Part 1 Base Information

1. Project Title	**RTD Transportation Transformation Comprehensive Plan (T2 Comprehensive Plan)**
2. Project *Start/End* points or Geographic Area *Provide a map with submittal, as appropriate*	Project includes entire RTD service area, and will include adjacent areas within the DRCOG boundary as well.
3. Project Sponsor *(entity that will construct/ complete and be financially responsible for the project)*	Regional Transportation District
4. Project Contact Person, Title, Phone Number, and Email	Brian Welch, Senior Manager, (303) 299-2404, brian.welch@rtd-denver.com
5. Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?	☒ Yes ☐ No *If yes, provide applicable concurrence documentation with submittal*

6. What planning document(s) identifies this project?

- ☐ DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTP)
- ☐ Local plan:
- ☒ Other(s): RTD Six-Year Strategic Budget Plan

Provide link to document/s and referenced page number if possible, or provide documentation with submittal

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

- ☒ Rapid Transit Capacity (2040 FCRTP)
- ☒ Transit Other: All modes
- ☐ Bicycle Facility
- ☐ Pedestrian Facility
- ☐ Safety Improvements
- ☐ Roadway Capacity or Managed Lanes (2040 FCRTP)
- ☐ Roadway Operational

Grade Separation

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

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

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

The T2 Comprehensive Plan will incorporate and address the following Metro Vision-related regional problems and issues:

(1) Non-single-occupancy vehicle mode share to work

(2) Average travel time variation

(3) Daily person delay per capita

(4) Number of traffic fatalities

(5) Surface transportation-related greenhouse gas emissions per capita

(6) Share of the region's housing and employment near high-frequency transit

(7) Contain urban development in locations designated for urban growth and services

(8) Connect urban centers and mulitmodal corridors throughout the region, accommodate a growing share of the region's housing and employment

(9) Make connections that increase access and travel choices

(10) Embrace new technologies and innovations

(11) Improve and expand the region's multimodal transportation system, services, and connections

(12) Improve the region's comprehensive transit system, including the timely completion of the FasTracks program

(13) Increase transit service and ridership within and to urban centers

(14) Prioritize investments in first- and last-mile connections to transit

(15) Maintain existing and future transportation facilities in good condition

(16) Improve transportation system performance and reliability

(17) Improve transportation system safety and security

(18) Increase safe and convenient active transportation options for all ages and abilities

(19) Facilitate public/private partnerships to identify and address first- and last-mile connectivity issues associated with regional transit

(20) Collaborate with local governments and other stakeholders to address the transportation needs of mobility-limited populations in transportation and landuse planning and decision-making at the regional and local levels

(21) Strengthen partnerships between health and transportation providers to increase access to care, improve health outcomes and reduce healthcare costs

(22) Coordinate investments in local and regional transportation services that improve access to health services for those with mobility obstacles or impairments

(23) Continue to support local planning that furthers the implementation of the region’s transit system and urban centers

(24) Identify best practices to expand and retain manufacturing and production businesses in areas served by transit

(25) Facilitate public/private partnerships to improve first- and final-mile connections to the region’s high capacity transit services, with an emphasis on enhancing connections to major employment centers and underserved populations. Identify working relationships with private shared mobility providers.

(26) Ensure traditionally underserved populations receive at least a proportionate share of transportation benefits and are not disproportionately affected by transportation investments relative to the entire regional population

(27) Invest in the region's infrastructure to ensure the region remains globally competitive

(28) The T2 Comprehensive Plan will inform the transit element of the DRCOG MetroVision Plan

9. Define the **scope** and **specific elements** of the project.
The scope of the T2 Comprehensive Plan is to maximize FasTracks investments and provide a vision for the base transit system, focus on ancillary services such as multi-modal first/last mile connections, bus/rail optimization,

staffing-related challenges, re-imagining of all fixed route bus service, long-term parking utilization, the location and nature of a future bus maintenance facility, consideration of expanding RTD's boundaries to match DRCOG boundaries (or other logical boundary definition), and BRT corridor feasibility which complement the FasTracks program. The study is an essential component of RTD's Transportation Transformation initiative, as the District moves from a transit agency to a mobility integrator.

The T2 Comprehensive Plan will be "needs based", emphasizing efficiency and cost-effectiveness. The methodology will take into account current demographic/work force trends, infrastructure finance options, new modes of transportation and public/private mobility options with a short-, mid-, and long-range range focus rather than just the typical 30-year planning horizon. Metrics to monitor plan effectiveness will include service reliability, standardized methods to develop O&M data for better accuracy, customer "accessibility" evaluation looking at trip patterns (first/final mile) and state-of-the-art technology and multi-modal integration such as mobile ticketing/ride share.

Coordination and outreach with the RTD Board of Directors, DRCOG, CDOT, local governments, and stakeholders/citizens for input will be a critical component.

The plan is anticipated to answer the question of "what's next" to complement FasTracks, charting a course that optimizes existing and future FasTracks infrastructure first before determining what other future investments are needed. Rather than "competing" with FasTracks, instead the idea is to provide incremental value to the existing program rather than a series of random projects that may have no relationship to each other or the overall regional system. Given the extensive length of time it can take to implement any range of capital improvements, the T2 Comprehensive Plan will provide a comprehensive and logical framework for moving forward.

Specific elements of the project include:

(1) Framing the Effort: describing what RTD is seeking in the broadest context. How do we maximize the benefits from our current investment and simultaneously plan for a sustainable, fiscally sound future? How do we plan to accommodate 250,000 additional average weekday transit boardings? Prepare (1) a financially-constrained plan and; (2) a needs-based unconstrained plan.

(2) Stakeholder Engagement, Communications, and Outreach
-- Customers (existing and future)(Current customer characteristics, needs and assessments of RTD; customer-focused areas of emphasis for RTD; changing metro living, working and travel patterns and implications for public transportation; changing marketplace of mobility services and implications for how potential customers and public transportation may interact)

-- Stakeholders Outside RTD (Collect survey information; establish Stakeholder Working Group; pop up events at key milestones; linkages to DRCOG; public open house meetings; speakers bureau)

(3) RTD Board Policy Direction and Engagement

(4) RTD Staff Engagement

(5) Incorporation of Previous Studies/Efforts (Mobility Choice Blueprint; First and Last Mile Strategic Plan; Regional BRT Feasibility Study; MetroVision; Transit Priority Analysis; City/County Efforts)

(6) Systems Operations Assessment

-- Review of current RTD operations

-- Review of RTD standards and policies

-- Review of existing service planning reports and efforts

-- Develop comprehensive region-wide recommendations for changes to RTD service delivery methods

-- Recommendations to “right-size” service based on funding, staffing or unexpected events

(7) Data Collection and Existing Conditions

(8) Study Time Horizons (2025, 2035, 2050)

(9) Develop Evaluative Criteria for Scenario Planning

(10) Fiscal and Financial Analysis and Planning
-- Prepare a fiscal and financial analysis, based on RTD’s long-range financial models
-- Plan should guide development of a fiscally-constrained mobility plan
-- Plan should also include a financially un-constrained scenario (“visionary” or “needs-based”). Identify how to address shortfall between the constrained and unconstrained plans.
-- Recommend a standardized methodology for O&M forecasting to insure adherence to commitments
-- Document strategies to strengthen fiscal resiliency and explore financial innovation to keep the system in a state of good repair and provide better service

-- Identify additional funding opportunities and make assumptions regarding state and federal funding availability

(11) Prepare Mobility Plan to Address Horizon Year RTD Mode Share – Optimization and Expansion
-- Fixed guideway rail and bus
-- FAST Act compliant BRT, including managed lanes
-- Mobility as a Service
-- Microtransit
-- Micromobility
-- Automated services
-- First and final mile services
-- ADA-specific services
-- Safety and security considerations
-- Automated transit
-- High-frequency network
-- Identify stakeholder initiatives that could impact RTD operations, and determine the role RTD should play

-- Identify and determine how to integrate service with new technologies, modes of transportation and public/private mobility options

(12) Workforce Challenges

(13) Business Case to Expand RTD Boundaries to Match DRCOG Boundaries (or other logical boundary definition)

(14) Identification of Location and Nature of New RTD Bus Maintenance Facility

(15) Long-term Implications for RTD Park and Ride facilities, Including Potential Parking Monetization

(16) Conversion of the RTD Bus Fleet to Battery Electric Vehicles

10. What is the status of the proposed project?

The RTD Senior Leadership Team completed a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis to formulate the content of the T2 Comprehensive Plan. A draft scope of work has been prepared, and consultant support will be secured to formulate a detailed scope of work (fourth quarter of 2018). We anticipate advertisement and contract award in the first quarter of 2019, following determination of TIP funding award.

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

1. Total Project Cost		**$4,000,000**
2. Total amount of DRCOG Regional Share Funding Request *(no greater than **$20 million** and not to exceed **50% of the total project cost**)*	**$1,420,000**	**36%** of total project cost
3. Outside Funding Partners ***(other than DRCOG Regional Share funds)*** List each funding partner and contribution amount.	**$$ Contribution Amount**	**% of Contribution to Overall Total Project Cost**
RTD Local Funds	$2,580,000	65%
	$	0%
	$	0%
	$	0%
	$	0%
	$	0%
Total amount of funding provided by other funding partners *(private, local, state, Subregion, or federal)*	**$2,580,000**	

Funding Breakdown (year by year)*

**The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2018.*

	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	$1,420,000	$	$	$	**$1,420,000**
State Funds	$	$	$	$	**$0**
Local Funds	$1,160,000	$1,420,000	$	$	**$2,580,000**
Total Funding	$2,580,000	$1,420,000	$0	$0	**$4,000,000**
4. Phase to be Initiated *Choose from Design, ENV, ROW, CON, Study, Service, Equip. Purchase, Other*	Study	Study	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?

RTD's service area includes the overwhelming populated majority of the DRCOG region. This two-year effort will craft a forward-thinking plan that maximizes FasTracks investments and, in addition, provides a vision for the Base System. This effort would not be another capital intensive construction program, rather the approach will focus on ancillary services such as multi-modal first mile/last mile connections, mobility as a service, microtransit, micromobility, and bus/rail optimization. The plan will take into account regional demographic and work force trends, public/private mobility options, and the future of automated mobility and services. RTD has not promulgated a long-range comprehensive plan since the 2004 FasTracks Plan, and the T2 Comprehensive Plan will provide an opportunity to focus on the changing regional role of a transit agency in an era of new mobility.

2. Does the proposed project cross and/or benefit multiple **municipalities**? If yes, which ones and how?

The project benefits all municipalities within the RTD District boundary. The T2 Comprehensive Plan will articulate short-, medium-, and long-range investments intended to support and complement local jurisdiction efforts to improve mobility.

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

The project benefits all subregions located within the RTD District boundary.

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

FasTracks will not meet all the transit demands expected between now and the DRCOG planning horizon. These future transit demands, based on jobs and housing growth projections, must be planned for now to realize implementation a decade or more from now. The T2 Comprehensive Plan will provide a plan for 2025, 2035, and 2050 transit mobility throughout the District and the region, a plan which RTD currently lacks. RTD needs this Comprehensive Plan to address specific transportation problems described in the Problem Statement. The scope of work summarized in Part 1, #9 is intended to address each of the 28 items listed 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?

The T2 Comprehensive Plan will identify and recommend a comprehensive set of policies, future projects/investments, and strategies to fulfill the region's transit needs through the year 2050.

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

RTD needs to explore visionary approaches to linking the District's light rail, commuter rail, bus rapid transit, and fixed-route bus service with (1) emerging mobility options (micromobility, ride-hailing companies, and microtransit, for example); (2) local jurisdiction mobility initiatives; and (3) other transit systems (such as Bustang and future passenger rail) serving the rest of the Front Range.

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

RTD's Transportation Transformation initiative has included the formation of a Regional Mobility Working Group and completion of the Transportation Transformation Summit. These have resulted in the start of a dialogue and partnerships with stakeholders throughout the region. The T2 Comprehensive Plan will build upon these initial steps, as described in this application.

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).**

The T2 Comprehensive Plan will include a comprehensive analysis of the balance between transit coverage and frequency. The project will make recommendations, based on best practices, of how to optimally provide transit services to those not ideally served by traditional fixed route bus service. This may include new public/private partnerships, fare payment options, web- and smartphone-based applications, microtransit, transit network company partnerships, and other strategies. RTD will examine how to achieve the best balance between public transit and private mobility providers to address the mobility needs of vulnerable populations.

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

The project will develop comprehensive, region-wide recommendations for changes to RTD service methods, including changes for specific routes or portions of routes, lessons learned from the RTD Transit Priority analysis, strategy for reinvesting service hours that are saved from transit priority projects, strategies to work with jurisdictions on service buy-ups, and an overall approach to system resiliency for unexpected events that impact the region or portions of the region.

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

Building upon RTD's reputaton for regarding system safety as our number one priority, the T2 Comprehensive Plan will be permeated by solutions that enhance the safety and security of both our passengers and our employees.

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*

The T2 Comprehensive Plan will emphasize the purposeful integration of transit and the built environment. Transit resources will leverage existing investment such as FasTracks, and expansion will focus on those locations likely to support transit service.

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*

Building on the First and Final Mile Strategic Plan, Mobility Choice Blueprint, City/County efforts, and the Regional BRT Feasibility Study, the T2 Comprehensive Plan will complement and enhance connections between urban centers and other regional destinations.

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*

The T2 Comprehensive Plan will incorporate key findings from the CDOT Interregional Connectivity Study by articulating connections to passenger rail at District edges. In addition, the T2 Comprehensive Plan will summarize opportunities for track sharing with regional rail services along the Front Range and outline connections to Bustang and Interstate 70 Mountain Corridor services.

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*

RTD was established by the State legislature to address air quality in the Denver metro area. The T2 Comprehensive Plan will continue that purpose by providing a no- or low-emission alternative to carbon-based mobility. The T2 Comprehensive Plan will include examination of complete conversion of the RTD bus fleet to battery electric vehicles.

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*

Multimodal connections to open space assets will be explored through (1) partnerships with CDOT (Bustang); (2) shared mobility providers; (3) accommodation of bicycles on RTD buses; and (4) other innovative approaches.

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*

Numerous studies have shown that transit users are characterized by healthier, more active lifestyles when compared to those that travel primarily by private vehicle. The T2 Comprehensive Plan will result in more transit choices, thereby continuing this positive trend.

	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*

At the most fundamental level, RTD provides access for all: services that are specifically designed and operated for the full spectrum of travelers, including specifically those with physical disabilities and limited incomes. The T2 Comprehensive Plan will state how that existing obligation can be extended and optimized, including enhancements to paratransit and demand-based transit.

	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*

RTD services are recognized nationally as a key to the region's national and global competitiveness. The T2 Comprehensive Plan is intended to insure that RTD maintains its critical role in the region's economic health and vitality. The University of Colorado A Line, for example, provides a vital connection to a key component of the region's economic health and vitality: Denver International Airport.

D. Project Leveraging

WEIGHT **10%**

9.	What percent of outside funding sources (non-DRCOG-allocated Regional Share funding) does this project have?	64%	80%+ outside funding sources .....High 60-79% .....Medium 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. *(Using 50% growth above year of opening for 2040 value, unless justified)* *Provide supporting documentation as part of application submittal*	0	0
4. Enter number of the additional transit boardings (from #3 above) that were previously using a different transit route. (Example: **{#3 X 25%}** *or other percent, if justified)*	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.) (Example: **{#3 X 25%}** *or other percent, if justified)*	0	0
6. = Number of SOV one-way trips reduced per day (#3 – #4 – #5)	**0**	**0**
7. Enter the value of **{#6 x 9 miles}**. (= **the VMT reduced per day**) *(Values other than the default 9 miles must be justified by sponsor; e.g., 15 miles for regional service or 6 miles for local service)*	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. (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Initial number of new bicycle trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *(or other percent, if justified)*	0	**0**
7. = Number of SOV trips reduced per day (#5 - #6)	0	0
8. Enter the value of **{#7 x 2 miles}**. (= the VMT reduced per day) *(Values other than 2 miles must be justified by sponsor)*	0	0
9. = Number of pounds GHG emissions reduced (#8 x 0.95 lbs.)	0	0
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

C. Pedestrian Use

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

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

Pedestrian Use Calculations	Year of Opening	2040 Weekday Estimate
3. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	0	0
4. Enter number of the new pedestrian trips (in #3 above) that will be diverting from a different walking route (Example: **{#3 X 50%}** *or other percent, if justified)*	0	0
5. = Number of new trips from project (#3 – #4)	0	0
6. Enter number of the new trips produced (from #5 above) that are replacing an SOV trip. (Example: **{#5 X 30%}** *or other percent, if justified)*	0	0
7. = Number of SOV trips reduced per day (#5 - #6)	0	0

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

D. Vulnerable Populations

	Vulnerable Populations	Population within 1 mile
Use Current Census Data	**1.** Persons over age 65	0
	2. Minority persons	0
	3. Low-Income households	0
	4. Linguistically-challenged persons	0
	5. Individuals with disabilities	0
	6. Households without a motor vehicle	0
	7. Children ages 6-17	0
	8. 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.*

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

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

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

F. Traffic Crash Reduction

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

G. Facility Condition

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

Roadway Pavement

1. Current roadway pavement condition	Choose an item
2. Describe current pavement issues and how the project will address them.	
3. Average Daily User Volume	0

Bicycle/Pedestrian/Other Facility

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

H. Bridge Improvements

1. Current bridge structural condition from CDOT
2. Describe current condition issues and how the project will address them.

3. Other functional obsolescence issues to be addressed by project	
4. Average Daily User Volume over bridge	0

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

1.	
2.	
3.	

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

1. Increase in VMT? *If yes, describe scale of expected increase*	☐ Yes ☐ No
2. Negative impact on vulnerable populations	
3. Other:	