

PUBLIC MEETING NOTICE

Technical Subcommittee (TSC) of the Denver Subregional Forum

On **October 25th, 2018 from 1:00pm to 2:30pm**, the public is invited to attend and provide comment at the Technical Subcommittee (TSC) of the Denver Subregional Forum. The purpose of the TSC is to support development and implementation of a process to provide a recommended package of projects to the full Denver Regional Council of Governments (DRCOG) Board for funding from the 2020-2023 Transportation Improvement Program (TIP). The meeting location shall be in the Webb Municipal Building, 201 West Colfax Ave, Room 4.G.4 (4th Floor), Denver, CO 80202.

AGENDA

- 1) Public Comment
- 2) Finalize Criteria and Call for Projects
- 3) Supplemental Information to Support Applications
- 4) Discussion of Opening a Soft Call
- 5) Other Business

ADJOURN

Visit <https://www.denvergov.org/content/denvergov/en/denver-department-of-public-works/projects/subregional-forum.html> for a link to the full agenda packet once available, posted for October 25th, and any future TSC & Denver Subregional Forum meetings as they are scheduled.

If you are unable to attend this or any future meetings of the Denver Subregional Forum and would like to provide feedback, written comments will be accepted and may be sent to:

City and County of Denver
ATTN: Justin Begley, Project Manager
201 W Colfax Avenue, Dept. 509
Denver, CO 80202
DenverTIP@denvergov.org

Special Accommodations:

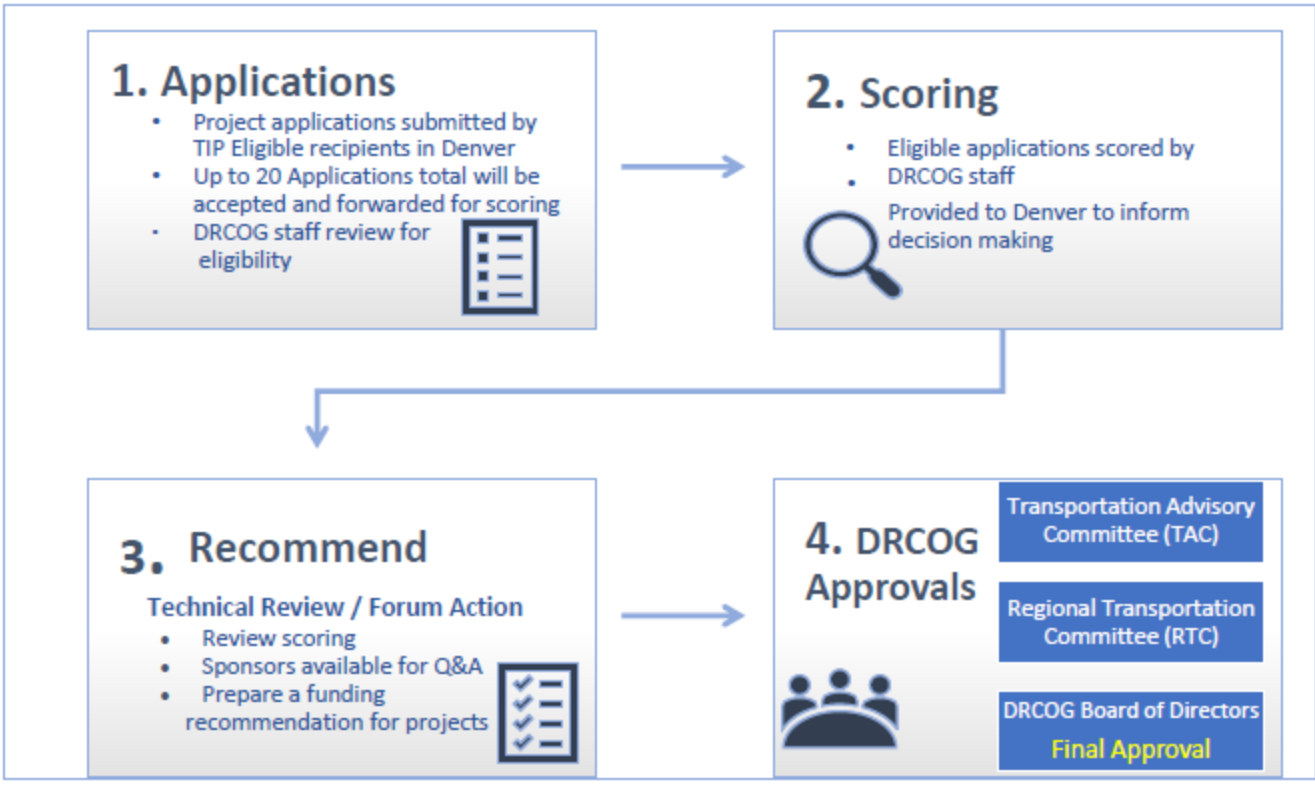
Any person requiring special accommodations to attend or participate, pursuant to the Americans with Disabilities Act, or those who may require translation services, should contact the City and County of Denver within at least three (3) business days prior to the meeting at 720-913-1743.

Finalize the Sub-regional Process

Technical Subcommittee
October 25, 2018

Overview of Proposed Sub-regional Process

PROPOSED 2020-2023 Sub-regional Share Process



Tentatively Confirmed to Date

- DRCOG Sub-regional Share Application Must be Used
- Process Must Result in at Least 200% of Available Funds that are Submitted will be Ranked
- \$5 million minimum to \$25 million maximum ask – 1) Requests of similar type can be bundled & 2) Would not apply to studies & programs (\$150k - \$1 million)
- DRCOG staff to conduct scoring - up to 20 applications allowed

To Finalize Today

- 1 Additive Criteria (if any) and Weighting
- 2 Supplemental Information Required with Application
- 3 Schedule

<u>Regional</u>	40%
<p>Why is this project important to the sub-region (Denver)?</p> <p>Does the proposed project cross and/or benefit multiple municipalities? If yes, which ones and how?</p> <p>Does the proposed project cross and/or benefit another subregion(s)? If yes, which ones and how?</p> <p>How will the proposed project address the specific transportation problem described in the Problem Statement</p> <p>How will the completed project allow people and businesses to thrive and prosper?</p> <p>How will connectivity to different travel modes be improved by the proposed project?</p> <p>Describe funding and/or project partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.</p>	
<u>TIP Focus Areas</u>	30%
<p>Describe how the project will improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).</p> <p>Describe how the project will increase reliability of existing multimodal transportation network.</p> <p>Describe how the project will improve transportation safety and security</p>	
<u>MV Objectives</u>	20%
<p>Contain urban development in locations designated for urban growth and services.</p> <p>Increase housing and employment in urban centers.</p> <p>Improve or expand the region's multimodal transportation system, services, and connections.</p> <p>Improve air quality and reduce greenhouse gas emissions.</p> <p>Connect people to natural resource or recreational areas.</p> <p>Increase access to amenities that support healthy, active choices.</p> <p>Improve access to opportunity.</p> <p>Improve the region's competitive position.</p>	
<u>Leverage</u>	10%

Existing Sub-regional Criteria



Multi-departmental Working Group Sub-regional Criteria Recommendation



<u>Regional</u>	30%
<p>Why is this project important to the sub-region (Denver)?</p> <p>Does the proposed project cross and/or benefit multiple municipalities? If yes, which ones and how?</p> <p>Does the proposed project cross and/or benefit another subregion(s)? If yes, which ones and how?</p> <p>How will the proposed project address the specific transportation problem described in the Problem Statement</p> <p>How will the completed project allow people and businesses to thrive and prosper?</p> <p>How will connectivity to different travel modes be improved by the proposed project?</p> <p>Describe funding and/or project partnerships (other subregions, regional agencies, municipalities, private, etc.) established in association with this project.</p>	
<u>TIP Focus Areas</u>	30%
<p>Describe how the project will improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services).</p> <p>Describe how the project will increase reliability of existing multimodal transportation network.</p> <p>Describe how the project will improve transportation safety and security</p>	
<u>MV & Denver Objectives</u>	30%
<p>Contain urban development in locations designated for urban growth and services.</p> <p>Increase housing and employment in urban centers.</p> <p>Improve or expand the region's multimodal transportation system, services, and connections.</p> <p>Improve air quality and reduce greenhouse gas emissions.</p> <p>Connect people to natural resource or recreational areas.</p> <p>Increase access to amenities that support healthy, active choices.</p> <p>Improve access to opportunity.</p> <p>Improve the region's competitive position.</p> <p>Describe how project is consistent with Denver Goals, Objectives & Plans</p>	
<u>Leverage</u>	10%

Consensus on Sub-regional Process

Approach for Unique Grants Process

- Programming known funds
- Given recent history, need additional effort invested in ensuring scope, schedule, budget are as accurate as possible, particularly given funds may not be available for 2-4 years
- Propose to conduct more like last CIP with respect to construction asks
- Issues related to federalization with better costing required on capital construction projects

Supplemental Information - Federalization



Denver Public Works
 Project Development & Commun
 Design

Considerations for Project Federalization

INFORMATION	
Project Name	
Project Description	
Project Sponsor	

BASED ON BEST AVAILABLE INFORMATION, DOES THE PROJECT CAUSE, AFFECT OR REQUIRE ANY OF THE FOLLOWING:		YES	NO	N/A OR UNKNOWN
A. FEDERAL NEPA TRIGGERS				
	Is any federal funding assumed for any project element or phase?			
	Is the project located on, cross or affect access to a State Highway (SH) or Interstate?			
	Is the project located within or affect a FEMA 100-year floodplain?			
	Does the project involve or affect railroad property?			
	Does the project affect RTD transit facilities other than bus stops?			
	Does the project affect any properties or features that were developed using Land Water Conservation (LWC) funds (Section 6(f) resources)?			



Supplemental Information - Federalization

A. If NEPA is triggered, is the project likely to cause resource impacts that may affect the level of NEPA clearances and state permits?

Detour Routes: Full Road Closure, Partial, or Detour

Have any hazardous materials been identified within the project area through an Initial Site Assessment or other hazmat evaluation?
Are there wetlands and/or riparian habitat within the project area?
Is there any wildlife habitat, including prairie dog colonies within the project area?

Are there trees/shrubs/grasslands or bridges that may provide nesting for migratory birds, raptors or Bald or Golden eagles?
Is there Special status species habitat (state- or federally-listed species) within or adjacent to the project area?

Will traffic impacts result that would decrease the Level of Service (LOS) to less than LOS C; is substantial traffic diversion to side streets likely?
<input type="checkbox"/> Are sensitive noise receptors (residential, hospitals, schools, etc.) located within the project area?
<input type="checkbox"/> Are ROW acquisitions needed? <input type="checkbox"/> TE <input type="checkbox"/> PE <input type="checkbox"/> ROW <input type="checkbox"/> DEED
<input type="checkbox"/> Is there potential for substantial public opposition to the project?
<input type="checkbox"/> Are there potentially historic properties or districts (50 years or older) within the project area?
<input type="checkbox"/> Are any public recreation resources located within the project area (parks, golf courses, trails, etc.)?



2019 Conceptual Project Cost Worksheet

Purpose of project:		
<i>Why is change needed?</i>		The restrooms are not functioning properly and always requiring maintenance
<i>"Why are you requesting this project?"</i>		
<i>Current State</i>		Restrooms are always closed for maintenance due to poor plumbing functions. Restroom fixtures are always breaking due to age and disrepair.
<i>Future State</i>		Fully remodeled bathrooms providing for less maintenance and better employee and customer experience.
Project risks:		
<i>What known risk could cause cost escalation? For example: Environmental cleanup costs, other unknowns.</i>		<i>Note: The information provided must align with BMD reporting.</i> Possible environmental risks with asbestos and lead based paint
Risk Management:		
<i>How will the risk be mitigated? Alternate strategies?</i>		<i>Note: The information provided must align with BMD reporting.</i> A portion of the construction budget includes environmental testing and cleanup.
Cost Data:		
<i>What is the source of the project cost data (i.e. conceptual estimates, bids, etc.)</i>		Conceptual estimate based on a square foot cost obtained from 2014 restroom Building #2 restroom remodel and expansion.
<i>What year is the project cost data accurate as of (i.e. enter the year as a number when the cost estimates were produced, value must be less than or equal to current year.)</i>		2014

2019 Conceptual Project Cost Worksheet

Section 2- Project Budget Inputs		
Land Acquisition	Years Out	Description
Estimated # of Years Until When Land Acquisition is Needed	1.00	Enter the number of years when you will need to acquire real property (i.e. "5" would mean you will need property in 2023 if this year is 2018)
	Estimated Cost	Description
Land Acquisition	\$25,000.00	
Cost Adjustment to Bring Estimates to 2018	\$8,494.31	
Sub Total:	\$33,494.31	
Escalation @ 4.25% per Year for 1 Years	\$1,339.77	Assume 2019 Construction
Total Land Acquisition Cost	\$34,834.09	
Design	Years Out	Description
Estimated # of Years Until When Design Services are Needed	2.00	Enter the number of years when you will need to start construction design (i.e. "5" would mean you will need property in 2023 if this year is 2018)
	Estimated Cost	Description
Planning	\$5,000.00	Programming, Community Outreach
Geotechnical	\$5,000.00	
Survey	\$2,500.00	
Materials Testing / Special Inspections	\$20,000.00	Environmental testing and remediation
Commissioning		
Other	\$5,000.00	
Design	\$27,130.31	12% of Construction Cost
Design Contingency	\$1,356.52	5% of Design Fee
Cost Adjustment to Bring Estimates to 2018	\$4,216.81	Based on ENR Historical Cost Data Index
Sub Total:	\$70,203.63	
Escalation @ 4.25% per Year for 2 Years	\$6,094.11	
Total Design Cost	\$76,297.75	
Construction	Years Out	Description

Contact List Published with Application

Content Area Assistance	Contact	Department	Email
General Information / Local Match / Denver Concurrence	Justin Begley or Janice Finch	Denver PW – Transportation Planning	Justin.Begley@denvergov.org Janice.finch@denvergov.org
Project Scope, Schedule, Budget, and Cost Estimate	Deborah Turner	Denver PW – Infrastructure Project Management	Deborah.turner@denvergov.org
Environmental / NEPA Requirements and Cost	Jane Boand	Denver PW – Community Design & Project Dev.	Jane.boand@denvergov.org
RTD Concurrence	TBD	TBD	TBD
CDOT Concurrence	TBD	TBD	TBD
Bike-Ped	David Pulsipher	Denver PW – Transportation Planning	David.pulsipher@denvergov.org
Traffic Counts and Crash Data	David DiGiacomo	Denver PW – Transportation & Mobility	david.digiacomo@denvergov.org
Off-Street Trails and Bike Facilities	Jason Coffey	Denver Parks and Recreation	Jason.coffey@denvergov.org
Land Acquisition / ROW Costs	Lisa Lumley	Denver Real Estate	Lisa.lumley@denvergov.org
Water Quality Requirements and Cost	Sarah Anderson	Denver PW – Water Quality	Sarah.anderson@denvergov.org
Scoping for Plans and Studies / Local Land Use Plans	Eugene Howard	Denver Community Planning and Development	Eugene.howard@denvergov.org
Transit	Ryan Billings	Denver PW – Transportation Planning	ryan.billings@denvergov.org
TDM and TMA	Stephen Rijo	Denver PW – Transportation Planning	stephen.rijo@denvergov.org
Vision Zero	Rolf Eisinger	Denver PW – Transportation Planning	John.Eisinger@denvergov.org

Summary of Requirements

- Completed DRCOG Furnished Application
- Federalization Checklist
- Conceptual Project Cost Worksheet (Construction)
- Concurrence from City and County of Denver, RTD, CDOT (dependent on originator and locations of project)

Latest Proposed Schedule

Activity	Goal(s)	Date(s)
Sub-regional Forum	Approve Sub-region Process	11/1/18
Advertise a Soft Call	Learn of Forthcoming Applications, if Any	11/2/18 through 11/16/18
Multi-Departmental Work Group	Refine Project List to No More than 20 Applications	11/12, 11/19 , 11/26
Technical Subcommittee	Recommend Applications	11/29
Sub-regional Forum	Approve Project Applications	12/6
Formal Sub-regional Call	Submit Applications	1/2/19 through 2/27/19
DRCOG Returns Scoring	List of Scored Applications	TBD
Technical Subcommittee	Recommend Projects	TBD
Sub-regional Forum	Approve Sub-regional Projects	TBD



2020–2023 Transportation Improvement Program (TIP) Denver Subregional Share Project Application Form

APPLICATION OVERVIEW

The **Subregional Share Call for Projects** will open on **January 2, 2019**, with applications **due no later than 3 p.m. on February 27, 2018** to your subregional forum ([City and County of Denver](#)):-

- To be eligible to submit, at least one person from your agency must have attended one of the mandatory TIP training workshops (held August 8 and August 16) or a supplemental training held on September 14.
- 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 January 7, with CDOT/RTD providing a response no later than February 8.
- [Concurrence by the City and County of Denver is also required no later than](#)
- Any applications submitted by regional or similar agencies (TMA's), or municipalities crossing multiple subregions, must be submitted through the subregional forum based on where the majority of the project is located.
- [Regional Data-data](#) to help the sponsor fill out the application, *especially Part 3*, can be found [here](#).
- [See Denver Contacts for Data, Review, and Concurrence for Denver sources of information.](#)
- If any sponsor wishes to request additional data or calculations from DRCOG staff, please submit your request to tcottrell@drcog.org no later than February 6, 2019.
- The application must be affirmed by either the applicant's City or County Manager or 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](#).
- [The Denver Subregional Forum has established minimum and maximum project Federal subregional request amounts as follows:](#)
 - [Infrastructure Projects – Minimum \\$5 Million and Maximum \\$25 Million](#)
 - [Studies and Design / Programs – Minimum \\$150,000 and Maximum \\$1 Million](#)
- [Required submission documents are listed below:](#)
 - [Completed Denver Subregional Application form](#)
 - ["Considerations for Project Federalization" form](#)
 - [2019 Conceptual Project Cost Worksheet](#)
 - [Financial commitment documentation for the local match and other non-federal project funding contributions](#)
- [Additional documents may be attached such as support letters, photos and project diagrams, and data methodology and sources.](#)

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APPLICATION FORM OUTLINE

The 2020-2023 TIP Subregional Share application contains three parts: *base project information* (Part 1), *evaluation questions* (Part 2), and *data calculation estimates* (Part 3). DRCOG staff will review each forum's submitted applications for eligibility. Each forum will be responsible for making a comprehensive evaluation of all eligible applications and rank ordering their submittals to determine their recommended projects and waiting lists. Forum recommendations will be forwarded to DRCOG staff for a 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. Subregional Significance of Proposed Projects40%30%

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

Section B. Metro Vision TIP Focus Areas30%

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

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

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Section C. Consistency & Contributions to Transportation-focused [Regional Metro Vision](#) and [Denver Objectives](#)20%30%

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. [In addition, at the Denver Subregional level, consistency with the goals, objectives, priorities, and recommendations of Denver local plans is also an important consideration.](#)

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

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

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

% of Outside Funding	High	60% and above
	Medium	30-59%

(non-Subregional Share)	Low	29% and below
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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 <i>Start/End</i> points or Geographic Area <i>Provide a map with submittal, as appropriate</i>		
3. Project Sponsor (<i>entity that will construct/ complete and be financially responsible for the project</i>)		
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?		<input type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation with submittal</i>
6. What planning document(s) identifies this project?	<input type="checkbox"/> DRCOG 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTTP)	
	<input type="checkbox"/> Local plan:	
	<input type="checkbox"/> Other(s):	
<i>Provide link to document/s and referenced page number if possible, or provide documentation with submittal</i>		
7. Identify the project's key elements .		
<input type="checkbox"/> Rapid Transit Capacity (2040 FCRTTP) <input type="checkbox"/> Transit Other: <input type="checkbox"/> Bicycle Facility <input type="checkbox"/> Pedestrian Facility <input type="checkbox"/> Safety Improvements <input type="checkbox"/> Roadway Capacity or Managed Lanes (2040 FCRTTP) <input type="checkbox"/> Roadway Operational	Grade Separation <input type="checkbox"/> Roadway <input type="checkbox"/> Railway <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Roadway Pavement Reconstruction/Rehab <input type="checkbox"/> Bridge Replace/Reconstruct/Rehab <input type="checkbox"/> Study <input type="checkbox"/> Design <input type="checkbox"/> Transportation Technology Components <input type="checkbox"/> Other:	
8. Problem Statement What specific Metro Vision-related subregional problem/issue will the transportation project address?		
9. Define the scope and specific elements of the project.		
10. What is the status (project readiness) of the proposed project (Completed study, conceptual plan, NEPA, Design, ROW acquisition, etc.)?		

11. Would a smaller DRCOG-allocated funding amount than requested be acceptable, while maintaining the original intent of the project?	<input type="checkbox"/> Yes <input type="checkbox"/> No
<i>If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each.</i>	

A. Project Financial Information and Funding Request

1. Total Project Cost	\$	
2. Total amount of DRCOG Subregional Share Funding Request	\$	of total project cost
3. Outside Funding Partners (other than DRCOG Subregional Share funds) List each funding partner and contribution amount.	\$\$ Contribution Amount	% of Contribution to Overall Total Project Cost
	\$	
	\$	
	\$	
	\$	
	\$	
	\$	
Total amount of funding provided by other funding partners (private, local, state, Regional, or federal)	\$0	

Funding Breakdown (year by year)*	*The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an inflation factor of 3% per year from 2019.				
	FY 2020	FY 2021	FY 2022	FY 2023	Total
Federal Funds	\$	\$	\$	\$	\$0
State Funds	\$	\$	\$	\$	\$0
Local Funds	\$	\$	\$	\$	\$0
Total Funding	\$0	\$0	\$0	\$0	\$0
4. Phase to be Initiated <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. Subregional significance of proposed project

WEIGHT **40%**

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

1. Why is this project important to your subregion ([City and County of Denver](#))?
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. [In addition, provide information related to the consistency with Denver goals, objectives, plans, and priorities.](#)

[DRCOG METRO VISION OBJECTIVES](#)

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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? Describe, including supporting quantitative analysis		<input type="checkbox"/> Yes <input type="checkbox"/> No
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? Describe, including supporting quantitative analysis		<input type="checkbox"/> Yes <input type="checkbox"/> No
MV objective 4	Improve or expand the region's multimodal transportation system, services, and connections.	
3. Will this project help increase mobility choices within and beyond your subregion for people, goods, or services? Describe, including supporting quantitative analysis		<input type="checkbox"/> Yes <input type="checkbox"/> No
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? Describe, including supporting quantitative analysis		<input type="checkbox"/> Yes <input type="checkbox"/> No
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?		<input type="checkbox"/> Yes <input type="checkbox"/> 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 subregion's economic health and vitality? Yes No
Describe, including supporting quantitative analysis

CITY AND COUNTY OF GOALS, OBJECTIVES, AND PLANS

9. Please describe how this project is consistent with Denver's goals, objectives, and plans.

NOTE: The application does not need to address numerous plans. Provide documentation for the most applicable or relevant document(s) or plan(s).

Examples are listed below:

- [Denver Mobility Action Plan](#)
- [Denver Vision Zero](#)
- [Denver Comprehensive Plan](#)
- [Blueprint Denver](#)
- [Game Plan \(Parks and Recreation\)](#)
- [Denver Moves: Transit](#)
- [Denver Moves: Pedestrian and Trails](#)
- [Denver Moves: Bicycles](#)
- [Denver Strategic Transportation Plan](#)
- [Denver Transit-Oriented Development Plan update](#)
- [Sustainability Goals \(Executive Order 123, _____ Plan\)](#)
- [Small area plans \(Neighborhood Planning Initiative, corridor plans, station area plans, Next Steps Studies, etc.\)](#)
- [Green Infrastructure Implementation Strategy](#)
<https://www.denvergov.org/content/denvergov/en/wastewater-management/stormwater-quality/green-infrastructure/implementation.htm>

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D. Project Leveraging

WEIGHT 10%

9-10. What percent of outside funding sources (non-DRCOG-allocated Subregional Share funding) does this project have?	%	60%+ outside funding sources High 30-59%Medium 29% and belowLow
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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. <i>(Using 50% growth above year of opening for 2040 value, unless justified)</i> <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. <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.) <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 {#6 x 9 miles}. (= the VMT reduced per day) <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. (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) <i>(Values other than .4 miles must be justified by sponsor)</i>	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 <i>(Operational and Congestion Reduction)</i>	
Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. <i>DRCOG staff may be able to use the Regional Travel Model to develop estimates for certain types of large-scale projects.</i>	
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 <i>(Value higher than 1.4 due to high transit ridership must be justified by sponsor)</i>	0
7. After project peak hour congested average travel time reduction per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles). <i>If applicable, denote unique travel time reduction for certain types of vehicles</i>	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 (<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 <i>(identified and calculated by the sponsor)</i>	
1.	
2.	
3.	
J. Disbenefits or Negative Impacts <i>(identified and calculated by the sponsor)</i>	
1. Increase in VMT? <i>If yes, describe scale of expected increase</i>	<input type="checkbox"/> Yes <input type="checkbox"/> No
2. Negative impact on vulnerable populations	
3. Other:	