                                        |
|                                                                                                                                                         | \$                                        |
|                                                                                                                                                         | \$                                        |
|                                                                                                                                                         | \$                                        |
| <b>Total amount of funding provided by other funding partners</b><br><i>(private, local, state, Subregion, or federal)</i>                              | <b>\$0</b>                                |

|                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                       |                |                |                |              |
|---------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|----------------|--------------|
| <b>Funding Breakdown (year by year)*</b>                                                                            | *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 2018. |                |                |                |              |
|                                                                                                                     | <b>FY 2020</b>                                                                                                                                                                                                                                                                                                                                                        | <b>FY 2021</b> | <b>FY 2022</b> | <b>FY 2023</b> | <b>Total</b> |
| <b>Federal Funds</b>                                                                                                | \$                                                                                                                                                                                                                                                                                                                                                                    | \$             | \$             | \$             | <b>\$0</b>   |
| <b>State Funds</b>                                                                                                  | \$                                                                                                                                                                                                                                                                                                                                                                    | \$             | \$             | \$             | <b>\$0</b>   |
| <b>Local Funds</b>                                                                                                  | \$                                                                                                                                                                                                                                                                                                                                                                    | \$             | \$             | \$             | <b>\$0</b>   |
| <b>Total Funding</b>                                                                                                | \$0                                                                                                                                                                                                                                                                                                                                                                   | \$0            | \$0            | \$0            | <b>\$0</b>   |
| <b>4. Phase to be Initiated</b><br><i>Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other</i> | Choose an item                                                                                                                                                                                                                                                                                                                                                        | Choose an item | Choose an item | Choose an item |              |

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. Regional significance of proposed project

WEIGHT **40%**

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

1. Why is this project regionally important?
2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?
3. Does the proposed project cross and/or benefit another **subregion(s)**? If yes, which ones and how?
4. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Part 1, #8)?
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?
6. How will connectivity to different travel modes be improved by the proposed project?
7. Describe funding and/or project partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.

### 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)**.
2. Describe how the project will **increase reliability of existing multimodal transportation network**.
3. Describe how the project will **improve transportation safety and security**.

## 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

### [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

### [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 the region for people, goods, or services?

Yes  No

Describe, including supporting quantitative analysis

### [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

### [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

[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*

[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*

[MV objective 14](#) **Improve the region’s competitive position.**

8. Will this project help support and contribute to the growth of the region’s economic health and vitality?  Yes  No  
 Describe, *including supporting quantitative analysis*

**D. Project Leveraging** **WEIGHT 10%**

|                                                                                                                 |   |                                                                                         |
|-----------------------------------------------------------------------------------------------------------------|---|-----------------------------------------------------------------------------------------|
| 9. What percent of outside funding sources (non-DRCOG-allocated Regional Share funding) does this project have? | % | 80%+ outside funding sources ..... High<br>60-79% .....Medium<br>59% and below .....Low |
|-----------------------------------------------------------------------------------------------------------------|---|-----------------------------------------------------------------------------------------|

# Part 3

## Project Data Worksheet – Calculations and Estimates

(Complete all subsections applicable to the project)

### A. Transit Use

|                                        |   |
|----------------------------------------|---|
| 1. Current ridership weekday boardings | 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                                  |

| Transit Use Calculations                                                                                                                                                                                                                          | Year of Opening | 2040 Weekday Estimate |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------------|
| 3. Enter estimated additional daily transit boardings after project is completed.<br><i>(Using 50% growth above year of opening for 2040 value, unless justified)</i><br><i>Provide supporting documentation as part of application submittal</i> | 0               | 0                     |
| 4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route.<br><i>(Example: {#3 X 25%} or other percent, if justified)</i>                                                          | 0               | 0                     |
| 5. Enter number of the new transit boardings (from #3 above) that were previously using other non-SOV modes (walk, bicycle, HOV, etc.)<br><i>(Example: {#3 X 25%} or other percent, if justified)</i>                                             | 0               | 0                     |
| 6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)                                                                                                                                                                                   | 0               | 0                     |
| 7. Enter the value of <b>{#6 x 9 miles}</b> . (= the VMT reduced per day)<br><i>(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)</i>                        | 0               | 0                     |
| 8. = Number of pounds GHG emissions reduced (#7 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:                                                                                                                                                                   |                 |                       |

### 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.<br>(Example: <b>{#3 X 50%}</b> 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.<br>(Example: <b>{#5 X 30%}</b> or other percent, if justified)                   | 0               | 0                     |
| 7. = Number of SOV trips reduced per day (#5 - #6)                                                                                                                         | 0               | 0                     |
| 8. Enter the value of <b>{#7 x 2 miles}</b> . (= the VMT reduced per day)<br>(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<br>(Example: <b>{#3 X 50%}</b> 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.<br>(Example: <b>{#5 X 30%}</b> or other percent, if justified)                       | 0               | 0                     |
| 7. = Number of SOV trips reduced per day (#5 - #6)                                                                                                                             | 0               | 0                     |

|                                                                                                                                                        |   |   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|---|---|
| <b>12.</b> Enter the value of <b>{#7 x .4 miles}</b> . (= the VMT reduced per day)<br><i>(Values other than .4 miles must be justified by sponsor)</i> | 0 | 0 |
| <b>8.</b> = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)                                                                                    | 0 | 0 |
| <b>9.</b> If values would be distinctly greater for weekends, describe the magnitude of difference:                                                    |   |   |
| <b>10.</b> If different values other than the suggested are used, please explain here:                                                                 |   |   |

## D. Vulnerable Populations

|                                                       | Vulnerable Populations     | Population within 1 mile      |
|-------------------------------------------------------|----------------------------|-------------------------------|
|                                                       | Use Current<br>Census Data | <b>1.</b> Persons over age 65 |
| <b>2.</b> Minority persons                            |                            | 0                             |
| <b>3.</b> Low-Income households                       |                            | 0                             |
| <b>4.</b> Linguistically-challenged persons           |                            | 0                             |
| <b>5.</b> Individuals with disabilities               |                            | 0                             |
| <b>6.</b> Households without a motor vehicle          |                            | 0                             |
| <b>7.</b> Children ages 6-17                          |                            | 0                             |
| <b>8.</b> Health service facilities served by project |                            | 0                             |

## 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.*

|                                                                             |   |
|-----------------------------------------------------------------------------|---|
| <b>1.</b> Current ADT (average daily traffic volume) on applicable segments | 0 |
| <b>2.</b> 2040 ADT estimate                                                 | 0 |
| <b>3.</b> Current weekday vehicle hours of delay (VHD) (before project)     | 0 |

| Travel Delay Calculations                                                                                                                                                                                                                                                           | Year of Opening |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|
| <b>4.</b> Enter calculated future weekday VHD (after project)                                                                                                                                                                                                                       | 0               |
| <b>5.</b> Enter value of <b>{#3 - #4}</b> = Reduced VHD                                                                                                                                                                                                                             | 0               |
| <b>6.</b> Enter value of <b>{#5 X 1.4}</b> = <b>Reduced person hours of delay</b><br><i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>                                                                                                      | 0               |
| <b>7.</b> <b>After project peak hour congested average travel time reduction</b> per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles).<br><i>If applicable, denote unique travel time reduction for certain types of vehicles</i> | 0               |
| <b>8.</b> 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 ( <i>most recent 5-year period of data</i> ) |   | Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices ( <i>e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology</i> ). |
| Fatal crashes                                                                                                                               | 0 |                                                                                                                                                                                                  |
| Serious Injury crashes                                                                                                                      | 0 |                                                                                                                                                                                                  |
| Other Injury crashes                                                                                                                        | 0 |                                                                                                                                                                                                  |
| Property Damage Only crashes                                                                                                                | 0 |                                                                                                                                                                                                  |
| 2. Estimated reduction in crashes <u>applicable to the project scope</u> ( <i>per the five-year period used above</i> )                     |   |                                                                                                                                                                                                  |
| 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: