




**PLANNING & DEVELOPMENT MEMORANDUM**  
**#10-2024**

**DATE:** March 18, 2024

**TO:** Honorable Mayor Meredith Leighty and City Council Members

**THROUGH:** Heather Geyer, City Manager   
Jason Loveland, Deputy City Manager 

**FROM:** Brook Svoboda, Director of Planning & Development   
Sara Dusenberry, Senior Planner

**SUBJECT:** CR-78 – Adams County Comprehensive Safety Action Plan IGA

---

**PURPOSE**

To consider CR-78, a resolution approving an Intergovernmental Agreement (IGA) between the City and Adams County regarding the completion of the Adams County Comprehensive Safety Action Plan (CSAP).

**BACKGROUND**

Adams County is taking the lead on completing a CSAP for the County and all municipalities fully or partially in its boundaries. The project was funded through the Transportation Improvement Program (TIP), administered by the Denver Regional Council of Governments. The grant-funded project requires a match proportionate to the size of each community. Northglenn's pledged match is \$15,000. The IGA covers the roles of each organization, expected outcomes, and the match requirement.

Staff brought forward the application and Peer Agency Support Form to Council on Feb. 27, 2023, and received consensus to move forward with the completion of the form and commitment of matching funds.

This project will create a series of comprehensive safety action plans that align with the Federal Highway Administration's Safe Streets for All self-certification eligibility criteria, including the following:

- Synthesis of available and applicable traffic safety-related planning documentation
- Crash data analysis
- Identification of a comprehensive set of projects and strategies to address safety problems in each plan, including time ranges when projects and strategies may be deployed and explanations of project prioritization criteria
- Practical goal setting with specific buy-in from high-ranking officials
- Public involvement, engagement, and collaboration
- Equity considerations, including underserved communities and vulnerable road users
- Assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety and a discussion of implementation through the adoption of revised new policies, guidelines, and/or standards.

A CSAP will be created for the collective region and specifically for each agency supporting this study financially. The individual CSAP will provide a prioritized list of projects that could improve traffic safety and provide solutions related to engineering, enforcement, education, emergency response, and policy. The solutions consider the specific needs and capacity of each jurisdiction.

**BUDGET/TIME IMPLICATIONS**

The estimated budget for the plan is \$2 million, with \$1.6 million requested through TIP funds and the remaining \$400,000 covered by the jurisdictions involved. The local funding request is a pro-rata share based on population. As mentioned before, the requested match from Northglenn is \$15,000, which is .75% of the total budget. The matching funds were requested in the General Fund as part of the 2024 Budget process.

Adams County will act as lead on the project with occasional assistance from City staff. Assistance would most likely involve data and information sharing. The project should take about two years to complete.

**STAFF RECOMMENDATION**

Staff recommends approval of CR-78.

**STAFF REFERENCE**

If Council Members have any questions, please contact Brook Svoboda, Director of Planning & Development, at [bsvoboda@northglenn.org](mailto:bsvoboda@northglenn.org) or 303.450.8937.

**ATTACHMENT**

1. CSAP TIP Application

**DRCOG Transportation Improvement Program (TIP)  
FY 2024-2027 TIP Subregional Share (Call #4) –  
Adams County Subregion**

**Surface Transportation Block Grant (STBG) Project Application**

**APPLICATION OVERVIEW**

---

**What:** The Subregional Share Call for Projects for the FY 2024-2027 TIP (Call #4)

**Funding Available:** \$16,732,000 for this subregion and this STBG Track. In the STBG Track, funding is split fairly evenly over all four years.

**Major Project Eligibility Exceptions:** Transit operations projects (*Note: these types of projects are only allowed to be submitted with the AQ/MM Track*)

**Call Dates:** November 28, 2022 until January 27, 2023, 3 pm

**Application Submittals:** submit the items below online through the submittal link on the [TIP Data Hub](#)

1. REQUIRED: a **single PDF document** containing 1) this application (**before saving to PDF, press Ctrl-A to select all, and F9 to update all formulas**), 2) one location map/graphic, 3) cost estimate (your own or the CDOT [cost estimate form](#)), 4) CDOT/RTD concurrence response (if applicable), 5) any required documentation based on the application text (i.e., FHWA emissions calculators), and 6) project support letters and/or [peer agency support](#). Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a single zipped GIS shapefile of your project. The shapefile should consist of only your project limits. No particular attributes need to be included. Requests for assistance with creating a shapefile should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than December 30, 2022

**Other Notable items:**

- **Eligibility:** Projects must align with the eligibility guidelines in [Appendices B and C](#) of the TIP Policy. Proposed work on roadways must primarily be located on the [DRCOG Regional Roadway System](#) to be eligible for TIP funding (the DRCOG RRS can also be viewed within the [TIP Data Tool](#)). Further details can be found in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – [JoAnn Mattson](#), CDOT Region 4 – [Josie Thomas](#), RTD – [Chris Quinn](#)
- **If a submitted application in Calls #1-3 was not funded**, and you wish to resubmit the same application for this call, please [contact DRCOG](#). In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to [tipapplications@drcog.org](mailto:tipapplications@drcog.org) no later than December 30, 2022
- **Project Affirmation:** 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
- **Evaluation Process:** DRCOG staff will review submittals for eligibility, develop scoring sheets, and post all applications (Jan. 30-Feb. 3, 2023). On Feb. 6, a public comment period will open until Feb. 24. Also at that time, details will be provided to each subregion to begin scoring, discussing, and recommending their projects back to DRCOG by March 15. Each forums' recommendation will then be forwarded to the DRCOG committee process for incorporation into a new 24-27 TIP anticipated to be adopted in August 2023
- If you have any questions or need assistance, reach out to us at [tipapplications@drcog.org](mailto:tipapplications@drcog.org)

# APPLICATION FORMAT

The STBG Subregional Share application contains two parts: *project information* and *evaluation questions*.

## Project Information

Applicants enter **foundational** information for the *project/program/study* (hereafter referred to as *project*), including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. This section is not scored.

## Evaluation Questions

This part includes four sections (A-D) for the **applicant to provide qualitative and quantitative responses** to use for scoring projects. The checkboxes and data entry fields should guide the applicant’s responses. They are not directly scored but provide context as reviewers consider the full response to each question. Applicants may access the TIP Data Tool and additional data resources which applicants may find useful [here](#).

**Scoring Methodology:** Each section will be scored on a scale of 0 to 5, relative to other applications received. All questions will be factored into the final score, with any questions left blank receiving 0 points. The four sections are weighted and scored as follows:

**Section A. Subregional Impact of Proposed Projects..... 30%**

Projects will be evaluated on the degree to which they address a significant subregional problem or benefit people throughout the subregion. Relevant quantitative data should be included within narrative responses.

<b>5</b>	The project benefits will <b>substantially</b> address a <b>major</b> subregional problem and benefit people and businesses in multiple communities.
<b>4</b>	The project benefits will <b>significantly</b> address a <b>major</b> subregional problem primarily benefiting people and businesses in one community.
<b>3</b>	The project benefits will either <b>moderately</b> address a <b>major</b> subregional problem or <b>significantly</b> address a <b>moderate</b> -level subregional problem.
<b>2</b>	The project benefits will <b>moderately</b> address a <b>moderate</b> -level subregional problem.
<b>1</b>	The project benefits will address a <b>minor</b> subregional problem.
<b>0</b>	The project does not address a subregional problem.

**Section B. Metro Vision Regional Transportation Plan Priorities .....50%**

The TIP’s investments should implement the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) regional project and program investment priorities, which contribute to addressing the Board-adopted Metro Vision objectives and the federal performance-based planning framework required by the Federal Highway Administration and Federal Transit Administration as outlined in current federal transportation legislation and regulations. Therefore, projects will be evaluated on the degree to which they address the six priorities identified in the 2050 MVRTP: safety, active transportation, air quality, multimodal mobility, freight, and regional transit. It is anticipated that projects may not be able to address all six priorities, but it’s in the applicant’s interest to address as many priority areas as possible. Relevant quantitative data is required to be included within narrative responses. The table below demonstrates how each priority area will be scored.

<b>5</b>	The project provides demonstrable <b>substantial</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>top fifth</b> of applications based on the magnitude of benefits in that priority area.
<b>4</b>	The project provides demonstrable <b>significant</b> benefits in the 2050 MVRTP priority area.
<b>3</b>	The project provides demonstrable <b>moderate</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>middle fifth</b> of applications based on the magnitude of benefits in that priority area.
<b>2</b>	The project provides demonstrable <b>modest</b> benefits in the 2050 MVRTP priority area.
<b>1</b>	The project provides demonstrable <b>slight</b> benefits in the 2050 MVRTP priority area and is determined to be in the <b>bottom fifth</b> of applications based on the magnitude of benefits in that priority area.
<b>0</b>	The project does not provide demonstrable benefits in the 2050 MVRTP priority area.

**Section C. Project Leveraging (“overmatch”) ..... 10%**

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

Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	30-39.9%
1	20.1-29.9%
0	20%

**Section D. Project Readiness ..... 10%**

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	<b>Few</b> mitigation or readiness activities have been demonstrated.
0	<b>No</b> mitigation or readiness activities have been demonstrated.

# Project Information

1. Project Title	Adams County Regional and Local Comprehensive Safety Action Plan	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	<p>Start point: Click or tap here to enter text.</p> <p>End point: Click or tap here to enter text.</p> <p>OR Geographic Area: Areas include entire extents of: City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County</p>	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	Adams County	
4. Project Contact Person:		
Name: Josh Sender, PE, RSP	Title: Traffic Safety and Multimodal Engineer	
Phone: 720-523-6931	Email: jsender@adcogov.org	
5. Required CDOT and/or RTD Concurrence: 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 checked="" type="checkbox"/> No	<i>If yes, provide applicable concurrence documentation</i>
6. What planning document(s) identifies this project?  <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	If this project is listed in the <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a> , provide the staging period: N/A	
	Local/Regional/ Subregional plan:	<p>Planning Document Title: <b>ADOPTION AGENCY</b> – Document Title (Year); <b>CDOT</b> – Region 1 and Region 4 Bicycle and Pedestrian Safety Studies (2022/2023); <b>CITY OF ARVADA</b> – <a href="#">Arvada Bicycle Master Plan September (2017)</a>; <b>TOWN OF BENNETT</b> – Master Transportation Plan 2023 (still in draft); <b>CITY OF BRIGHTON</b> – <a href="#">Transportation Master Plan (March 2016)</a>; <b>CITY OF BRIGHTON</b> – Vision Zero Action Plan (2018); <b>CITY OF AURORA</b> – <a href="#">Various adopted planning documents, Various traffic impact studies</a>, City-wide Multimodal Transportation Plan (documentation starting late 2023); <b>CITY OF COMMERCE CITY</b> – <a href="#">Transportation Master Plan (July 2010)</a>, <a href="#">Walk Bike Fit A Multimodal Active Transportation Plan (2012)</a>, <a href="#">Other subarea plans (various)</a>; <b>CITY OF NORTHGLENN</b> – <a href="#">The Northglenn Comprehensive Plan (September 2010)</a>; <b>CITY OF THORNTON</b> – <a href="#">Transportation and Mobility Master Plan (2022)</a>, <a href="#">Thornton Tomorrow Together Comprehensive Plan (2020)</a>, <a href="#">Parks and Open Space Master Plan (August 2017)</a>, <a href="#">Various subarea plans</a>; <b>CITY OF WESTMINSTER</b> – <a href="#">Transportation and Mobility Plan (August 2021)</a>; <b>UNINCORPORATED ADAMS COUNTY</b> – <a href="#">Advancing Adams Transportation Master Plan (April 2022)</a></p> <p>Adopting agency (local agency Council, CDOT, RTD, etc.): See text above</p> <p>Provide date of adoption by council/board/commission, if applicable: See text above</p>
	Please describe public review/engagement to date:	All of the various planning documents listed above have had some level of public engagement and review. Some documents specifically focused on transportation safety while others were more broad.

	Other pertinent details:	This study will be a first of its kind and would combine multijurisdictional planning with localized and actionable results for each jurisdiction. The work conducted by each agency as mentioned above will be the building blocks on which the comprehensive safety action plans are built. Several agencies have not had the opportunity to conduct a study of this nature due to financial resources, time, staff, and several other hurdles. This project aims to reduce the barrier to entry and provide this opportunity through partnership and resource sharing in one cohesive while simultaneously individualized study.
--	--------------------------	---

**7. Identify the project’s key phases and the anticipated schedule of phase milestones.**  
 (phases and dates should correspond with the “Phase to be Initiated” in the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
<input checked="" type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both		
<b>REQUIRED FOR ALL PHASES</b>	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	4/1/2024
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	Enter Date
	FOR (Final Office Review):	Enter Date
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	Enter Date
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	Enter Date
	Estimated number of parcels to acquire:    Enter Number	Enter Date
	ROW acquisition completed:	Enter Date
<input type="checkbox"/> Construction	Required clearances:	Enter Date
	Project publicly advertised:	Enter Date
<input checked="" type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	4/1/2024
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

**8. Problem Statement:** What specific subregional problem/issue will the transportation project address?

This study will reduce fatal and serious injury crashes within the inclusive subregional area. Inclusive in this context means the entire extents of the City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County. Many of these agencies have sought to reduce fatal and serious injury crashes through previous planning efforts, local improvement projects, and educational and enforcement campaigns. However, fatal and serious injury crashes continue to rise for many agencies. This study seeks to take a pragmatic, practical, and prioritized approach in creating local and regional comprehensive safety action plans (CSAPs), ones specific to each agency supporting this study financially and one to the region as a whole. Collaborative and thoughtful CSAPs are heavily endorsed by the Federal Highway Administration as a key tool that has been proven to reduce fatal and serious injury crashes.

**9. Identify the project's key elements. A single project may have multiple project elements.**

**Roadway**

- Operational Improvements
- General Purpose Capacity (2050 MVRTP)
- Managed Lanes (2050 MVRTP)
- Pavement Reconstruction/Rehab
- Bridge Replace/Reconstruct/Rehab

**Grade Separation**

- Roadway
- Railway
- Bicycle
- Pedestrian

**Regional Transit<sup>1</sup>**

- Rapid Transit Capacity (2050 MVRTP)
- Mobility Hub(s)
- Transit Planning Corridors
- Transit Facilities (Expansion/New)

**Safety Improvements**

**Active Transportation Improvements**

- Bicycle Facility
- Pedestrian Facility

**Air Quality Improvements**

**Improvements Impacting Freight**

**Multimodal Mobility** (i.e., accommodating a broad range of users)

- Complete Streets Improvements

**Study**

**Other**, briefly describe: [Click or tap here to enter text.](#)

<sup>1</sup>For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.



**10.** Define the **scope** and **specific elements** of the project (including any elements checked in #9 above). *DO NOT include scope elements that will not be part of the DRCOG funded project or your IGA scope of work (i.e., adjacent locally funded improvements or the project merits and benefits). Please keep the response to this question tailored to details of the scope only and no more than five sentences.*

This project will create a series of comprehensive safety action plans which align with FHWA's Safe Streets for All self-certification eligibility criteria including the following:

- Synthesis of available and applicable traffic safety related planning documentation
- Crash data analysis
- Identification of a comprehensive set of projects and strategies to address safety problems in each plan including time ranges when projects and strategies will be deployed and explanations of project prioritization criteria.
- Practical goal setting with specific buy in from high-ranking officials
- Public involvement, engagement, and collaboration
- Equity considerations including underserved communities and vulnerable road users
- Assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety and a discussion of implementation through the adoptions of revised new policies, guidelines, and/or standards.

A comprehensive safety action plan will be created specific for each agency supporting this study financially, examining each agency in their entirety, as well as one focused on the collective region.

**11.** What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

Various planning efforts have been conducted by several of the partnering local agencies. However, no such simultaneously local and regional comprehensive safety action plan has specifically been created by these agencies for the purposes of identifying and prioritizing implementable improvement strategies that will reduce fatal and serious injury crashes.

**12.** Would a smaller DRCOG-allocation than requested be acceptable, while maintaining the original intent of the project?

Yes  No

*If yes, smaller meaningful limits, size, service level, phases, or scopes, along with the cost, **MUST** be defined.*

Smaller DRCOG funding request: [Click or tap here to enter text.](#)

Outline the differences between the scope outlined above and the reduced scope: [Click or tap here to enter text.](#)

**Project Financial Information and Funding Request**

**(All funding amounts in \$1,000s)**

*To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.*

<p><b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> <i>(Not to exceed 80% of the total project cost)</i></p>	<p><b>\$1,600</b></p>	<p><b>80.00%</b> of total project cost</p>
<p><b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.</p>	<p><b>Contribution Amount</b></p>	<p><b>% Contribution to Overall Project Total</b></p>
<p>City of Arvada</p>	<p>\$48</p>	<p>2.40%</p>
<p>City of Aurora</p>	<p>\$150</p>	<p>7.50%</p>
<p>Town of Bennett</p>	<p>\$1</p>	<p>0.05%</p>
<p>City of Brighton</p>	<p>\$15</p>	<p>0.75%</p>
<p>City of Commerce City</p>	<p>\$22</p>	<p>1.10%</p>
<p>City of Federal Heights</p>	<p>\$5</p>	<p>0.25%</p>
<p>City of Northglenn</p>	<p>\$15</p>	<p>0.75%</p>
<p>City of Thornton</p>	<p>\$57</p>	<p>2.85%</p>
<p>Unincorporated Adams County</p>	<p>\$42</p>	<p>2.10%</p>
<p>City of Westminster</p>	<p>\$45</p>	<p>2.25%</p>
<p><b>Total Match</b> <i>(private, local, state, regional, or federal)</i></p>	<p><b>\$400</b></p>	<p><b>20.00%</b></p>
<p><b>Project Total</b></p>		<p><b>\$2,000</b></p>

**Funding Breakdown (in \$1,000s) (by program year)<sup>1</sup>** (Total funding should match the Project Total from above)

*To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.*

	FY 2024	FY 2025	FY 2026	FY 2027	Total
<b>DRCOG Requested Funds<sup>2</sup></b>	\$400	\$800	\$400	\$Enter Amount	\$1,600
<b>CDOT or RTD Supplied Funds<sup>3</sup></b>	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$Enter Amount	\$ 0
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$100	\$200	\$100	\$Enter Amount	\$ 400
<b>Total Funding</b>	\$ 500	\$1,000	\$ 500	\$ 0	\$2,000
<b>Phase to be Initiated</b>	Study	Study	Study	Select Phase	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). 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 a recommended 3% inflation factor.</li> <li>2. For the 2024-2027 Subregional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027</li> <li>3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>				
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>				

# Evaluation Questions

## A. Subregional Impact of Proposed Project

WEIGHT

**30%**

Provide **qualitative and quantitative** responses to the following questions on the subregional impact of the proposed project. Be sure to provide all required information for each question. Quantitative data from DRCOG is available [here](#).

1. Why is this project subregionally important? *Relevant quantitative data in your response is required.*

This project is a collaborative effort among several local agencies which have a collective population of approximately 1.3 million people spanning nearly 511,000 households. This level of broad reach creates an opportunity for tremendous subregional and regional impact.

Many of the financially supporting local agencies in this project have desired to conduct a study similar to this project for their respective agencies, recognizing the benefits that it would bring to their residents. However, these agencies also experience several barriers to launching such a study, including time, funding, and staff. By collaborating and sharing resources through this project, these barriers are significantly reduced and aspirations can become reality.

2. How will the proposed project address the specific transportation problem described in the **Problem Statement** (as submitted in Project Information, #8)? *Relevant quantitative data in your response is required.*

This project will reduce fatal and serious injury crashes throughout the inclusive subregional area by taking a pragmatic, practical, and prioritized approach in creating local and regional comprehensive safety action plans (CSAPs). One outcome of these CSAPs will be prioritized lists of projects spanning the gamut of traffic safety solutions – engineering, enforcement, education, emergency response, and policy. This study will specifically tailor its solutions to the needs and capabilities of each local agency, knowing that not all agencies look, function, or operate the same as the others. In addition, a thread of common best practices will also run throughout a regional CSAP, be they policies, specific countermeasures, or other proven solutions that can address the public health emergency of rising fatal and serious injury crashes on our roadways.

The intention of this study is to be a launching point for each financially supportive local agency to begin implementation of their respective CSAPs on their own accord, though partnerships built through this study may certainly be utilized in implementation as well. The practical goals and targets set for each agency will be able to be accomplished in various manners as each agency sees fit. Though it is premature at this point to say specifically what traffic safety countermeasures may be implemented in what timeframe to achieve these goals, it is almost a certainty that some low hanging fruit – countermeasures that can be readily implemented with minimal cost, time, or other resources – will be identified. Supposing only a modest reduction in fatal and serious injury crashes of 2% for the inclusive region with the implementation of these low hanging fruit countermeasures, this has the potential to save approximately four lives and 21 serious injuries in the first five years alone. This is only one hypothetical demonstration of the power of this local, subregional, and regional study.

3. Does the proposed project benefit multiple municipalities and/or subregions? If yes, which ones and how? Also describe any funding partnerships (*other subregions, regional agencies, municipalities, private, etc.*) established in association with this project.

The proposed project will benefit several municipalities and extend beyond the Adams County subregion. Rather than opting to solely conduct the study within the confines of the Adams County subregion, this study will examine and include each supporting agency as a whole, including areas beyond the Adams County boundary. This approach offers several benefits such as resource sharing, collaborative planning, and collective visioning. Each supporting agency listed on Page 7 of this application is also a funding partner of this project. Financial contributions to the overall required matching funds were determined using agency population as a percentage of the collective regional population as a corollary measure.

4. Disproportionately Impacted and Environmental Justice Communities

This data is available in the TIP Data Tool. *Completing the below table and referencing relevant quantitative data in your response is required.*

***To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.***

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data  <b><i>(In the TIP Data Tool, use a 0.5 mile buffer)</i></b>	a. Total population	1,324,476	-	-
	b. Total households	510,591	-	-
	c. Individuals of color	612,738	46%	33%
	d. Low-income households	39,554	8%	9%
	e. Individuals with limited English proficiency	67,610	5%	3%
	f. Adults age 65 and over	147,933	11%	13%
	g. Children age 5-17	247,820	19%	16%
	h. Individuals with a disability	66,463	5%	9%
	i. Households without a motor vehicle	21,143	4%	5%
	j. Households that are housing cost-burdened	148,649	29%	32%

*For Lines c. – i. use definitions in the DRCOG Title VI Implementation Plan. For Line j., as defined in C.R.S. 24-38.5-302(3)(b)(I): “cost-burdened’ means a household that spends more than thirty percent of its income on housing.”*

Describe how this project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table above, *including the required quantitative analysis:*

One specific element in this project will be to identify and include equity considerations for underserved communities and vulnerable road users. In practice, this means that the approximately 21,000 households without a motor vehicle and the close to 250,000 children age 5-17 in the project area – most of whom are more likely to be either a pedestrian, bicyclist, or transit rider – will receive specific attention and targeted accommodations and recommendations. Concurrently, the comprehensive safety action plans will investigate underserved communities as identified by the USDOT Transportation Disadvantaged Census Tracts (Historically Disadvantaged Communities) or other means as determined during the study. The Transportation Disadvantaged Tracts identify populations of transportation access, health, environmental, economic, resilience, and equity disadvantages and include many of the Disproportionately Impacted and Environmental Justice population groups above.

5. How will this project move the subregion toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#) in terms of...
- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
    - The livability of all the financially supportive local agencies will be improved through the outcomes of this project via traffic safety of various modes of transportation. Regional collaboration conducted with this study adds the opportunity for large scale policy and initiative undertakings, increasing the inclusive subregion's competitive position through safer environments for all of the traveling public.
  - Multimodal transportation, safety, reliability, air quality? *(Improve and expand the region's multimodal transportation system, services, and connections. Operate, manage, and maintain a safe and reliable transportation system. Improve air quality and reduce greenhouse gas emissions. Reduce the risk of hazards and their impact.)*
    - Comprehensive safety action plans created for each financially supportive local agency will add towards the inclusive subregion's goal of improved multimodal transportation, safety, and reliability by using crash data analysis and community input to identify and prioritize impactful solutions specific to each local agency. Specifically tailored solutions to each jurisdiction will mean implementation will be more accessible.
  - Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
    - Through a variety of multimodal improvement projects that may come as recommendations from this project, connection and accessibility to one of the approximately 1,000 health care facilities will be improved. These facilities include but are not limited to home health facilities, disability care centers, assisted living residences, hospitals, food pantries, parks and open spaces, and daycares.

**6. Items marked with an asterisk (\*) below are available in the TIP Data Tool.**

- Is there a DRCOG designated urban center within ½ mile of the project limits?\*

Yes  No If yes, please provide the name: 13th Avenue, 1st Avenue Center, 56th Avenue, 62nd and Pena TOD, Adams Crossing Activity Center, Airport Gateway, Aurora City Center, Bromley Park Activity Center, Buckingham Center, Candelas, Colfax Avenue, Downtown Brighton Activity Ctr, E-470 / I-70, East Colfax Main Street, Eastlake, Fitzsimons, Florida, I-225/Parker Road, I-25 & SH 7 Activity Center, I-25 / Hwy 7 Activity Center, Iliff, Iliff Avenue Center, Jewell Avenue, Mile High Greyhound Park Redevelopment, MLK Town Center, North End Station, North I-25 Activity Center, Northglenn City Center, Northwest TOD Wheat Ridge, Olde Town/New Town, Original Broomfield TOD, Pena & 40th, Peoria - Smith, Prairie Center Activity Center, Ralston Fields, S Westminster Activity Center, Smoky Hill, Stapleton North Regional Cen, Thornton City Center, Urban Transit Village, Wadsworth Wheat Ridge, West 120th Ave Activity Ctr, Westminster Ctr Activity Ctr, Westminster Promenade Act Ctr

- Does the project connect two or more urban centers?\*

Yes  No If yes, please provide the names: Strategic project connections will be evaluated through the regional comprehensive safety action plan.

- Is there a transit stop or station within ½ mile of the project limits?\*

Bus stop:  Yes  No If yes, how many: 2,817

Rail station:  Yes  No If yes, how many: 25

- Is the project in a locally-defined priority growth and development area and/or an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?

Yes  No

If yes, provide a link to the relevant planning document: See planning documents on Page 4

If yes, provide how the area is defined in the relevant planning document: Several priority growth and development areas are within this broad, inclusive subregion. Each participating local agency defines these areas slightly differently in their various comprehensive plans, transportation master plans, and/or zoning plans.

Provide households and employment data*	2020	2050
Households within ½ mile	510,591	772,376
Jobs within ½ mile	627,815	929,031
Household density (per acre) within ½ mile	2.06	2.93
Job density (per acre) within ½ mile	3.07	4.24

Describe how this project will improve transportation options in and between key geographic areas including DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas, *including the required quantitative analysis:*

This project includes 39 DRCOG-defined urban centers and a myriad of multimodal corridors and Transit Oriented Developments. Through local and regional data analysis, community input, and stakeholder input, key improvement projects will be identified which target these priority areas. Jobs in the inclusive subregion are expected to grow by nearly 48% by the year 2050, providing the area with almost 1,000,000 jobs in total. Access improvements to these jobs are vital to each local agency, the subregion, and the entire DRCOG region.

7. Describe how this project will improve **access** and **connections** to key employment centers or subregional destinations. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

One key benefit of this project will be the creation of a regional comprehensive safety action plan. In so doing, this regional effort can examine the priority projects and strategies identified by the financially supportive local agency comprehensive safety action plans, also created in this project, and look for key opportunities that will link project to project, enhancing access and connections to multiple key employment centers and inclusive subregional destinations. For example, improving a multimodal corridor within one jurisdiction by adding bike lanes or other such safety enhancements is great on its own. However, this can be improved upon by expanding the boundaries outside of this jurisdiction into one or more neighboring jurisdiction, creating a seamless experience for the traveling public.



## B. MVRTP Priorities

WEIGHT

**50%**

- ***Qualitative and quantitative*** responses are **REQUIRED** for the following items on how the proposed project contributes to the project and program investment priorities in the adopted 2050 Metro Vision Regional Transportation Plan. ***To be considered for full points, you must fully answer all parts of the question, including incorporating quantitative data into your answer.*** (see scoring section for details). Quantitative data from DRCOG is available [here](#).
- Checkboxes and data tables help to provide context and guide responses, but do not account for the full range of potential improvements and are not directly scored, but are required to be completed.
- Not all proposed projects will necessarily be able to answer all questions, however it is in the applicant's interest to address as many priority areas as possible.

### Multimodal Mobility

#### **Provide improved travel options for all modes.**

(drawn from [2050 MVRTP priorities](#); [federal travel time reliability, infrastructure condition, & transit asset management performance measures](#); & [Metro Vision objective 4](#))

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?  
 Walking  Bicycling  Transit  SOV  Freight  Other: [Click or tap here to enter text.](#)
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.): [Safety improvements recommended through this project will span the gamut of traffic engineering solutions including but not limited to road diets, sidewalk gap closures, multiuse paths, and complete streets.](#)
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? [This data is available in the TIP Data Tool.](#)  
 Yes  No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?  
 Yes  No
- Does this project improve asset management of roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?  
 Yes  No
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?  
 Yes  No

Question: Describe how this project will help increase mobility choices for people, goods, and/or services. Please include quantitative information, including any items referenced above, in your response. *Note that a majority of the proposed roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).*

This project will address all of the 2050 MVRTP Priorities which emphasizes projects that accomplish the following:

- Projects that are multimodal, recognizing the unique context of each project and its location, and that provide multiple benefits consistent with the investment priorities.

As previously described, comprehensive safety action plans (CSAPs) which include multimodal analysis and countermeasures will be uniquely tailored to each financially supportive local agency. Not all agencies can implement multimodal improvements in the same manner – for example bike lanes in Aurora don't and shouldn't equate to the same benefit as in Bennett given their widely different context. Appropriate solutions that follow both local and regional goals will be the key to providing the greatest benefit to the inclusive subregion.

- Projects with potential regional benefit (instead of primarily local benefit or driven primarily by local growth or development)

DRCOG's Complete Streets Toolkit will be used as a guide throughout this project and will help unify improvements to a regional vision. While solutions will be geared towards each local agency, the cumulative effect of all solutions on the inclusive subregion will ultimately result in a more seamless transportation network for the entire region.

- County transportation forum candidate project rankings

One distinct benefit from this project will be a prioritized list of improvement solutions which has been thoroughly vetted by industry experts and elected officials. This level of direction and consensus allows for easier solution implementation in future projects, given buy-in has already been accomplished and a list of projects is readily available.

- Regional agency priorities

One inclusive subregional CSAP will be created in this project that will blend the priorities of each local agency along with regional priorities. This data driven effort will promote common threads among all solutions and gear regional goals towards a unified vision.

- Geographic balance of projects across the region

By its nature, this project is incredibly geographically diverse, spanning not just the entirety of the Adams County subregion but also into several other subregions. Analysis and recommendations from this study will cover nearly 900,000 acres and thousands of roadway lane miles.

**Air Quality** **Improve air quality and reduce greenhouse gas emissions.**  
 (drawn from [2050 MVRTP priorities](#); [state greenhouse gas rulemaking](#); [federal congestion & emissions reduction performance measures](#); [Metro Vision objectives 2, 3, & 6a](#))  
 Examples of Project Elements: active transportation, transit, or TDM elements; vehicle operational improvements; electric vehicle supportive infrastructure; etc.

- Does this project reduce congestion?  
 Yes  No
- Does this project reduce vehicle miles traveled (VMT)?  
 Yes  No
- Does this project reduce single-occupant vehicle (SOV) travel?  
 Yes  No

Emissions Reduced (kg/day)	CO	NOx	VOCs	PM 10	CO <sub>2</sub> e
	0.886	0.048	0.033	0.012	97.468

*Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.  
 Note: if not using the FHWA Calculators, please note your methodology in your narrative below.*

Question: Describe how this project helps reduce congestion and air pollutants, including but not limited to carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions. Please include quantitative information, including any items referenced above, in your response.

The holistic results from this project, a set of strategies and solutions to address the rising number of fatal and serious injury crashes for the inclusive subregion, could indirectly reduce congestion, reduce vehicle miles traveled, and reduce single-occupant vehicle travel. A multitude of strategies could accomplish these reductions through improved bicycle and pedestrian infrastructure, equitable access to transit, and congestion reduction at intersections simply to name a few.

In an illustrative example of the power of this geographically diverse and expansive study, if 0.01% of the approximately 1.3 million people in this inclusive subregion opted to travel by walking or biking as opposed to a single-occupancy vehicle trip since infrastructure may be safer for them to do so, this would result in a reduction of 130 SOV trips and the above emissions reductions.

**Regional  
Transit**

**Expand and improve the subregion’s transit network.**

(drawn from [2050 MVRTP priorities](#), [Coordinated Transit Plan](#), [RTD’s Regional Bus Rapid Transit Feasibility Study](#))

Examples of Project Elements: transit lanes, station improvements, etc.

Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD’s concurrence in your application submittal.

Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project implement a portion of the regional bus rapid transit (BRT) network (as defined in the [2050 MVRTP](#))?\*  
 Yes  No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?\*  
 Yes  No If yes, which specific corridor will this project focus on: [Click or tap here to enter text.](#)
- Does this project implement a mobility hub (as defined in the [2050 MVRTP](#))?  
 Yes  No
- Does this project improve connections between transit and other modes?  
 Yes  No If yes, please describe in your response.
- Does this project add and/or improve transit access to or within a DRCOG-defined urban center?\*  
 Yes  No

Question: Describe how this project improves connections to or expands the subregion’s transit system, as outlined in the [2050 MVRTP](#). Please include quantitative information, including any items referenced above, in your response.

*Note that rapid transit improvements must be on the [Regional Rapid Transit System](#).*

Several regional transit systems are part of the geographic area included in this project including: Alameda Ave BRT, Arapahoe/SH-7 BRT, Colfax BRT, Denver Union Station East Corridor Commuter Rail Transit, Federal Blvd BRT, Denver Union Station Gold Line Commuter Rail Transit, I-225 Light Rail Transit, I-25 HOT, US-36 NW Commuter Rail, and US-36 BRT.

Most, if not all of these locations have separate planning efforts that are guiding their implementation. This project is not intended to directly study the feasibility or implementation of these transit systems. Rather, this study will utilize the existing available information to inform strategy selection for each comprehensive safety action plan created. For instance, if crash data analysis indicates a hot spot at a particular location that is also nearby one of these regional transit systems, one proposed traffic safety countermeasure may include amenities that could reasonably prioritize transit accommodations as well as improving safety overall.

Additionally, many of these regional transit systems cross through several DRCOG-defined urban centers that are also within the inclusive subregional area of this project. In total, there are 44 urban centers within ½ mile of the project area. Similar to the approach with the proximity to regional transit systems, traffic safety improvement strategies will be tailored to their respective proximity to these urban centers, perhaps prioritizing solutions geared towards pedestrians and bicycles over other modes of travel.

<b>Safety</b>	<p><b>Increase the safety for all users of the transportation system.</b>          (drawn from <a href="#">2050 MVRTP priorities</a>, <a href="#">Taking Action on Regional Vision Zero</a>, <a href="#">CDOT Strategic Transportation Safety Plan</a>, &amp; <a href="#">federal safety performance measures</a>)          Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.</p>
---------------	---

Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?\*  
 Yes  No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?  
 Yes  No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., <a href="#">CMF Clearinghouse</a> , <a href="#">NCHRP Report 617</a> , or <a href="#">DiExSys methodology</a> ).
<b>Fatal</b> crashes	436	
<b>Serious Injury</b> crashes	2,517	
<b>Other Injury</b> crashes	27,317	
<b>Property Damage Only</b> crashes	81,520	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
<b>Fatal</b> crashes reduced	4	See following text for methodology explanation
<b>Serious Injury</b> crashes reduced	21	
<b>Other Injury</b> crashes reduced	Enter Data	
<b>Property Damage Only</b> crashes reduced	Enter Data	

Question: Describe how this project will implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#). Please include quantitative information, including any items referenced above, in your response. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

The comprehensive safety action plans created for each financially supportive agency as well as the regional plan will utilize all available documentation as building blocks for traffic safety improvements, including local plans as well as regional DRCOG tools such as the Taking Action on Regional Vision Zero plan. Importantly, the traffic safety solutions and strategies will stretch beyond the DRCOG Regional Roadway System and into local roads and highways, with appropriate solutions geared toward various roadway classifications.

The above calculations of four fatal crashes and 21 serious injury crashes reduced results in a benefit to cost ratio of 7.31 and is a hypothetical scenario drawn to show the power of this regional project. The following assumptions were made in this hypothetical scenario:

- ADT 20-year growth factor of 1.10 corresponding to an annual growth rate of 0.5%
  - o Growth varies throughout the inclusive subregional area. This modest growth rate recognizes that the region continues to experience growth in traffic even in times of economic uncertainty, albeit at a slightly lower rate than in previous boom years.
- Interest rate of 6.0%
  - o Inflation in today's economy means the cost of goods and services in the transportation industry have risen substantially. The standard assumption of 4.0% (according to CDOT recommendations) simply does not accurately portray today's world. Whether paying for material goods, labor, or staff time, it all costs more.
- Crash costs of \$80,700 for a serious injury and \$1,500,000 for a fatality
  - o Standard assumptions for the state of Colorado
- A crash reduction factor of 2% for fatal and serious injury crashes only
  - o The specific crash reduction factor (CRF) for comprehensive safety action plans has not been researched or documented. Though it is premature at this point to say specifically what traffic safety countermeasures may be implemented, it is almost a certainty that some low hanging fruit – countermeasures that can be readily implemented with minimal cost, time, or other resources – will be identified. Furthermore, the fact that these CSAPs will in part specifically target locations with fatal and serious injury crash concerns means there will be an increased opportunity for crash reduction at these specific locations. The assumed 2% CRF is a conservative estimate to show the impact of simply implementing relatively simple but effective countermeasures.
- A service life of 5 years
  - o Stemming from the aforementioned quick fix countermeasures, this relatively short-term service life is a glimpse of what the next 5 years could look like in the inclusive subregional area.

It is important to note that one outcome of this project will be practical goal setting with specific buy in from high-ranking officials. Similar to how the above calculations were vetted, validated, and adjusted from the norm when necessary, so too will be the future goals set in each CSAP. It is not ultimately beneficial to set unrealistic and unattainable goals, specifically in relation to crash reduction, without recognizing the challenges and hurdles that may impede these goals. Realistic goal setting means measurable results and incremental progress can be accomplished while still accommodating for these hurdles as well as the unknown and unknowable.

**Freight****Maintain efficient movement of goods within and beyond the subregion.**

(drawn from [2050 MVRTP priorities](#); [Regional Multimodal Freight Plan](#); [Colorado Freight Plan](#), [federal freight reliability performance measure](#); [Metro Vision objective 14](#))

Examples of Project Elements: bridge improvements, improved turning radii, increased roadway capacity, etc.

Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Is this project located in or impact access to a [Freight Focus Area](#)?\*
  - Yes  No If yes, please provide the name: [Denver International Airport Cargo/Aerotropolis, I-70 East Distribution Corridor, I-76 / U.S. Route 85 Intermodal Corridor, RiNo Industrial District, Downtown Denver, 1-25 South and Centennial Airport, I-25 North](#)
- If this project is located in a [Freight Focus Area](#) does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
  - Yes  No If yes, please describe in your response.
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?\*
  - Yes  No
- Check any items from the [Inventory of Current Needs](#) which this project will address:
  - Truck Crash Location  Rail Crossing Safety ([eligible locations](#))
  - Truck Delay  Truck Reliability  Highway Bottleneck
  - Low-Clearance or Weight-Restricted Bridge

Please provide the location(s) being addressed: [Locations included in the inclusive subregional area of this project](#)
- Does this project include any innovative or non-traditional freight supportive elements (i.e., curb management strategies, cargo bike supportive infrastructure, etc.)?
  - Yes  No If yes, please describe in your response.

Question: Describe how this project will improve the efficient movement of goods. In your response, identify those improvements identified in the [Regional Multimodal Freight Plan](#), include quantitative information, and include any items referenced above. *Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#).*

Improving safety for all modes of travel will result in fewer crashes and roadway delays, further resulting in increased reliability of the roadway network within the inclusive subregion. Similar to the approach for regional transit systems in the project area, the Regional Multimodal Freight Plan, Freight Focus Areas, Tier 1 and Tier 2 Regional Highway Freight Vision Networks, and Inventory of Current Needs will be used as guidance materials when considering traffic safety solutions in a given location. Practically speaking, this does not mean that solutions in a hypothetical crash hot spot that falls within the bounds of Freight Focus Area or Tier 1 or Tier 2 network must specifically be tailored to only freight traffic. Rather, the solutions proposed would recognize these as additional elements for consideration and weigh the pros and cons of implementing various countermeasures and how they may affect particular modes of travel.

<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">Denver Regional Active Transportation Plan</a> ; & <a href="#">Metro Vision objectives 10 &amp; 13</a> ) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.
------------------------------	--

Items marked with an asterisk (\*) below are available in the TIP Data Tool.

- Does this project close a gap or extend a facility on a [Regional Active Transportation Corridor](#) or locally-defined priority corridor?\*  
 Yes  No
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?\*  
 Yes  No
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?\*  
 Yes  No
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?  
 Yes  No If yes, please describe in your response.

**Bicycle Use**

NOTE: if constructing a new facility, report bike usage along closest existing alternative route

**To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.**

1. Current Average Single Weekday Bicyclists:		30
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	32	65
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: <b>{#2 X 50%}</b> or other percent, if justified on line 10 below)	0	0
4. = Initial number of new bicycle trips from project (#2 – #3)	32	65
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, walking, etc.). (Example: <b>{#4 X 30%}</b> or other percent, if justified on line 10 below)	65	130
6. = Number of SOV trips reduced per day (#4 - #5)	- 33.00	- 65.00
7. Enter the value of <b>{#6 x 2 miles}</b> . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	66	130
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	62.70	123.50
9. If values would be distinctly greater for weekends, describe the magnitude of difference:  Click or tap here to enter text.		
10. If different values other than the suggested are used, please explain here:  Click or tap here to enter text.		

**Pedestrian Use**

NOTE: if constructing a new facility, report pedestrian usage along closest existing alternative route

**To update the formulas below, enter your information, highlight the formulas (or Ctrl-A), and press F9. OR close and reopen the file.**

1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		8
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	32	65
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: <b>{#2 X 50%}</b> or other percent, if justified on line 10 below)	0	0
4. = Number of new trips from project (#2 – #3)	32	65
5. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). (Example: <b>{#4 X 30%}</b> or other percent, if justified on line 10 below)	65	130
6. = Number of SOV trips reduced per day (#4 - #5)	- 33.00	- 65.00
7. Enter the value of <b>{#6 x .4 miles}</b> . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	13.2	52



8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	12.54	49.40
9.	If values would be distinctly greater for weekends, describe the magnitude of difference:  Click or tap here to enter text.		
10.	If different values other than the suggested are used, please explain here:  Click or tap here to enter text.		

Question: Describe how this project helps expand the active transportation network, closes gaps, improves comfort, and/or improves connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#). Please include quantitative information, including any items referenced above, in your response.

This project will directly impact the comfort and connections provided by the inclusive subregional active transportation network. There are 59 active transportation corridors as defined by the DRCOG Regional Active Transportation Plan within the project area, totaling approximately 153 miles of various trails and networks, and approximately 20 short trip opportunity zones. This project will study how the existing network can be utilized and improved by making key connections where possible and/or prioritizing new active transportation corridors. Furthermore, the comprehensive safety action plans created with this project will specifically address the most frequent users of these corridors, who are typically termed “vulnerable road users”. These vulnerable road users often are disproportionately killed or seriously injured as the result of a crash for various reasons, therefore specific attention will be given to address this transportation inequity.

The calculations above assume the following:

- By 2050, 0.005% (65) of the approximately 1.3 million people in the inclusive subregion will change their mode of transportation from single occupancy vehicle to bicycle as the result of improvements made as recommended by this project. An additional 65 bicycle trips will be new trips resulting from an improved active transportation network. Half (32) of both the SOV to Bicycle and New trips will occur at project opening or within 5 years.
- By 2050, 0.005% (65) of the approximately 1.3 million people in the inclusive subregion will change their mode of transportation from single occupancy vehicle to walking as the result of improvements made as recommended by this project. An additional 65 pedestrian trips will be new trips resulting from an improved active transportation network. Half (32) of both the SOV to Pedestrian and New trips will occur at project opening or within 5 years.
- Current average bicycle and pedestrian trips shown are an average of all bicycle and pedestrian single day counts throughout the project area. This means at any given count location during any given day within the project area, there are approximately 30 bicycles and eight pedestrians counted.

<b>C. Project Leveraging</b>	WEIGHT	<b>10%</b>
------------------------------	--------	------------

<p>What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table. If this has not updated, select the box to the right and click F9)</i></p>	<div style="border: 1px solid black; padding: 2px; width: 50px; margin: auto;">0.0%</div>	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px;">60%+ outside funding sources .....</td><td style="text-align: right; padding: 2px;">5 pts</td></tr> <tr><td style="padding: 2px;">50-59.9% .....</td><td style="text-align: right; padding: 2px;">4 pts</td></tr> <tr><td style="padding: 2px;">40-49.9% .....</td><td style="text-align: right; padding: 2px;">3 pts</td></tr> <tr><td style="padding: 2px;">20-39.9% .....</td><td style="text-align: right; padding: 2px;">2 pts</td></tr> <tr><td style="padding: 2px;">10.1-19.9% .....</td><td style="text-align: right; padding: 2px;">1 pt</td></tr> <tr><td style="padding: 2px;">10%.....</td><td style="text-align: right; padding: 2px;">0 pts</td></tr> </table>	60%+ outside funding sources .....	5 pts	50-59.9% .....	4 pts	40-49.9% .....	3 pts	20-39.9% .....	2 pts	10.1-19.9% .....	1 pt	10%.....	0 pts
60%+ outside funding sources .....	5 pts													
50-59.9% .....	4 pts													
40-49.9% .....	3 pts													
20-39.9% .....	2 pts													
10.1-19.9% .....	1 pt													
10%.....	0 pts													

<b>D. Project Readiness</b>	WEIGHT	<b>10%</b>
-----------------------------	--------	------------

*Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.*

**Section 1. Avoiding Pitfalls and Roadblocks**

- a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?
- Yes  No  N/A (for projects which do not require engineering services)
- If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:
- No direct impact will result from studying. Subsequent implementation of the recommendations of this study will require review by a licensed engineer for impacts to the aforementioned services.
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: N/A (study)
  - Railroad: N/A (study)
  - Right-of-Way: N/A (study)
  - Environmental/Historic: N/A (study)
  - Other: N/A (study)
- b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, equipment purchase, etc.)?
- Yes  No
- If yes, are the other prerequisite phases complete?  Yes  No  N/A
- If this project is for construction, please note the NEPA status: Choose an item.
- c. Has all required ROW been identified?  Yes  No  N/A
- Has all required ROW already been acquired and cleared by CDOT?  Yes  No  N/A
- d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
- Yes  No
- Does your agency have the appropriate staff available to work on this project?  Yes  No
- If yes, are they knowledgeable with the federal-aid process?  Yes  No  N/A

e. Have other stakeholders in your project been identified and involved in project development?

Yes  No  N/A

If yes, who are the stakeholders?

CDOT, partnering local agencies, local advocacy groups. Stakeholder participation will likely necessitate the creation of a Technical Advisory Committee to guide progress.

Please provide any additional details on any of the items in Section 1, if applicable.

Click or tap here to enter text.

## Section 2. Local Match Availability

a. Is all the local match identified in your application currently available and not contingent on any additional decisions, and if a partnering agency is also committing match, do you have a commitment letter?

Yes  No

Please describe:

The City of Thornton has applied for funding to conduct a similar study just within city limits through the Safe Streets for All (SS4A) program. Should Thornton be awarded funds through SS4A, they will not financially contribute to the local match of this project. Therefore, this project will in turn not create a CSAP for Thornton. However, Thornton has committed to sharing their analysis with this project should they fund their similar effort with the SS4A program, thereby ensuring the two parallel efforts are effectively communicating and collaborating.

At the minimum, Adams County has verbal and/or email agreements with all financially supportive local agency partners indicating their commitment to the prescribed local match amounts. Due to the timing of this TIP call for projects in relation to various holidays, elections, and other competitive grant calls for applications, all peer agency support forms may not be completed upon submission of this TIP application. After submitting this TIP application, Adams County will continue to work with all partner agencies to obtain these peer agency support forms and verify all funding commitments prior to entering into intergovernmental agreements if awarded funding.

b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?

Yes  No

Please describe:

This project is not directly identified in the Adams County CIP. However, Adams County and all financially supporting local agencies continue to support and value traffic safety improvements in their respective jurisdictions and regionally. Therefore, this project can be considered as supporting documentation for all CIPs involved.

## Section 3. Public Support

a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?

Yes  No

b. Has the public had access to translated project materials in relevant languages for the local community?

Yes  No

Please describe:

Some of the existing similar efforts have conducted public outreach and review (transportation master plans, bicycle master plans, etc.). This specific project, however, has not been through public review and will include its own public involvement and engagement process.

c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

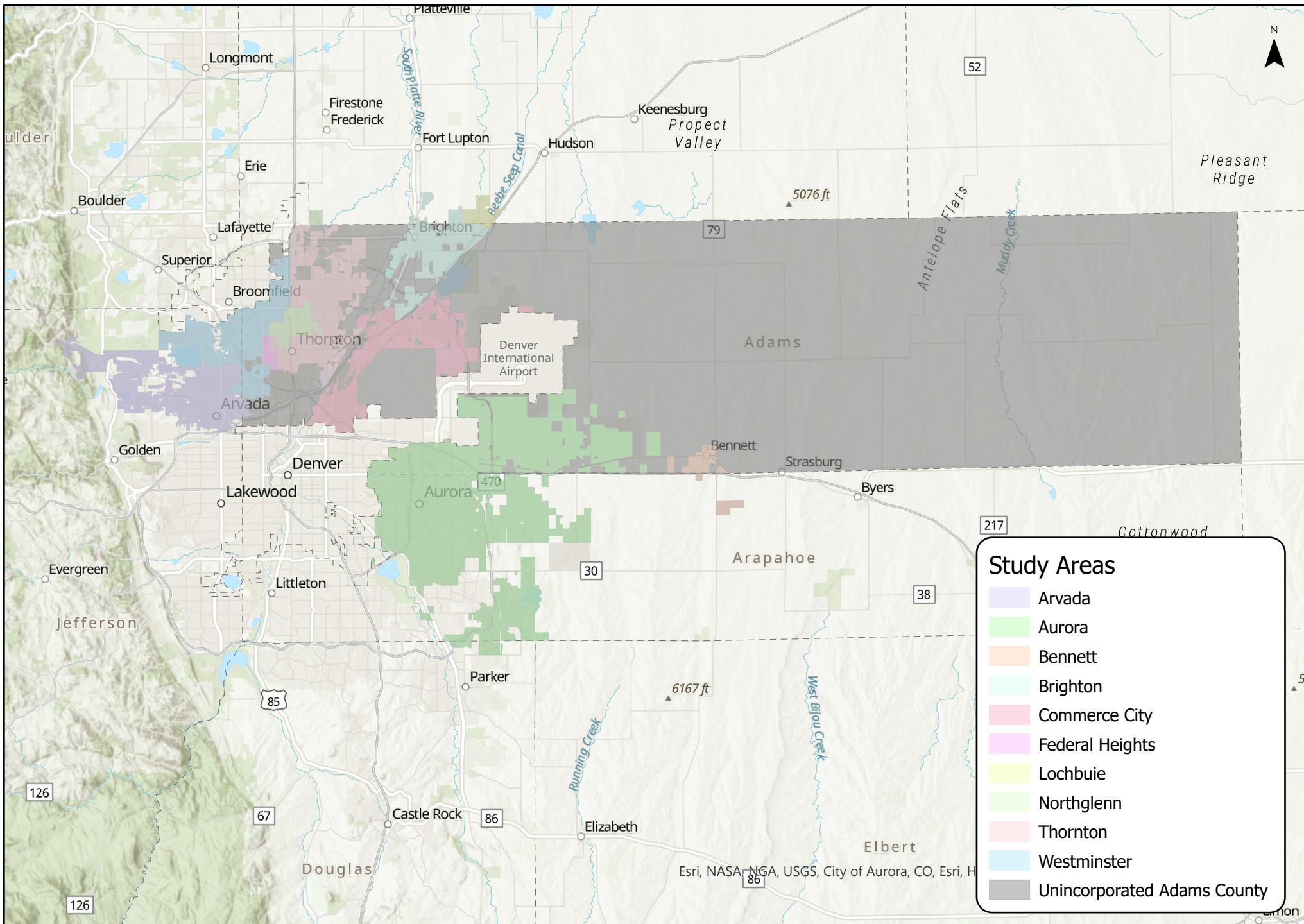
Yes  No  N/A

Please provide any additional details on the items in Section 3, if applicable.  
Click or tap here to enter text.

**Submit completed applications through the [TIP Data Hub](#) no later than 3pm on January 27, 2023.**

Prior to submitting, press Ctrl+A to select all, then press F9 to update all formulas. You can then print to PDF.

# Adams County Regional and Local Comprehensive Safety Action Plan



# DRCOG FY24-27 TIP Call 4 Application

## Adams County - Comprehensive Safety Action Plan

### Study Cost Estimate

General Rate:	200	dollars per hour
---------------	-----	------------------

Project Length:	24	months
-----------------	----	--------

Task	Hours	Cost	Rounded Cost	Comment
Administrative	240	\$ 48,000	\$ 50,000	10 hours per month
Synthesis	520	\$ 104,000	\$ 105,000	3 months
Safety analysis	1387	\$ 277,333	\$ 280,000	8 months
Project ID and evaluation	1387	\$ 277,333	\$ 280,000	8 months
Outreach	1387	\$ 277,333	\$ 280,000	8 months
Documentation	520	\$ 104,000	\$ 105,000	3 months
Project coordination	480	\$ 96,000	\$ 100,000	20 hours per month

<b>Sub total</b>	<b>\$ 1,200,000</b>
------------------	---------------------

<b>30% Contingency</b>	<b>\$ 360,000</b>
------------------------	-------------------

<b>Total</b>	<b>\$ 1,560,000</b>
--------------	---------------------

<b>Rounded Total</b>	<b>\$ 2,000,000</b>
----------------------	---------------------

# Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

## Navigator

### Bicycle and Pedestrian Improvements

## INPUT

(1) What is your project evaluation year?

(2) Estimate the shift in daily motorized passenger vehicle trips to non-motorized travel due to the bicycle and pedestrian project.

Daily Passenger Vehicle Trips		
Before	After	Change
130	0	130

(3a) Select the data type used for entering the typical one-way trip distance of passenger vehicles below:

**Trip Distance Source**

(3b) If you selected "Average" above, enter the typical one-way trip distance. If you selected "Distribution" above, enter the typical distribution of one-way trip distances.

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
<input type="text" value="2.0129"/>						

## OUTPUT

### EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.886
Particulate Matter <2.5 $\mu\text{m}$ (PM <sub>2.5</sub> )	0.003
Particulate Matter <10 $\mu\text{m}$ (PM <sub>10</sub> )	0.012
Nitrogen Oxide (NOx)	0.048
Volatile Organic Compounds (VOC)	0.033
Carbon Dioxide (CO <sub>2</sub> )	96.947
Carbon Dioxide Equivalent (CO <sub>2</sub> e)	97.468
Total Energy Consumption (MMBTU/day)	1.310

\*Units in kg/day unless otherwise noted

## FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

22-25 Regional Call  
  22-25 Subregional Call  
  24-27 Regional Call  
  24-27 Subregional Call

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum: Adams County      Local Agency: Adams County		
2. Project Sponsor: Adams County	3. Current Supporting Agency(ies): City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County	
4. Contact Person: Josh Sender      Title: Traffic Safety and Multimodal Engineer Email: jsender@adcogov.org      Phone: 720-523-6931		
PROJECT DESCRIPTION		
5. Project Title: Adams County Regional and Local Comprehensive Safety Action Plan		Total Project Cost: \$2,000,000
Project Location: Entire extents of: City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County		Project Limits: (mileposts, intersecting roads, rivers, etc.) N/A
County: Multiple	Municipality(ies): City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster	Project Length: N/A
<p>Brief Description of Project: This project will create a series of comprehensive safety action plans which align with FHWA's Safe Streets for All self-certification eligibility criteria including the following:</p> <ul style="list-style-type: none"> <li>-- Crash data analysis</li> <li>-- Identification of a comprehensive set of projects and strategies to address safety problems in each plan including time ranges when projects and strategies will be deployed and explanations of project prioritization criteria.</li> <li>-- Practical goal setting with specific buy in from high-ranking officials</li> <li>-- Public involvement, engagement, and collaboration</li> <li>-- Equity considerations including underserved communities and vulnerable road users</li> <li>-- Assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety and a discussion of implementation through the adoptions of revised new policies, guidelines, and/or standards.</li> </ul> <p>A comprehensive safety action plan will be created specific for each supporting agency, examining each agency in their entirety, as well as one focused on the collective region.</p>		
SUPPORT REQUEST		



<p>6. Based on who is requesting support (see #1), from whom are you are requesting support? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i></p> <p><input type="checkbox"/> Subregional Forum, Specify:  <input checked="" type="checkbox"/> Local Agency, Specify: City of Aurora</p>
<p>7. Type of Support Requested:</p> <p><input type="checkbox"/> Support Only  <input checked="" type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount:  <input checked="" type="checkbox"/> Local (non-DRCOG) Funds: Amount: \$150,000</p>
<p>8. Please type your name and date below which certifies the above information is accurate and complete:</p> <p>Name: Josh Sender Date: 12/9/22</p>

RESPONSE (to be completed by agency/subregion from whom support is requested)
<p>9. The forum/agency in #1 above has requested for you to support their project. Who are you?  Subregional Forum: Adams County Local Agency: City of Aurora</p>
<p>10. Contact person at supporting forum/agency: Carlie Campuzano, PE, PTOE  Title: Traffic Manager Email: ccampuza@auroragov.org Phone: 303-739-7309</p>
<p>11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>12. Does your subregion/agency pledge financial support to this project, if requested?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A  If yes, provide amount: \$150,000 Fiscal year(s) funds are provided in: 2024  If yes, where are funds coming from:  <input checked="" type="checkbox"/> Local Agency (i.e., non-DRCOG funds)  <input type="checkbox"/> Subregional Funding Target (forum must approve)</p>
<p>13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:</p> <p>Name: <i>Cindy Colip</i> Date: 1/11/2023</p>

# FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

22-25 Regional Call  22-25 Subregional Call  24-27 Regional Call  24-27 Subregional Call

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum: Adams County Local Agency: Adams County		
2. Project Sponsor: Adams County	3. Current Supporting Agency(ies): City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County	
4. Contact Person: Josh Sender Title: Traffic Safety and Multimodal Engineer Email: jsender@adcogov.org Phone: 720-523-6931		
PROJECT DESCRIPTION		
5. Project Title: Adams County Regional and Local Comprehensive Safety Action Plan	Total Project Cost: \$2,000,000	
Project Location: Entire extents of: City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County		Project Limits: (mileposts, intersecting roads, rivers, etc.) N/A
County: Multiple	Municipality(ies): City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster	Project Length: N/A
Brief Description of Project: This project will create a series of comprehensive safety action plans which align with FHWA's Safe Streets for All self-certification eligibility criteria including the following: -- Crash data analysis -- Identification of a comprehensive set of projects and strategies to address safety problems in each plan including time ranges when projects and strategies will be deployed and explanations of project prioritization criteria. -- Practical goal setting with specific buy in from high-ranking officials -- Public involvement, engagement, and collaboration -- Equity considerations including underserved communities and vulnerable road users -- Assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety and a discussion of implementation through the adoptions of revised new policies, guidelines, and/or standards.  A comprehensive safety action plan will be created specific for each supporting agency, examining each agency in their entirety, as well as one focused on the collective region.		
SUPPORT REQUEST		

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.*

- Subregional Forum, Specify:  
 Local Agency, Specify: City of Brighton

7. Type of Support Requested:

- Support Only  
 Financial Pledge:  Subregional Funds: Amount:  
 Local (non-DRCOG) Funds: Amount: \$15,000

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Josh Sender Date: 12/9/22

**RESPONSE (to be completed by agency/subregion from whom support is requested)**

9. The forum/agency in #1 above has requested for you to support their project. Who are you?  
Subregional Forum: Adams County Local Agency: City of Brighton

10. Contact person at supporting forum/agency: Christopher Montoya  
Title: Assistant Director Email: cmontoya@brightonco.gov Phone: 303-655-2037

11. Does your subregion/agency support this project?  Yes  No

12. Does your subregion/agency pledge financial support to this project, if requested?  
 Yes  No  N/A

If yes, provide amount: \$15,000 Fiscal year(s) funds are provided in: 2024

If yes, where are funds coming from:

- Local Agency (i.e., non-DRCOG funds)  
 Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:

Name: Christopher Montoya Date: 12/13/2022

## FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

22-25 Regional Call  
  22-25 Subregional Call  
  24-27 Regional Call  
  24-27 Subregional Call

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum: Adams County      Local Agency: Adams County		
2. Project Sponsor: Adams County	3. Current Supporting Agency(ies): City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County	
4. Contact Person: Josh Sender      Title: Traffic Safety and Multimodal Engineer Email: jsender@adcogov.org      Phone: 720-523-6931		
PROJECT DESCRIPTION		
5. Project Title: Adams County Regional and Local Comprehensive Safety Action Plan		Total Project Cost: \$2,000,000
Project Location: Entire extents of: City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County		Project Limits: (mileposts, intersecting roads, rivers, etc.) N/A
County: Multiple	Municipality(ies): City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster	Project Length: N/A
<p>Brief Description of Project: This project will create a series of comprehensive safety action plans which align with FHWA's Safe Streets for All self-certification eligibility criteria including the following:</p> <ul style="list-style-type: none"> <li>-- Synthesis of available and applicable traffic safety related planning documentation</li> <li>-- Crash data analysis</li> <li>-- Identification of a comprehensive set of projects and strategies to address safety problems in each plan including time ranges when projects and strategies will be deployed and explanations of project prioritization criteria.</li> <li>-- Practical goal setting with specific buy in from high-ranking officials</li> <li>-- Public involvement, engagement, and collaboration</li> <li>-- Equity considerations including underserved communities and vulnerable road users</li> <li>-- Assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety and a discussion of implementation through the adoptions of revised new policies, guidelines, and/or standards.</li> </ul> <p>A comprehensive safety action plan will be created specific for each supporting agency, examining each agency in their entirety, as well as one focused on the collective region.</p>		
SUPPORT REQUEST		

<p>6. Based on who is requesting support (see #1), from whom are you are requesting support? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i></p> <p><input type="checkbox"/> Subregional Forum, Specify:</p> <p><input checked="" type="checkbox"/> Local Agency, Specify: City of Commerce City</p>	
<p>7. Type of Support Requested:</p> <p><input type="checkbox"/> Support Only</p> <p><input checked="" type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount:</p> <p><input checked="" type="checkbox"/> Local (non-DRCOG) Funds: Amount: \$22,000</p>	
<p>8. Please type your name and date below which certifies the above information is accurate and complete:</p> <p>Name: Josh Sender <span style="float: right;">Date: 12/9/22</span></p>	

RESPONSE (to be completed by agency/subregion from whom support is requested)	
<p>9. The forum/agency in #1 above has requested for you to support their project. Who are you?</p> <p>Subregional Forum: Adams County Local Agency: City of Commerce City</p>	
<p>10. Contact person at supporting forum/agency: Shawn Poe, PE, CFM</p> <p>Title: City Engineer      Email: spoe@c3gov.com      Phone: 303-289-8175</p>	
<p>11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>12. Does your subregion/agency pledge financial support to this project, if requested?</p> <p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p> <p>If yes, provide amount: \$22,000    Fiscal year(s) funds are provided in: 2024</p> <p>If yes, where are funds coming from:</p> <p><input checked="" type="checkbox"/> Local Agency (i.e., non-DRCOG funds)</p> <p><input type="checkbox"/> Subregional Funding Target (forum must approve)</p>	
<p>13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:</p> <p>Name: Jason R. Rogers, City Manager      Date: 01/03/23</p>	

## FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

Complete the sections with green headers below, then provide this form to the agency you are requesting support from. That agency will complete the blue section and return the form. Providing additional project materials and attending meetings of the agency/forum from whom support is requested is encouraged.

22-25 Regional Call  
  22-25 Subregional Call  
  24-27 Regional Call  
  24-27 Subregional Call

APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum: Adams County      Local Agency: Adams County		
2. Project Sponsor: Adams County	3. Current Supporting Agency(ies): City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County	
4. Contact Person: Josh Sender      Title: Traffic Safety and Multimodal Engineer Email: jsender@adcogov.org      Phone: 720-523-6931		
PROJECT DESCRIPTION		
5. Project Title: Adams County Regional and Local Comprehensive Safety Action Plan		Total Project Cost: \$2,000,000
Project Location: Entire extents of: City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster, and unincorporated Adams County		Project Limits: (mileposts, intersecting roads, rivers, etc.) N/A
County: Multiple	Municipality(ies): City of Arvada, City of Aurora, Town of Bennett, City of Brighton, City of Commerce City, City of Federal Heights, Town of Lochbuie, City of Northglenn, City of Thornton, City of Westminster	Project Length: N/A
<p>Brief Description of Project: This project will create a series of comprehensive safety action plans which align with FHWA's Safe Streets for All self-certification eligibility criteria including the following:</p> <ul style="list-style-type: none"> <li>-- Crash data analysis</li> <li>-- Identification of a comprehensive set of projects and strategies to address safety problems in each plan including time ranges when projects and strategies will be deployed and explanations of project prioritization criteria.</li> <li>-- Practical goal setting with specific buy in from high-ranking officials</li> <li>-- Public involvement, engagement, and collaboration</li> <li>-- Equity considerations including underserved communities and vulnerable road users</li> <li>-- Assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety and a discussion of implementation through the adoptions of revised new policies, guidelines, and/or standards.</li> </ul> <p>A comprehensive safety action plan will be created specific for each supporting agency, examining each agency in their entirety, as well as one focused on the collective region.</p>		
SUPPORT REQUEST		

<p>6. Based on who is requesting support (see #1), from whom are you are requesting support? <i>If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each.</i></p> <p> <input type="checkbox"/> Subregional Forum, Specify:  <input checked="" type="checkbox"/> Local Agency, Specify: City of Federal Heights </p>
<p>7. Type of Support Requested:</p> <p> <input type="checkbox"/> Support Only  <input checked="" type="checkbox"/> Financial Pledge: <input type="checkbox"/> Subregional Funds: Amount:  <input checked="" type="checkbox"/> Local (non-DRCOG) Funds: Amount: \$5,000 </p>
<p>8. Please type your name and date below which certifies the above information is accurate and complete:</p> <p>Name: Josh Sender Date: 12/9/22</p>

<b>RESPONSE (to be completed by agency/subregion from whom support is requested)</b>	
<p>9. The forum/agency in #1 above has requested for you to support their project. Who are you?  Subregional Forum: Adams County Local Agency: City of Federal Heights</p>	
<p>10. Contact person at supporting forum/agency:  Title: City Engineer Email: Jhill@fedheights.org Phone: 303-412-3521</p>	
<p>11. Does your subregion/agency support this project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>12. Does your subregion/agency pledge financial support to this project, if requested?  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A  If yes, provide amount: \$5,000 Fiscal year(s) funds are provided in: 2024  If yes, where are funds coming from:  <input checked="" type="checkbox"/> Local Agency (i.e., non-DRCOG funds)  <input type="checkbox"/> Subregional Funding Target (forum must approve)</p>	
<p>13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:  Name: Jeff Hill, City Engineer Date: 12-28-22</p>	

SPONSORED BY: MAYOR LEIGHTY

COUNCIL MEMBER'S RESOLUTION

RESOLUTION NO.

No. CR-78  
Series of 2024

\_\_\_\_\_  
Series of 2024

A RESOLUTION APPROVING THE INTERGOVERNMENTAL AGREEMENT BETWEEN ADAMS COUNTY AND THE CITIES OF AURORA, BRIGHTON, COMMERCE CITY, FEDERAL HEIGHTS, NORTHGLENN, AND WESTMINSTER TO PROVIDE ENGINEERING SERVICES TO CONDUCT THE ADAMS COUNTY COMPREHENSIVE SAFETY ACTION PLAN STUDY

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF NORTHGLENN, COLORADO, THAT:

Section 1. The Intergovernmental Agreement between Adams County and the Cities of Aurora, Brighton, Commerce City, Federal Heights, Northglenn, and Westminster to provide engineering services to conduct the Adams County Comprehensive Safety Action Plan Study, to include engineering services to produce a prioritized list of safety improvement projects for each party, attached hereto, is hereby approved and the Mayor is authorized to execute the same on behalf of the City of Northglenn.

DATED at Northglenn, Colorado, this \_\_\_\_ day of \_\_\_\_\_, 2024.

\_\_\_\_\_  
MEREDITH LEIGHTY  
Mayor

ATTEST:

\_\_\_\_\_  
JOHANNA SMALL, MMC  
City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
COREY Y. HOFFMANN  
City Attorney



**INTERGOVERNMENTAL AGREEMENT BETWEEN THE CITY OF  
ARVADA, CITY OF AURORA, CITY OF BRIGHTON, COMMERCE CITY, CITY OF  
FEDERAL HEIGHTS, CITY OF NORTHGLENN, CITY OF WESTMINSTER, AND THE  
COUNTY OF ADAMS TO PROVIDE ENGINEERING SERVICES TO CONDUCT THE  
ADAMS COUNTY COMPREHENSIVE SAFETY ACTION PLAN STUDY**

This Intergovernmental Agreement (IGA) is entered into this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_, among the City of Arvada, a Colorado home rule municipality located at 8101 Ralston Road, Arvada, CO 80002 ("Arvada"), the City of Aurora, a Colorado home rule municipality located at 15151 East Alameda Parkway, Aurora, CO 80012 ("Aurora"), the City of Brighton, a Colorado home rule municipality located at 500 South 4<sup>th</sup> Avenue, Brighton, CO 80601 ("Brighton"), the City of Commerce City, a Colorado home rule municipality located at 7887 East 60<sup>th</sup> Avenue, Commerce City, CO 80022 ("Commerce City"), the City of Federal Heights, a Colorado home rule municipality located at 2380 West 90<sup>th</sup> Avenue, Federal Heights, CO 80260 ("Federal Heights"), the City of Northglenn, a Colorado home rule municipality located at 11701 Community Center Drive, Northglenn, CO 80233 ("Northglenn"), the City of Westminster, a Colorado home rule municipality located at 4800 West 92<sup>nd</sup> Avenue, Westminster, CO 80031 ("Westminster"), and Adams County, located at 4430 South Adams County Parkway, Brighton, CO 80601 ("Adams County"), or collectively the "Parties."

WITNESSETH

WHEREAS, Section 18(2)(a) of Article XIV of the Colorado Constitution and Sections 29-1-201, et seq., and 29-20-105 of the Colorado Revised Statutes authorize and encourage governments to cooperate by contracting with one another for their mutual benefit; and

WHEREAS, Adams County, Arvada, Aurora, Brighton, Commerce City, Federal Heights, Northglenn, and Westminster plan to collaborate on the Adams County Comprehensive Safety Action Plan Study Project ("Project"), which will include engineering services to produce a prioritized list of safety improvement projects for each Party that will improve roadway safety for all users; and

WHEREAS, a total of twenty percent (20%) of the funding for the Project is to be provided by the Parties cumulatively ("Party Funding"), and eighty percent (80%) of the funding for the Project (\$1,600,000) is to be provided by the Colorado Department of Transportation ("CDOT") using Denver Regional Council of Governments Transportation Improvement Program funds ("DRCOG TIP Funds") for use as set forth in this Agreement.

NOW, THEREFORE, in consideration of the promises and conditions contained herein, the Parties hereto agree as follows:

1. Obligations of the Parties

A. Project Management

Adams County will be the lead agency and project manager regarding the procurement and production of the Comprehensive Safety Action Plan Documents. The Parties agree to support Adams County in this role as needed. In the absence of representation from any Party, Adams County will act with the respective Party's best interests in mind but will not commit any Party to legal obligations such as policy changes or future funding agreements. CDOT will provide oversight for DRCOG TIP funding, with the roles and responsibilities of CDOT regarding such oversight to be covered by a separate agreement.

B. Project Funding and Appropriation

The Parties shall provide funding in the following amounts: \$48,000 in Project funding to be provided by Arvada, \$150,000 of Project funding to be provided by Aurora, \$15,000 of Project funding to be provided by Brighton, \$22,000 in Project funding to be provided by Commerce City, \$5,000 in Project funding to be provided by Federal Heights, \$15,000 in Project funding to be provided by Northglenn, \$45,000 in Project funding to be provided by Westminster, and \$100,000 in Project funding to be provided by Adams County. The Parties agree to use their best efforts to have their respective shares of Party Funding appropriated in their 2024 budgets and made available by early 2024. However, nothing in this Agreement shall be interpreted as creating a multi-year fiscal obligation. The financial obligations in this Agreement are subject to annual appropriation by each Party's governing body.

Promptly following appropriation, and subject to each Party's approval of the selection of the engineering services consultant as set forth in section 1(E) below, each Party shall provide Adams County their respective Project funding amounts for their share of Party Funding.

C. Comprehensive Safety Action Plan Documents

The Party Funding and the DRCOG TIP Funds are to be used for engineering services to develop and document a comprehensive safety action plan for each Party that includes a prioritized list of safety improvement projects that improves roadway safety for all users and is adaptable to the capacities and desires of each Party ("Comprehensive Safety Action Plans Documents"). Further details related to specific scope of work elements for the Project are covered in other documents. Funds for the design and construction of any recommended project in each Comprehensive Safety Action Plan are not included in this Project.

D. Excess Costs

If, at any time, it becomes apparent that the actual total cost of the Comprehensive Safety Action Plan Documents will exceed the amount of Party Funding and DRCOG TIP Funds set forth herein, Adams County shall instruct the consultant to halt engineering services and the Parties shall discuss additional appropriations to cover such excess costs.

E. Procurement of Comprehensive Safety Action Plan Documents

Adams County will be responsible for advertising for, selecting, and engaging an engineering services consultant to produce the Comprehensive Safety Action Plan Documents. Adams County's selection of the engineering services consultant shall be subject to final approval from the Parties. Final engagement of the engineering services consultant shall be completed following and contingent upon Party Funding being received by Adams County from all Parties in accordance with subsection B, above.

F. Acceptance of Comprehensive Safety Action Plan Documents

Upon substantial completion, the Comprehensive Safety Action Plan Documents shall be circulated by Adams County to each Party for their review and approval. Each Party shall review the Comprehensive Safety Action Plan Documents and provide comments, if any, to Adams County within thirty (30) days of the County's receipt of the Comprehensive Safety Action Plan Documents, or within such other reasonable period of time as may be mutually agreed upon by the Parties. Following review, each Party shall each provide written notice to Adams County of their acceptance or conditions to acceptance thereof. Subject to and following final approval by all Parties, Adams County shall provide acceptance of the Comprehensive Safety Action Plan Documents to the consultant.

G. Study Progress

No Party shall have the right to stop or significantly delay the Project, or to take any action that would cause the Project to be stopped or significantly delayed, without the written consent of the other Parties, except in the event of an emergency; provided however that any exercise of a Party's approval rights as more specifically detailed herein shall under no circumstances be construed as a "delay" for the purposes of this section.

2. TERM AND TERMINATION

This Agreement shall continue in effect until final acceptance of the Comprehensive Safety Action Plan Documents and circulation thereof to all Parties or, in the event of non-appropriation of Party Funding by any Party, upon written notice given by such Party to the other Parties hereto.

3. GENERAL TERMS

- A. Each Party hereto shall be responsible for any suits, demands, costs, or actions at law resulting from its own acts or omissions.

- B. Any notice required by this Agreement shall be in writing and shall be deemed to have been sufficiently given for all purposes if sent by certified mail or registered mail, postage and fees prepaid, addressed to the Party to whom such notice is to be given at the address set forth above, or at such other address as has been previously furnished in writing, to the other Party. Such notice shall be deemed to have been given when deposited in the United States mail.
- C. This Agreement represents the entire Agreement between the Parties and there are no oral or collateral agreements or understandings. This Agreement may be amended only by an instrument in writing signed by the Parties.
- D. Notwithstanding any other term, condition, or provision herein, each and every financial obligation of Arvada, Aurora, Brighton, Commerce City, Federal Heights, Northglenn, and Westminster, and Adams County stated in this Agreement is subject to the requirement of a prior appropriation of funds therefor by the parties' respective governing bodies. This Agreement will neither constitute nor be deemed a multiple fiscal-year debt or financial obligation of Arvada, Aurora, Brighton, Commerce City, Federal Heights, Northglenn, and Westminster, or Adams County.
- E. This Agreement shall be governed by the laws of the State of Colorado, and any legal action concerning the provisions hereof shall be brought in the County of Adams, State of Colorado.
- F. If any article, section, paragraph, sentence, clause or phrase of this Agreement is held to be unconstitutional or invalid for any reason, such holding shall not affect the validity, enforceability or constitutionality of the remaining provisions of this Agreement.
- G. A waiver by any Party of a breach of any term or provision of this Agreement shall not operate or be construed as a waiver of any subsequent breach by either Party.
- H. The captions of the paragraphs are set forth only for the convenience and reference of the Parties and are not intended in any way to define, limit or describe the scope or intent of this Agreement.
- I. The Parties acknowledge that each Party, their officers and employees, are relying on, and do not waive or intend to waive, by any provision of this Agreement, the monetary limitations or any other rights, immunities, and protections provided by the Colorado Governmental Immunity Act, C.R.S. 24-10-101 *et seq.*, as it is from time to time amended, or otherwise available to the Parties, their officers, or employees.

IN WITNESS WHEREOF, the Parties hereto have executed this IGA to be effective as of the date first above written.

**CITY OF ARVADA**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

2nd City of Arvada Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

3rd City of Arvada Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

**CITY OF AURORA**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

2nd City of Aurora Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

3rd City of Aurora Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

**CITY OF BRIGHTON**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

2nd City of Brighton Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

3rd City of Brighton Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

**CITY OF COMMERCE CITY**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

2nd City of Commerce City Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

3rd City of Commerce City Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_



**CITY OF FEDERAL HEIGHTS**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

2nd City of Federal Heights Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

3rd City of Federal Heights Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

**CITY OF NORTHGLENN**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Meredith Leighty, Mayor  
By: (Print Name and Title)

Date: \_\_\_\_\_

2nd City of Northglenn Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Attested by Johanna Small, City Clerk  
By: (Print Name and Title)

Date: \_\_\_\_\_

3rd City of Northglenn Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Approved as to Form by Corey Y. Hoffmann, City Attorney  
By: (Print Name and Title)

Date: \_\_\_\_\_

**CITY OF WESTMINSTER**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

2nd City of Westminster Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

3rd City of Westminster Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

**ADAMS COUNTY**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

2nd Adams County Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_

3rd Adams County Signature if Needed

\_\_\_\_\_  
Signature

\_\_\_\_\_  
By: (Print Name and Title)

Date: \_\_\_\_\_