

DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Regional Share (Call #3)
Air Quality/Multimodal (AQ/MM) Project Application
APPLICATION OVERVIEW

What: The Regional Share Call for Projects for the FY 2024-2027 TIP (Call #3)

Funding Available: \$21,105,000 for this application (6% in FY25, 44% in FY26, and 50% in FY27)

\$28,089,000 is available in the STBG track; \$49,194,000 overall for call 3. All funding levels are estimated as of the open date

Eligibility: Air Quality & Multimodal (AQ/MM) eligible projects only.

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects (*Note: these types of projects are only allowed to be submitted with the STBG application*)

Call Dates: August 22, 2022 until October 11, 2022, 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, 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 no later than September 23, 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](#)). Reconstruction and added capacity are ineligible for the AQ/MM application (see the STBG application)
- **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 September 2, 2022, with CDOT/RTD providing a response no later than September 30, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, joann.mattson@state.co.us; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, chris.quinn@rtd-denver.com
- **If a submitted application in Calls #1 or #2 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at tipapplications@drcog.org. 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 no later than September 23, 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
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and provide a score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a 1) recommended funding list within the funding available, and 2) a ranked wait list. The panels’ recommendations will then be forwarded to the DRCOG committee process for approval. Following Call #4 (FY 2024-2027 TIP Subregional Share Call for Projects), all Call #3 and Call #4 projects will be incorporated into the new FY 2024-2027 TIP in August 2023
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM Regional 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. Regional Impact of Proposed Projects.....30%

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

5	The project benefits will substantially address a major regional problem and benefit people and businesses in multiple subregions.
4	The project benefits will significantly address a major regional problem primarily benefiting people and businesses in one subregion.
3	The project benefits will either moderately address a major regional problem or significantly address a moderate -level regional problem.
2	The project benefits will moderately address a moderate -level regional problem.
1	The project benefits will address a minor regional problem.
0	The project does not address a regional problem.

Section B. Metro Vision Regional Transportation Plan Priorities50%

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.

5	The project provides demonstrable substantial benefits in the 2050 MVRTP priority area and is determined to be in the top fifth of applications based on the magnitude of benefits in that priority area.
4	The project provides demonstrable significant benefits in the 2050 MVRTP priority area.
3	The project provides demonstrable moderate benefits in the 2050 MVRTP priority area and is determined to be in the middle fifth of applications based on the magnitude of benefits in that priority area.
2	The project provides demonstrable modest benefits in the 2050 MVRTP priority area.
1	The project provides demonstrable slight benefits in the 2050 MVRTP priority area and is determined to be in the bottom fifth of applications based on the magnitude of benefits in that priority area.
0	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-Regional Share funds).

Score	% non-Regional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	20-39.9%
1	10.1-19.9%
0	10%

Section D. Project Readiness10%

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

Project Information

1. Project Title	South Platte River Trail Construction: Bayaud Ave to Phil Milstein Park	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: Bayaud Avenue	End point: Phil Milstein Park
	OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	Denver Parks and Recreation	
4. Project Contact Person:		
Name: Adam Lind	Title: Senior Trails Planner	
Phone: 720-694-2585	Email: adam.lind@denvergov.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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
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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 DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) , provide the staging period:	
	Local/Regional plan:	Planning Document Title: Denver Moves: Pedestrians and Trails. https://www.denvergov.org/content/dam/denvergov/Portals/Denveright/documents/pedestrians-trails/Denver-Moves-Pedestrians-Trails-2019.pdf Adopting agency (local agency Council, CDOT, RTD, etc.): Denver City Council Provide date of adoption by council/board/commission, if applicable: August 2018
	Please describe public review/engagement to date:	The outreach process for Denver Moves Pedestrians and Trails included five task force meetings and the draft plan received 90 comments from the public.
	Other pertinent details:	The plan developed standards and typical sections for the South Platte Trail and identified the proposed project area as a priority for widening and major upgrades.

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 type="checkbox"/> Preconstruction (including studies) <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Both		

REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	09/2024
<input type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	
	Design scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	
	Environmental scoping meeting held with CDOT (if no consultant):	
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	
	ROW acquisition completed: Estimated number of parcels to acquire:	
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	04/2025
	FOR (Final Office Review):	08/2025
	Required clearances:	12/2025
	Project publicly advertised:	03/2026
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other Phase not Listed:	First invoice submitted to CDOT/RTD:	

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

The existing South Platte Regional Trail is narrow and overcrowded, which is limiting usage and leading to safety concerns and conflicts between trails users. Denver Parks and Rec has updated its regional trail standard and the intent of this project is to upgrade these sections of trail that are 8'-10' wide to the new cross section that is 22' wide, with a 12' wide concrete trail and 4' wide adjacent crusher fines + 3' recoverable shoulders. This will greatly increase the safety of the trail corridor and invite more users on the system.

This segment of the South Platte River Trail has a large section directly adjacent to I-25, with a small wall separating the wide highway from the trail. There have been incidents in the past few years of vehicles crashing on I-25 and flipping over the wall and landing in the river. This is one example of how the current alignment is unsafe for trail users. Additionally, trail users are at the same level as the highway in sections and exposed to the harmful emissions from vehicles along the highway. Moving the trail to the other side of the river will

This proposed project runs adjacent to several of Denver's High Equity needs areas and the improvement will help to improve safety and mobility in these neighborhoods. Additionally, the project will result in an improved trail, park space, and access to and along the river. The project will conduct additional public outreach during design to ensure neighborhood level needs and wants are being met.

Additionally, the project will include lighting on the trails increasing the hours of usability and feeling of safety for trail users and commuters. The South Platte River Trail is a heavily used commuter corridor connecting various jurisdictions and other regional trails, and these improvements will increase the capacity of the trail to safely handle more users as the region continues to grow.

9.

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

Roadway

Operational Improvements

Grade Separation

Roadway

Railway

Bicycle

Pedestrian

Regional Transit¹

Rapid Transit Capacity (2050 MVRTP)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (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:

¹For 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.

11. 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 widen approximately 1700 linear feet of existing trail with a new cross section of 12' concrete + 4' crusher fines + 3' shoulder, from an existing 8' wide trail. The project will also construct approximately 2500 linear feet of new trail with the same wide cross section and a new, approximately 250' bicycle and pedestrian bridge. The project will also include lighting, wayfinding signs, a pedestrian plaza adjacent to the river near the Denver Wastewater Campus, other trail amenities such as benches and trashcans.

12. 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.*

The project is currently in design through a partnership with CDOT and Denver Parks and Recreation. Design and Environmental work is fully funded with local funding. A concept design and cost estimate were completed in 2022 by consulting firms Muller Engineering and Stream Landscape Architects.

13. 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:

Outline the differences between the scope outlined above and the reduced scope:

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
Total amount of Regional Share Funding Request (in \$1,000's) (No greater than \$20 million and not to exceed 90% of the total project cost) <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds) ¹		\$9000	77.59% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
CDOT		\$1,000	8.62%
DPR		\$1,600	13.79%
		\$	0.00%
		\$	0.00%
		\$	0.00%
		\$	0.00%
Total Match (private, local, state, subregional, or federal)		\$2,600	22.41%
Project Total		\$11,600	
Notes:	1. Per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. The following jurisdictions are not required to provide a match on the MMOF funds: Federal Heights, Lakeside, Larkspur, Sheridan, and Ward. All sponsors will still be required to have 20% match on any added federal funds.		

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

	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds ²	\$ <input type="text"/>	\$4,500	\$4500	\$9,000
CDOT or RTD Supplied Funds ³	\$ <input type="text"/>	\$500	\$500	\$1,000
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ <input type="text"/>	\$800	\$800	\$1,600
Total Funding	\$ 0	\$5,800	\$5,800	\$11,600
Phase to be Initiated	Choose an item	Construction	Construction	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2026 is October 1, 2025 through September 30, 2026). 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. 2. For the 2024-2027 Regional Share AQ/MM Call, 6% of the DRCOG funding is available in FY 2025, 44% in FY 2026, and 50% in FY 2027 3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	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. Regional Impact of Proposed Project

WEIGHT

30%

Provide **qualitative and quantitative** responses to the following questions on the regional 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 regionally important? *Relevant quantitative data in your response is required.*

The South Platte River Trail stretches from Brighton in the north to Chatfield State Park in the south and passes through Littleton, Englewood, Denver and the associated counties. Additionally, the South Platte River Trail is connected to several other major trails that stretch throughout the region including Bear Creek Regional Trail, Cherry Creek Trail, Sand Creek Trail, Clear Creek Trail, and the 470 Trail. This trail network forms a truly regional system that allows people to commute and move all over the region.

Denver Parks and Recreation maintains a network of trail counters and there are two counters located to the south of this project. In 2021 the counter to the south near Johnson Habitat park counted over 256,000 trail users, which was the second highest count on the South Platte River Trail. Another counter further south near the Denver and Englewood border counted over 206,000 trail users in 2021. Additionally, there is a counter on the northern end of the trail system at the Denver and Adams County border which registered 96,000+ counts in 2021. These data points clearly show the system is getting heavy use, and not only in the urban core of Denver, but also from neighboring jurisdictions, signaling the regional significance of this trail system.

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.***

As part of Denver's Master Planning efforts, Denver Moves: Pedestrians and Trails was completed and adopted in August 2018. As part of this master plan, new standards for Denver Parks and Recreation trail system were developed and approved, which include a new regional trail standard. This new standard includes a 12' concrete trail, 4' crusher fines trail, and 3' shoulders on each side of the trail. This cross section represents a significant increase in width from the existing 8'-10' concrete trail that currently makes up the South Platte River Trail with the proposed project limits. This increase in width will double the trail width in many sections, provide space for separation between people moving at different speeds and modes, and result in increased usability, reduced conflicts, and increased safety.

This project will move the trail away from its current alignment adjacent to I-25 and the noise and air pollutants vehicles on the highway produce and push onto trail users, as well as the safety issues of the trail being narrow and vehicles crashing on I-25 and flipping over the trail, landing in the river.

This project also includes trail wayfinding which is a crucial element missing from the current trail network. Wayfinding signage will help users know where they are on the trail, where they can exit to reach destinations and to connect to Denver's on-street bike network.

Lastly, the South Platte Regional Trail does not currently have lighting. Without lighting the trail's usability is greatly reduced, especially during the winter months when it gets dark early. Lighting the trail system will increase the hours the trail is usable, provide added safety and security and result in an increased return on investment by expanding operating hours of the system.

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.

While the project area is completely within the City and County of Denver, a consistent and improved South Platte River Trail benefits multiple jurisdictions that connect to this critical north / south spine of the regional trail network. The improved trail helps residents from all over the region commute to jobs, connect to parks, shops, retail, and neighborhoods. The regional nature of this trail gives it the ability to attract more people to long distance bicycle trips for commuting from suburbs into the urban core of Denver where many jobs are. The increase in popularity of e-bikes and Denver's recently passed ordinance to allow e-bikes on trails provides an additional opportunity for trail usage to increase, especially for commuting, and provides a higher need to widen the trail for safety and provide additional space for passing and separating bicylists and pedestrians with the concrete trail and crusher fines trail. The improved trail will encourage more people to choose active transportation over driving, thus reducing greenhouse gas emissions, congestion, and improving air quality throughout the region, not only in Denver.

As previously mentioned, several large regional trails and even more local and collector trails connect to the South Platte River Trail. Surrounding jurisdictions that would benefit from an improved South Platte Trail include Littleton, Englewood, Adams County, Arapahoe County, Douglas County Brighton, and Commerce City. While these jurisdictions would benefit from an improved South Platte Trail system, with the improvements all being in Denver, there are no funding partnerships with the other jurisdictions but CDOT has committed \$1 million towards the construction of this project.

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*.

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	15,134	-	-
	b. Total households	6,679	-	-
	c. Individuals of color	9,198	61%	33%
	d. Low-income households	1,010	15%	9%
	e. Individuals with limited English proficiency	1,232	8%	3%
	f. Adults age 65 and over	1,499	10%	13%
	g. Children age 5-17	1,753	12%	16%
	h. Individuals with a disability	873	6%	9%
	i. Households without a motor vehicle	766	11%	5%
	j. Households that are housing cost-burdened	1883	28%	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*:

The proposed project will increase the safety and usability of the South Platte River Trail and increase the accessibility and mobility for residents throughout the Denver metro area and particularly those in the adjacent neighborhoods. Walking (and mobility devices) and bicycling are the least expensive forms of transportation and are available to everyone. For low-income households (15%), households that are cost burdened (28%), and households without a motor vehicle (11%), the well-lit, widened and upgraded South Platte Trail will provide more opportunities to access jobs, parks, restaurants, shops, and services throughout the day and evening. When a personal vehicle is unattainable or transit service is too infrequent or costly for every trip, the ability to walk or bike safely from place to place provides a freedom of movement that is vital to keep a job or access needed services.

For children that are too young to drive (12%), the trail will provide a way to get to school, parks, and other destinations alone or with their parents.

Individuals of color make up 61% of the population in the neighborhoods adjacent to the proposed project. Historically, these communities have been underserved and invested and have felt the negative impacts of large roadway and highway projects being built, displacing residents and causing harmful environmental damage behind. This investment in the trail, which hasn't been upgraded in many sections since it was built in the 1970's provides an opportunity to implement a project with positive benefits, increasing mobility and accessibility, connection and access to nature and the river, as well as connections to a large trail and bicycle/pedestrian transportation network.

In 2020 Denver Parks and Rec developed a Neighborhood Equity Index to guide investments in neighborhoods that historically been neglected in terms of parks and recreation investments. Some of the factors included in the index include communities of color, youth population percent, low income population percent, health disparity indications, population density, 10 minute walk or roll access, 10 year park capital investment, and park acres per 1000 residents. Based on these factors, the Neighborhood Equity Index data was mapped (see attachments) and ranked the neighborhoods on a 1-5 scale of neighborhoods least in need (1) to most in need (5). Several of the neighborhoods adjacent to the project area are in the higher need categories (4 & 5) including Baker, Valverde, Sun Valley, Lincoln Park, and Athmar Park. The trail connects these neighborhoods to Auraria, Union Station, and the Central Business District which are the major employment and education centers in Denver. Other sections of the South Platte Trail to the north and south of this section are being funded and upgraded through other projects.

5. How will this project move the region 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.)*

Improve the diversity and livability of communities: This project would be a major investment into the South Platte River Trail and the communities adjacent to it. The trail is in its original design from 30+ years ago and is in need of being upgraded to meet current standards for safety and capacity. Many of the surrounding neighborhoods score high on Denver Parks Neighborhood Equity Index and are in need of investment.

Improve the region's competitive positions: Investments in bicycle and pedestrian infrastructure and regionally significant trails will help to increase the region's competitive position. The livability and attractiveness of the region is tied greatly to both its transportation system and park system. The South Platte River Trail improves both by creating a high quality facility that can be used year round for both transportation and recreation. The investment in this trail within the proposed project limits will upgrade the trail to meet today's needs and the future needs of the region.

- 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.)*

This trail project will touch on two related items under this goal. First, it will improve bicycle and pedestrian accessibility throughout the region and locally to the surrounding neighborhoods and destinations. Second, it will improve connections between the multimodal transit system as the South Platte Trail connects several rail transit stations and is adjacent to many more bus stops.

This project will replace and upgrade the existing concrete trail and add a crusher fines trail, bringing these sections of the trail up to a higher quality facility with new concrete that should last for several more decades. Widening the trail and creating space to help separate bicyclists and pedestrians, and adding lighting will greatly increase the safety and operations of the trail system.

Improving the trail system and making it safer to use will encourage more people to bike, walk, and roll to work and for other trips. More people on the trail system means less people driving and will result in a reduction in greenhouse gases and improve air quality. The trails see higher use in the summer when air quality issues are the worst in the region.

- 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.)*

Connect people to natural resource and recreational areas: While the trail serves a lot of commuters, it is also a recreational trail allowing people to enjoy walks, runs, and long bike rides. The South Platte River Trail runs adjacent to the river and allows interaction with the river at several points. The trail also connects several parks with many nearby including Frog Hollow Park, Phil Milstein Park, Valverde Park, Johnson Habitat Park, and Vanderbilt Park.

Increase access to amenities that support healthy, active choices: The South Platte River trail is a heavily used trail with hundreds of thousands of people using the trail each year. The trail is over capacity and in need of these upgrades to serve the current number of users and be able to handle additional trail users in the future as Denver and the region continue to grow. The trail is grade separated at all intersections and the new cross section will provide space to separate bicyclists and pedestrians, increasing the safety of the trail system and allowing more people to make active transportation choices.

Improve transportation connections to health care facilities and service providers: There are several health care facilities in the neighborhoods surrounding the South Platte River Trail. While there are no major health care facilities in the project area the trail connects throughout the City and region and provides a N-S bicycle connection to reach these providers. The trail improvements will allow more people to choose to walk or bike to their health care appointments, and provide a safe and reliable option for people who don't have other transportation options and must walk or bike to meet their healthcare needs.

Improve access to opportunity: This segment of the South Platte River Trail is adjacent to several high equity need neighborhoods that have been historically underserved and underinvested in. Denver Parks and Recreation is focused on targeting investments in these neighborhoods of high need. This investment will provide improved access to jobs and housing in the rapidly growing neighborhoods and TOD areas of the Osage Station and Alameda Station, among others along the trail, but further away from this specific project area. The trail provides connections to several employment centers and lighting the trail with lengthen the hours of operation.

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: 1) 10TH and Osage 2) Alameda Station
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: 1) 10TH and Osage 2) Alameda Station
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? 41
- Rail station: Yes No If yes, how many?
- 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:

 If yes, provide how the area is defined in the relevant planning document:

Provide households and employment data*	2020	2050
Households within ½ mile	6,679	9,813
Jobs within ½ mile	29,540	42,576
Household density (per acre) within ½ mile	2.79	4.40
Job density (per acre) within ½ mile	13.32	19.71

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 represents an important segment of the South Platte River Trail improvements. There are two TOD areas within a half mile of the project limit: Osage & 10th Station and Alameda Station. The trail represents the best and safest bike/walk options in the area and additional improvements to the trail will continue to increase the scale at which people can safely move throughout the city and region. Within the half mile of the project is current number of households is anticipated to increase by 47% in 2050 and the number of jobs is anticipated to increase by 44%. Both of these numbers represent a significant change for the area.

On street bike lanes connect to the South Platte trail and to other multimodal corridors throughout the city, as well as the other trails. The overall vision to widen the entire South Platte Trail by 2030 is underway and will connect many City growth centers such as RiNo, Union Station, Highlands, Downtown, and the Alameda and Evans RTD Stations.

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

Key Destination List: Empower Field, Cherry Creek Trail, Union Station, LoDo, RiNo, Coors Field, Auraria Campus, Metro State, CU Denver, Ball Arena, 16th St Mall, Confluence Park, Commons Park, Globeville Landing Park, National Western Complex, Downtown Aquarium, Denver Children’s Museum, Ruby Hill Park

The South Platte River Trail runs south to north through the core of Denver providing opportunities for recreating and commuting throughout the Denver-metro area. While the trail currently exists, this proposed project would greatly expand the capacity and improve safety on the trail. The South Platte River Trail acts as the main spine of the trail and bicycle network through Denver and provides connectivity to other trails and the on-street bike network throughout the City. Several of the destinations above can be accessed directly off the trail, such as Empower Field, the Cherry Creek Trail, Confluence Park, Commons Park, Globeville Landing Park, Downtown Aquarium, and the Denver Children's Museum.

Additional connects to the other destinations can be made by short connection on other trails, sidewalks, and bike lanes including Ball Arena, Union Station, the Downtown Denver, Coors Field, Auraria Campus, 16th St Mall, and the National Western Complex.

The improved trail will be wider, provide separate spaces for people walking and bicycling, well-lit, and include wayfinding to many destinations. These characteristics will all improve access to the destinations by creating a more inviting and safer trail space that can accommodate the large number of existing trail users and the additional trail users expected from future growth in Denver and the region.

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 a bicycle/pedestrian access to transit, etc.

- What modes will project improvements directly address?
 Walking Bicycling Transit Roadway Operations Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Shared Use Path](#), [Bicycle and Pedestrian Bridge](#)
- 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 active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region 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](#).*

The South Platte Trail is a heavily used north south regional trail through the Denver Metro Region. The existing trail is narrow and overcrowded, which leads to safety and comfort issues for people walking and bicycling. The project to improve the trail will increase the functionality and usability of the trail, providing more people the opportunity to use it the trail to connect to destinations. The new trail will be much wider than the existing trail, double in width from 8' to 16', and provide more capacity as the region continues to grow and more people turn to bicycling, scooting, and walking for their commuting needs. Additionally, this project will include lighting which will increase the feeling of safety for trail users and encourage more people to use the trail for longer periods of the day, especially in the winter when the sun sets early. The added wayfinding will help guide people along the trail corridor and to destinations off the trail.

The trail is grade separated at all rail and road crossings and provides an uninterrupted trip opportunity. There are no train or bus schedules to rely on, no delays to impact travel times, and no vehicle traffic or signals to be stopped at. The trail provides a steady and consistent transportation option for people walking and biking. The trail is well maintained and plowed for snow regularly, so there is no interruption to trail use in winter.

While moving goods by cargo bike is not a heavily used option currently, the widened trail will help provide the opportunity to be used for moving goods around the City in the future. The trail runs through several industrial areas and connects to downtown Denver where many businesses are, as well as running through many residential areas. The opportunities for the trail to serve economic as well as commuting and recreational needs are endless.

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 ₂ e
	0.76	0.04	0.04	0.01	87.18

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.

Using the tool and an estimated average decrease of 100 vehicle trips there is a slight decrease in emissions, beginning in 2027 when construction is anticipated to be completed. The trail sees higher use in the summer than winter, which is when there are more air quality alerts and concerns, and thus the reduction would likely be greater in the months when it would have the largest impact. The data above including slightly less than 1 kg/day reduction is based on the average trip length being 3 miles. Bicycling and walking are 0 emission transportation modes and thus each trip has a positive impact to reducing congestion and air pollutants. In later years, as the number of trail users increase, the impact of reduced congestion and emissions would increase significantly. We anticipate that looking at a long range scenario year of 2050 would provide a much larger increase in trail trips switched from vehicle trips, and thus a much larger reduction in greenhouse gas emissions.

**Regional
Transit**

Expand and improve the region’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, new/expanded service, 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?
- 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?
- 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.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No

Question: Describe how this project improves connections to or expand the region’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](#).*

This project is focused on the trail expansion, but within ½ mile are the Alameda Station transit station and the 10th & Osage station. The South Platte Trail beyond this area and the other trails it connects to, such as Lakewood Gulch, expands the connectivity and reach of the transit network greatly. The trail project will include lighting, which will extend the operating hours for the trail, and support transit use and connectivity. There are 40+ bus stops on streets within ½ mile adjacent to the trail and the trail will provide increased access to these stops. Bikeshare and scootershare are allowed to operate on the trail and provide options for first and last mile connectivity between transit and active transportation mobility.

Looking to the future, the South Platte Trail will help bring people closure to connecting to BRT on Federal Blvd, Colfax Avenue, and Alameda Blvd if and when those projects are implemented.

Safety **Increase the safety for all users of the transportation system.**
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

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., CMF Clearinghouse , NCHRP Report 617 , or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	0	
Other Injury crashes	0	
Property Damage Only crashes	0	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

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](#).*

While upgrading the trail isn't a safety countermeasure listed in the glossary, we know that a wider trail and the addition of a crusher fines path, with recovery zones adjacent to the trail will increase the safety for trail users. The new trail will provide space for separation between some bicycle and pedestrian users, make it easier for people to walk and ride side by side, and provide more distance between users when someone is passing. Even though the we don't have a, Denver Parks and Rec regularly hears from trail users about overcrowding, close passes, and near misses. The wider, safer trail will attract more users, pulling them off the street network which is shared with cars, reducing the risk and opportunity for vehicle vs bicyclists/pedestrian crashes. The improved trail will help to alleviate and reduce all of these issues. The crash data doesn't identify any bicycle or pedestrian crashes and none of the data suggests any incidents involved trail users.

Freight

Maintain efficient movement of goods within and beyond the region.

(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: roadway operational improvements, 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: [Downtown Denver](#)
- 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
Please provide the location(s) being addressed:
- 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](#).*

The new trail design will widen the concrete path from 8' to 12', which is wide enough for cargo bikes to use. The trail serves as a direct, uninterrupted connection between downtown Denver and north to Adams County and south to Englewood & beyond. The trail corridor could become a safe and easy to use corridor for cargo bike transportation and deliveries. There are several connections to the street network along the trail where delivery drivers could exit the trail and continue their trip to the delivery destination.

Active Transportation	Expand and enhance active transportation travel options. (drawn from 2050 MVRTP priorities ; Denver Regional Active Transportation Plan ; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.
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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?*
- Does this project improve pedestrian accessibility and connectivity in a [pedestrian focus area](#)?*
- Does this project improve active transportation choices in a [short trip opportunity zone](#)?*
- Does this project include a high-comfort bikeway (like a sidepath, shared-use path, separated bike lane, bicycle boulevard)?

Bicycle Use

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

1. Current Average Single Weekday Bicyclists:		408
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	139	1,191
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. (Example: {#2 X 50%} or other percent, if justified on line 10 below)	70	596
4. = Initial number of new bicycle trips from project (#2 – #3)	69	595
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: {#4 X 30%} or other percent, if justified on line 10 below)	20.70	178.50
6. = Number of SOV trips reduced per day (#4 - #5)	48.30	416.50
7. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) (Values other than 2 miles must be justified by sponsor on line 10 below)	96.60	833
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	91.77	791.35
9. If values would be distinctly greater for weekends, describe the magnitude of difference: From our trail counter data, our weekend bicycle numbers on average across the year are 1.5x+ weekday numbers. Additionally, average weekday bicyclist use on the trail during the summer is roughly 1.5x+ than the yearly average.		
10. If different values other than the suggested are used, please explain here:		

Pedestrian Use

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

1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):		182
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	62	531
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route (Example: {#2 X 50%} or other percent, if justified on line 10 below)	31	267
4. = Number of new trips from project (#2 – #3)	31	264
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: {#4 X 30%} or other percent, if justified on line 10 below)	9.30	79.20
6. = Number of SOV trips reduced per day (#4 - #5)	21.70	184.80
7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	8.68	73.92
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	8.25	70.22

9. If values would be distinctly greater for weekends, describe the magnitude of difference:

Our trail counter data shows that pedestrian counts are generally the same on weekdays and weekend on average.

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

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.

The South Platte River Trail is identified as a Regional Active Transportation corridor and this project will expand the trails footprint by widening it to increase usability, comfort, and safety for trail users, whether walking, bicycling, or using a personal mobility device. The South Platte Trail also passes through pedestrian focus areas and short trip opportunity zones, both of which will be enhanced by a widen and improved trail corridor. The trail improvements will not only improve mobility along the trail corridor, but will improve accessibility to the surrounding neighborhoods with all the connections to parks, the sidewalk network, and adjacent on street bike network.

This project will construct a new trail segment on the west side of the river from the existing ped bridge to the north and a new, wider bike/ped bridge will be constructed to cross the river before connecting back to the existing trail north of the railroad. This is being done to move the trail away from I-25 where trail users are directly in line of the noise and air pollution from vehicles on I-25 and the risk from I-25 crashes jumping the wall and going over the trail.

Using the trail counter just north of the project limits, where the trail goes under US-6, we looked at the average number of bicyclists and pedestrians during the weekdays in 2021. On average there were count there were 408 bicycle trips and 182 pedestrian trips. We anticipate a 5% increase in users annually, the trail opening in 2028, and continued that growth rate through 2050 to reach the numbers in the calculation. The 2050 numbers result in 1600 total bicyclists a day and 700+ pedestrians a day on the corridor of the project limits.

C. Project Leveraging		WEIGHT	10%
<p>What percent of outside funding sources (non-Regional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i></p>	22.41%	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	

D. Project Readiness		WEIGHT	10%
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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:

Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:

- Utilities: No significant utilities are known to exist in the corridor
- Railroad: This project passes under a railroad bridge. Coordination with the railroad and any needed agreements are anticipated to be completed prior to the construction phase in 2026.
- Right-of-Way: All right of way for this project is owned by the City and County of Denver or CDOT except for the trail underpass of the railroad bridge. Depending how discussions go during design and land acquisition this section may be removed from the federal project and completed independently with local funding only.
- Environmental/Historic: No significant historic structures are known to exist in the corridor. The project is within the floodplain and a CLOMR will be required as part of the project design.
- Other:

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, 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: **Not Started**

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?

Denver Department of Infrastructure and Transportation, Mile High Flood District

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

DPR is currently initiating design in partnership with CDOT for this section. All the above issues will be mitigated to the maximum extent feasible during the design, environmental, right-of-way and utility phases from 2022-2025, prior to the construction phase this funding will support.

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 funding from Denver is identified for 2026 and 2027 and CDOT has committed \$1 million to the project. The commitment letter is included in this application.

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

Yes No

Please describe: The funding for this project is identified for FY26 and FY27 in Denver Parks and Recreation 5 year plan.

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: The project is identified in Denver Moves Pedestrians and Trails which involved many years of outreach and public meetings. Materials were posted and distributed in English and Spanish. More detailed public outreach will occur during the design phase and during pre-construction.

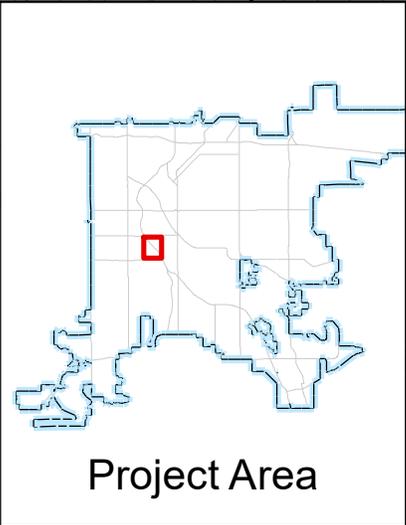
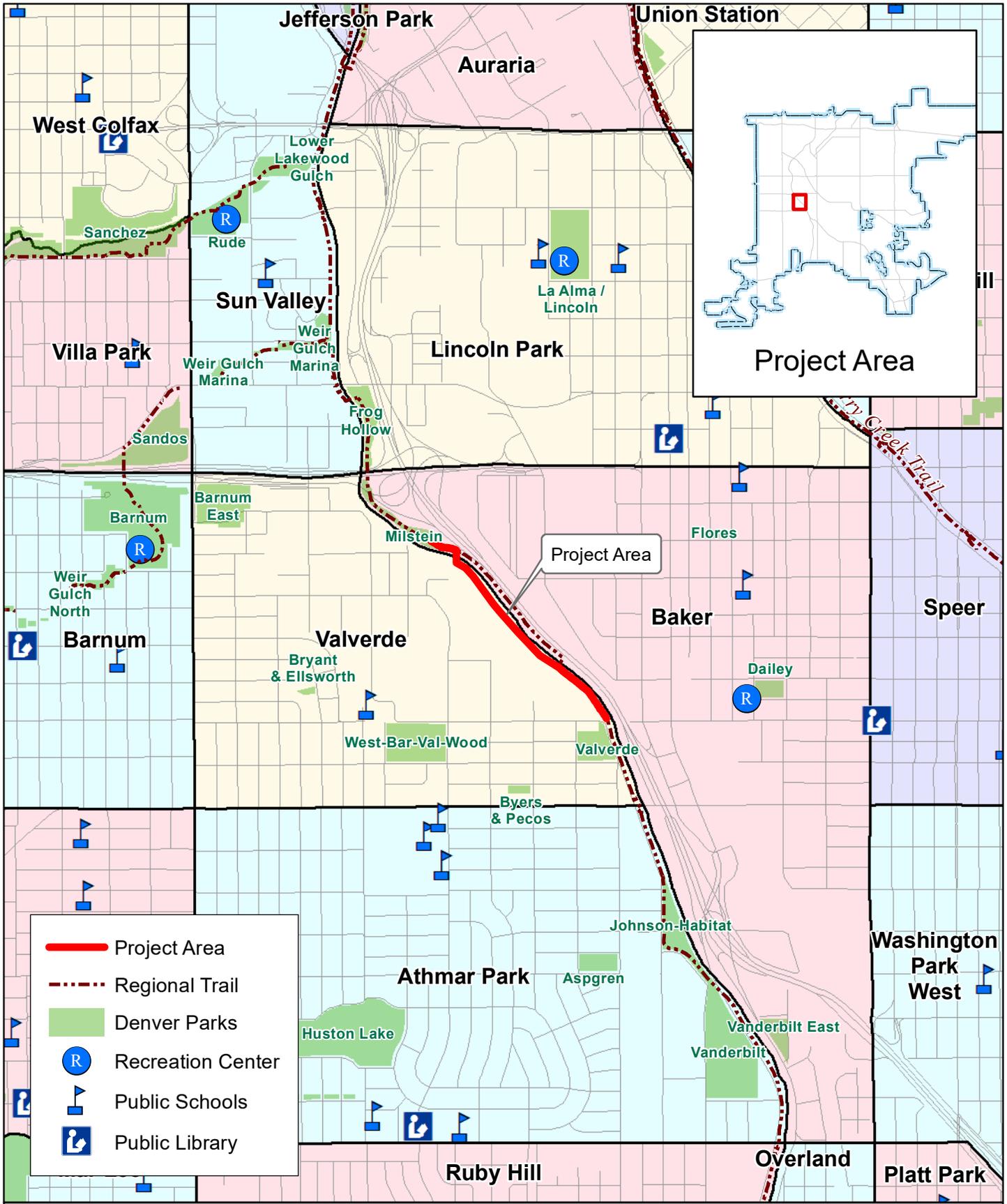
- c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?

Yes No N/A

Please provide any additional details on the items in Section 3, if applicable.

Denver Parks and Recreation coordinated with the various City departments that own and operate properties along the new trail alignment during 2022 and during the development of the concept plan.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on October 11, 2022.



South Platte River Trail Project

2022 TIP: Bayaud Ave to Phil Milstein Park



DPR ESTIMATE OF PROBABLE CONSTRUCTION COSTS (8/25/2022)

**SOUTH PLATTE RIVER - CONCEPTUAL COSTS (30%)
REGIONAL TRAIL IMPROVEMENTS - W. BAYAUD AVE. TO PHIL MILSTEIN PARK**

SUMMARY TABLE

Regional Trail (Bayaud to Phil Milstein) Improvements	SUBTOTAL	CONTINGENCY (15%)	TOTAL COST
General Bid Items	\$ 1,143,000.00	\$ 171,450.00	\$ 1,314,450.00
Base Bid Items	\$ 8,886,725.00	\$ 1,333,008.75	\$ 10,219,733.75
Subtotals =	\$ 10,029,725.00	\$ 1,504,458.75	\$ 11,534,183.75
Force Account Items	\$ 35,000.00	\$ 5,250.00	\$ 40,250.00
Subtotals =	\$ 35,000.00	\$ 5,250.00	\$ 40,250.00
Totals =	\$ 10,064,725.00	\$ 1,509,708.75	\$ 11,574,433.75

**GENERAL
BASE BID ITEMS**

CONTRACT BID ITEM	BID ITEM NO.	DESCRIPTION OF BID ITEM	QUANTITY	PAY UNIT	UNIT PRICE	TOTAL COST OF BID ITEM	NOTES AND EXCLUSIONS
GN-01-001	1	Clearing and Grubbing	3.00	AC	\$ 15,000.00	\$ 45,000.00	Includes large tree and shrub removal as needed for the areas within the limits of the proposed regional trail and the areas between the trail and sheet pile wall.
GN-02-001	2	Mobilization	1.0	LS	\$ 900,000.00	\$ 900,000.00	
GN-04-001	3	Surveying	1.0	LS	\$ 100,000.00	\$ 100,000.00	
GN-06-001	4	Traffic Control	1	LS	\$ 60,000.00	\$ 60,000.00	Includes all control items needed for site access and detours required near W. 3rd Ave. and W. Bayaud Ave.
LS-06-001	5	Temporary Irrigation	1.9	AC	\$ 20,000.00	\$ 38,000.00	Assumes temporary irrigation for 1 year for all upland areas, hand watering only.

General Items Subtotal = \$ 1,143,000.00
Contingency (15%) = \$ 228,600.00
General Items Subtotal = \$ 1,371,600.00

BASE BID ITEMS

CONTRACT BID ITEM	BID ITEM NO.	DESCRIPTION OF BID ITEM	QUANTITY	PAY UNIT	UNIT PRICE	TOTAL COST OF BID ITEM	NOTES AND EXCLUSIONS
ESC-13-001	6	Erosion Control	1.0	LS	\$ 150,000.00	\$ 150,000.00	
GN-06-001	7	Water Control	1.0	LS	\$ 400,000.00	\$ 400,000.00	Rough order of magnitude cost.
RT-01-001	1	Removal and Disposal of Existing Concrete Path	900	SY	\$ 20.00	\$ 18,000.00	Includes removal and disposal of all concrete sidewalk (8-ft), attached toewalls, and short height flood walls (beneath existing bridges).
	2	Utility Relocation	1.0	LS	\$ 60,000.00	\$ 60,000.00	
SC-08-003	3	Concrete Sidewalk (6" Thick)	6,333	SY	\$ 70.00	\$ 443,310.00	Assumes 4,000 LF of regional trail (12' Width) and includes miscellaneous work required for construction (e.g. rumble strip, toewalls, etc.). Includes concrete should between walls.
RT-02-002	4	Trail, Crusher Fines, 6-Inch Thick	1,778	SY	\$ 12.50	\$ 22,225.00	Includes 4-ft soft trail along the entire regional trail length. Includes section between walls near the Denver Wastewater building.
RT-01-001	5	Sheet Pile (PZ 22)	22,400	SF	\$ 40.00	\$ 896,000.00	Pile size to be confirmed. Assume PZ 22 for estimating. Pile shall be ASTM A 572 Grade 50 or better. Includes proposed riverside sheet pile walls (800 LF of wall, 28-ft height total)
SC-14-001	6	Concrete Cap (12-inches Thick)	60	CY	\$ 1,600.00	\$ 96,000.00	Assumes .074 CY per LF of wall (24" wide X 12" thick). Wall length = 800 LF. Includes the riverside walls only.
	7	Railing (Regional Trail)	824	LF	\$ 500.00	\$ 412,000.00	Includes railing along proposed riverside walls and additional railing to be installed along existing walls being protected in place downstream of the 3rd Ave. bridge.
	8	Concrete Retaining Wall (low-height wall along regional trail)	2,268	LF	\$ 700.00	\$ 1,587,600.00	Assumes a low height wall (2-ft to 3-ft) to support regional trail and/or separate trail from Denver Wastewater property to the Animal Shelter. Includes replacement of an existing landscape wall adjacent to the animal shelter. (Assumes 0.44 CY/LF)
	9	Chain Link Fence (Along Denver/Animal Shelter Properties)	2,465	LF	\$ 150.00	\$ 369,750.00	Includes chain link fence needs to prevent access to Denver Wastewater and Animal Shelter properties.
	10	Structural Backfill, Class 1	15,556	CY	\$ 50.00	\$ 777,800.00	Assumes man-made fill will need to be removed and replaced with structural backfill to support the regional trail.
ESP-02-001	11	Earthwork, Excavation and Fill Onsite	0	CY	\$ 40.00	\$ -	Assumes grading required for regional trail will be balanced onsite.
	12	Earthwork, Excavation and Haul Offsite	15,556	CY	\$ 40.00	\$ 622,240.00	Assumes haul off of man-made fill material.
RW-11-003	13	Riprap, Type M	2,000.0	CY	\$ 120.00	\$ 240,000.00	Assume 10-ft of riprap bank protection along the entire length of the improvements.
LS-12-001	14	Soil Preparation and Fine Grading	1.9	AC	\$ 5,000.00	\$ 9,500.00	Only includes disturbed areas along the shoulder of the regional trail.
LS-08-001	15	Hydromulch	1.9	AC	\$ 4,000.00	\$ 7,600.00	Includes Bonded Fiber Matrix Hydromulch (See Specs) per manufacturers recommendations for the should areas adjacent to the regional trail.
LS-10-005	16	Seeding, Upland, Broadcast	1.9	AC	\$ 5,000.00	\$ 9,500.00	Includes cost for hand-seeding areas along proposed regional trail.
UC-01-001	17	Soil Amendments	1.9	AC	\$ 8,000.00	\$ 15,200.00	Includes placing and tilling of organic compost at a rate of 4 CY / 1000 SF. (A-1 Organic's Biocomp Class 1 Compost) in areas uphill of regional trail.
	18	CDOT Pedestrian Bridge (Denver Wastewater to Phil Milstein)	1	LS	\$ 2,250,000.00	\$ 2,250,000.00	Assumes 240-ft long, 16-ft wide. Includes abutments and regional trail associated with construction of the bridge.
	19	Lighting (Regional Trail)	1	LS	\$ 300,000.00	\$ 300,000.00	Includes lighting along the length of the regional trail improvements and Denver Wastewater Plaza.
	20	Regional Trail/Denver Wastewater Plaza	1	LS	\$ 200,000.00	\$ 200,000.00	Includes plaza surfacing, amenities (picnic tables/benches), boulder features, re-veg (trees/shrubs), and small shelter structure.

Subtotal = \$ 8,886,725.00
Contingency (15%) = \$ 1,333,008.75
W. Bayaud Ave. to Phil Milstein Park Bid Alternative Subtotal = \$ 10,219,733.75

FORCE ACCOUNT ITEMS

CONTRACT BID ITEM	BID ITEM NO.	DESCRIPTION OF BID ITEM	QUANTITY	PAY UNIT	UNIT PRICE	TOTAL COST OF BID ITEM	NOTES AND EXCLUSIONS
FORCE ACCOUNT	21	Permitting and Fees	1.0	LS	\$ 5,000.00	\$ 5,000.00	Includes permitting through Denver and CDOT for lane closures and ROW access.
FORCE ACCOUNT	22	Environmental Remediation	1.0	FA	\$ 30,000.00	\$ 30,000.00	This is a force account item to account for potential hazardous material remediation that may be required during construction.

Subtotal = \$ 35,000.00
Contingency (15%) = \$ 5,250.00
W. Bayaud Ave. to Phil Milstein Park Bid Alternative Subtotal = \$ 40,250.00



COLORADO
Department of Transportation
Region 1

September 30, 2022

Adam Lind
Senior Trails Planner
Denver Parks and Recreation
101 W. Colfax Avenue, Suite 900
Denver, CO 80202

RE: CDOT Region 1 Support Request for DRCOG TIP Regional Call FY24-FY27

Dear Mr. Lind,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following Denver application for the Denver Regional Council of Governments (DRCOG) Regional FY24-27 Transportation Improvement Program (TIP) Call. This concurrence applies only for the South Platte River Trail: Bayaud Ave to Phil Milstein Park project, in the event this project is selected by DRCOG as a regional project on or around November/December 2022. If this regional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time.

Based on CDOT's existing priorities, CDOT Region 1 can provide \$1,000,000 of the \$1,000,000 requested, in the event this project is selected by DRCOG. This determination applies to the FY24-27 TIP Regional Call. If DRCOG funds the project at a lower amount than requested, then CDOT's funding contribution will need to be reaffirmed. These CDOT funds are available during State FY24-27, however only a portion of CDOT match funds is available in each fiscal year, to be provided to local agencies on a first come, first serve basis. CDOT staff recommends that local agencies proactively work to budget funds early in the fiscal year in which your project is ready to move forward. If the DRCOG Board rescinds their funding for a project due to project delays, then this CDOT contribution may be rescinded as well.

Projects impacting state highways should assume that CDOT will manage the project and that the local agency is responsible for payment of CDOT's work, including indirect charges. An accurate project cost estimation, that accounts for cost escalation, is vital to the success of a project. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects or the cost estimate is low, sponsors must make up any shortfalls. Regardless of CDOT's concurrence or support, sponsors should have no expectation of CDOT funding being available to help cover any funding shortfalls.

This concurrence is conditionally granted based on the scope as described. CDOT does, however, retain final decision-making authority for all improvements and changes within CDOT's right of way. As the project progresses the local agency will need to work closely with CDOT Region staff to ensure CDOT's continued concurrence.

This project must comply with all CDOT and/or Federal Highway Administration (FHWA) requirements including those associated with clearance for Right of Way, Utilities, and Environmental. All costs associated with clearances including right of way acquisition, utilities relocation, and environmental mitigation measures must be included in the project costs. CDOT staff will assist you in determining which clearances are required for your project. The CDOT Local Agency Manual includes project requirements to assist with contracting, design, and construction, which can be accessed at:

https://www.codot.gov/business/designsupport/bulletins_manuals/2006-local-agency-manual



Emissions Calculations

INPUT
User Guide

(1) What is your project evaluation year? Reset Interface

(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
5500	5400	100

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

Trip Distance Source

Average
<- Fill National Values

(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)

x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	Sum

OUTPUT
Calculate Output

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.759
Particulate Matter <2.5 μm (PM _{2.5})	0.003
Particulate Matter <10 μm (PM ₁₀)	0.011
Nitrogen Oxide (NOx)	0.047
Volatile Organic Compounds (VOC)	0.041
Carbon Dioxide Equivalent (CO ₂ e)	87.183
Total Energy Consumption (MMBTU/day)	1.136

*Units in kg/day unless otherwise noted

Should you have any questions regarding this concurrence or if your agency would like to schedule time to meet with CDOT specialty units, please contact JoAnn Mattson at (303) 757-9866.

Sincerely,



Jessica Myklebust
CDOT Region 1 Transportation Director





October 8, 2022

RE: Denver Parks and Recreation's South Platte River Trail Improvements

Dear Evaluation Team:

As the co-founder of the Denver Bicycle Lobby, I am writing in support of Denver Parks and Recreation's (DPR) application for DRCOG TIP funds to construct a new segment of the South Platte River Trail to current City and County of Denver trail standards between W Bayaud Avenue and Phil Milstein Park. The existing trail on the east side of the river is narrow, directly adjacent to I-25 putting trail users directly into vehicle emission paths, and dangerous as evidenced by multiple drivers flipping their vehicles over the highway wall and landing in the river in the last few years. This segment of the trail will connect to another segment that is currently funded for design and construction from W Bayaud Ave to W Virginia Ave. The South Platte River Trail Improvement project will also increase safety and comfort for trail users, provide connections to transit, and provide opportunities to recreate and connect with the river.

The reconstructed South Platte River Trail project will support regional goals of improving bicycling and walking conditions and promoting multimodal connectivity between municipalities in the Denver metro area. This project will also impact complimentary goals to provide flood protection and enhance & preserve natural resources.

I enthusiastically support this grant application and welcome the opportunity to enhance our partnership and ensure favorable outcomes for all users of the regional trail network and the South Platte River corridor.

Sincerely,

Rob Toftness

Rob Toftness

Co-Founder, Denver Bicycle Lobby



September 29, 2022

RE: Denver Parks and Recreation's South Platte River Trail Improvements

Dear Evaluation Team:

As the Denver City Council President and Councilwoman for District 3, I am writing in support of Denver Parks and Recreation's (DPR) application for DRCOG TIP funds to construct a new segment of the South Platte River Trail to current City and County of Denver trail standards between W Bayaud Avenue and Phil Milstein Park. The existing trail on the east side of the river is narrow, directly adjacent to I-25 putting trail users directly into vehicle emission paths, and dangerous as evidenced by multiple vehicles flipping over the highway wall and landing in the river in the last few years. This segment of the trail will connect to another segment of the trail that is currently funded for design and construction from W Bayaud Ave to W Virginia Ave. The South Platte River Trail Improvement project will also increase safety and comfort for trail users, provide connections to transit, and provide opportunities to recreate and connect with the river.

The reconstructed South Platte River Trail project will support regional goals of improving bicycling and walking conditions and promoting multimodal connectivity between municipalities in the Denver metro area. This project will also impact complimentary goals to provide flood protection and enhance & preserve natural resources.

I enthusiastically support this grant application and welcome the opportunity to enhance our partnership and ensure favorable outcomes for all users of the regional trail network and the South Platte River corridor.

Sincerely,

Hon. City Council President Jamie Torres,
Denver City Council, District 3

Bannock St, Room 451

Denver, CO 80202

District3@denvergov.org | 720-337-3333



September 9, 2022

RE: Denver Parks and Recreation's South Platte River Trail Improvements

Dear Evaluation Team:

On behalf of the Denver Streets Partnership (DSP), I am writing in support of Denver Parks and Recreation's (DPR) application for DRCOG TIP funds to construct a new segment of the South Platte River Trail to current City and County of Denver trail standards between W Bayaud Avenue and Phil Milstein Park. The existing trail on the east side of the river is narrow, directly adjacent to I-25 putting trail users directly into vehicle emission paths, and dangerous as evidenced by multiple vehicles flipping over the highway wall and landing in the river in the last few years. This segment of the trail will connect to another segment of the trail that is currently funded for design and construction from W Bayaud Ave to W Virginia Ave. The South Platte River Trail Improvement project will also increase safety and comfort for trail users, provide connections to transit, and provide opportunities to recreate and connect with the river.

The reconstructed South Platte River Trail project will support regional goals of improving bicycling and walking conditions and promoting multimodal connectivity between municipalities in the Denver metro area. This project will also impact complimentary goals to provide flood protection and enhance & preserve natural resources.

The DSP enthusiastically supports this grant application and welcomes the opportunity to enhance our partnership with DPR to ensure favorable outcomes for all users of the regional trail network and the South Platte River corridor.

Sincerely,

A handwritten signature in black ink that reads "Jill Locantore". The signature is written in a cursive, flowing style.

Jill Locantore
Executive Director, Denver Streets Partnership



August 31, 2022

RE: DENVER PARKS AND RECREATION'S SOUTH PLATTE RIVER TRAIL IMPROVEMENTS

Dear Evaluation Team:

As the Executive Director, I am writing in support of Denver Parks and Recreation's (DPR) application for DRCOG TIP funds to construct a new segment of the South Platte River Trail to current City and County of Denver trail standards between W Bayaud Avenue and Phil Milstein Park. The existing trail on the east side of the river is narrow, directly adjacent to I-25 putting trail users directly into vehicle emission paths, and dangerous as evidenced by multiple vehicles flipping over the highway wall and landing in the river in the last few years. This segment of the trail will connect to another segment of the trail that is currently funded for design and construction from W Bayaud Ave to W Virginia Ave. The South Platte River Trail Improvement project will also increase safety and comfort for trail users, provide connections to transit, and provide opportunities to recreate and connect with the river.



The reconstructed South Platte River Trail project will support regional goals of improving bicycling and walking conditions and promoting multimodal connectivity between municipalities in the Denver metro area. This project will also impact complimentary goals to provide flood protection and enhance & preserve natural resources.

I enthusiastically support this grant application and welcome the opportunity to enhance our partnership and ensure favorable outcomes for all users of the regional trail network and the South Platte River corridor.

Sincerely,

Ryan Aids

Executive Director

October 6, 2022

Todd Cottrell
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202



Dear Mr. Cottrell:

We are writing to support the City of Denver's South Platte River Trail Improvement Project Application for the DRCOG TIP opportunity.

The South Platte River Trail is the key north-south multiuse artery in Metro Denver. Hundreds of people walk and bicycle on the trail every day. This is an important safety project that will also allow the Denver Parks & Recreation Department to provide a trail that meets its trail standards.

Key Elements:

- The current trail hugs a chain link fence on one side and I-25 on the other, making for a narrow and scary trail, adjacent to vehicle emissions and the constant roar of traffic
- The alignment next to I-25 is dangerous, several vehicles from the highway have flipped over the wall and landed in the river in recent years
- A new trail alignment on the west side of the river will allow users to recreate comfortably and connect with the river, rather than the highway
- A picture is worth a thousand words. See below.



Thank you for your support for this important safety project on the South Platte Regional Trail.

Sincerely,

A handwritten signature in black ink that reads "Piep van Heuven". The signature is written in a cursive, flowing style.

Piep van Heuven
Director of Government Relations
Bicycle Colorado