



DRCOG FY2022-2025 TIP – City and County of Denver Subregion

Subregional Share Air Quality/Multimodal (AQ/MM)

Application Programming Federal Fiscal Years 2023-2025

APPLICATION OVERVIEW

What: The Subregional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025

Funding Available: \$161,292,000 overall. Target of \$39,065,000 for the City and County of Denver (estimated as of the open date)

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

Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects

Call Opens: May 2, 2022

Call Closes: June 24, 2022, 3 pm

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

1. REQUIRED: a **single PDF document** containing the below. Please **DO NOT** attach additional cover pages, embed graphics in the application, or otherwise change the format of the application form.
 - a. this application
 - b. one location map/graphic
 - c. cost estimate (your own or the CDOT [cost estimate form](#))
 - d. CDOT/RTD concurrence response (if applicable)
 - e. any required documentation based on the application text (i.e., FHWA emissions calculators)
 - f. project support letters and/or [Request for Peer Agency Support](#)
2. OPTIONAL: Submit **one additional** PDF document containing any supplemental materials, if applicable
3. REQUIRED: Submit a zipped GIS shapefile of your project. Requests for assistance with creating a shapefile should be submitted to tipapplications@drcog.org no later than June 3, 2022

Other Notable items:

- **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 May 13, 2022, with CDOT/RTD providing a response no later than June 10, 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 Call #1 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 work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. 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 June 3, 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 post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums' recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM 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 regional or subregional problem or benefit people throughout the subregion. Relevant quantitative data should be included within narrative responses.

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

Score	% non-Subregional 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 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	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	Buchtel Complete Street & Evans Intersection Improvements			
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	Start point: End point: [REDACTED]	OR Geographic Area: The project area is on Buchtel Boulevard between University and Colorado including the intersections of Buchtel and University, Buchtel and Colorado, Evans and University, and Evans and Colorado. A map is provided in a separate document.		
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	City and County of Denver: Department of Transportation and Infrastructure (DOTI)			
4. Project Contact Person:	Name	Jane Fisher	Title	GO Bond Program Manager
Phone	(303) 717-3184	Email	jane.fisher@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>			
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>	<input type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project: <input checked="" type="checkbox"/> Local/Regional plan: Planning Document Title: Multi-Station Plan and Mobility Study; University and Colorado Stations; Next Steps Study, Denver Moves; Bicycle Facility Network (map) Adopting agency (local agency Council, CDOT, RTD, etc.): City and County of Denver Provide date of adoption by council/board/commission, if applicable: 2017 11/3/21 - A virtual public meeting was held via Microsoft Teams. The meeting included a collaborative conversation using a virtual whiteboard experience, a sticky board activity and an online questionnaire. Extensive outreach was performed through city council members, a stakeholder group, newsletters, social media, yard signs, and email. There were 26 participants and over 70 comments received. 2/9/22 -3/2/22 - A self-guided online public meeting was held. Extensive outreach was performed through city council members, a stakeholder group, newsletters, social media, yard signs, and email. There was a total of 157 users and over 90 comments received. Meeting summaries are provided as a separate document.			

	Other pertinent details:	The Multi-Station Plan is attached in the documentation supplement
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7. Identify the project’s key phases and the anticipated schedule of phase milestones.
(phases and dates should correspond with the Funding Breakdown table below)

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)	04/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	07/2021
	Design scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	10/2022
	Environmental scoping meeting held with CDOT (if no consultant):	
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	12/2022
	ROW acquisition completed: Estimated number of parcels to acquire: 10	01/2025
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	12/2022
	FOR (Final Office Review):	05/2023
	Required clearances:	01/2025
	Project publicly advertised:	02/2025
<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 checked="" type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	11/2024

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

RTD’s University and Colorado Stations are stops along three light rail lines (E, F, and H) that have strong corridor ridership. The University Light Rail Station and the Colorado Light Rail Station both lack strong multimodal connections to and from the stations. Currently, the safest and most reliable means for accessing both stations is by vehicle. University/Buchtel and Colorado/Buchtel are two major intersections that serve as critical gateways to both stations and are currently automobile-focused making for unsafe and uncomfortable use by any mode other than a motor vehicle. Both involve crossing busy arterial roads (Colorado and University Boulevards) at intersections that are very wide, requiring pedestrians and bicyclists to cross as many as ten lanes of traffic without medians or refuges. However, current and anticipated surrounding land use patterns indicate the number of pedestrians and cyclists will grow. High density transit oriented development has begun and is expected to continue occurring around the Colorado Station. The University Station is adjacent to the University of Denver campus which plans to create more multimodal connections with an eye towards a more urban-oriented campus build-out.

9. 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 MVRTTP)
- 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.

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.

Denver is seeking funding for the ROW phase and the construction phase of the project. The Buchtel Complete Street & Evans Intersections Improvements Project consists of five elements. 1) Building a high comfort bicycle facility and pedestrian crossing improvements, improved signage, lane markings, lighting and way finding and other safety enhancements on Buchtel Boulevard between University Blvd and Colorado Blvd. Pedestrian improvements include shortened crossing markings and signage, improved updated sidewalks. The bicycle improvements will replace the existing bike facility and build a southside cycle track . 2-5) These elements includes pedestrian significant safety improvements at four intersections; University and Buchtel, Colorado and Buchtel, University and Evans and Colorado and Evans. These improvements include reducing the angle at which vehicles approach the intersection, changing signal timing by adding a protected bike phase, adding bulbouts, raised medians, minimizing turning conflicts and increasing pedestrian visibility.

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.*

The project has 30% design completed.

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:

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 Subregional Share Funding Request (in \$1,000's) (No less than \$100,000 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		\$21,800	89.93% of total project cost
Match Funds (in \$1,000's) List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
Elevate Denver Bond Funds		\$2,440	10%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
Total Match (private, local, state, another subregion, or federal)		\$2,440	10.07%
Project Total		\$24,240	
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 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$0	\$10,000	\$11,800	\$21,800
CDOT or RTD Supplied Funds²	\$0	\$0	\$0	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$500	\$500	\$1,440	\$2,440
Total Funding	\$500	\$10,500	\$13,240	\$24,240
Phase to be Initiated	ROW	Construction	Construction	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). 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. 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. Subregional 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 subregionally important? Relevant quantitative data in your response is required.

The project aims to improve multimodal connectivity to the University and the Colorado Light Rail Stations which are both on the Southeast Light Rail Line. The Southeast Line connects to the largest employment centers in the Denver region. In 2018, the Southeast Line had a total ridership of 12,724,505. Households in this area are projected to increase by 15% by 2050. The increase in residents will increase the Southeast Line ridership. These two stations have matured since opening in 2006 and carry strong corridor ridership, but they remain “backdoor” stations, lacking active integration with the surrounding community. The pedestrian and bicycle improvements in this project will create safer and more comfortable means for local residents to access the stations, providing residents with greater subregional connectivity. They will also encourage visitors from across the region to utilize these stations to connect with the businesses, activities and educational opportunities that surround them.

Nine percent of the households in the area do not have a motor vehicle. Enhancing the multimodal connections to these stations will connect more RTD users to places where they can live, study, work and/or play. The University Light Rail Station is adjacent to the University of Denver whose students come from across the Denver metro region. The student population is over 13,000. The academic and administrative staff adds another 2,600 people.

The Colorado Light Rail Station area is in the heart of multiple destinations for shopping, dining and entertainment. The 2019 draft of Blueprint Denver identifies the area surrounding the Colorado Light Rail Station as a future “Regional Center” and both University and Colorado Boulevards as “Community Corridors.” Both Regional Centers and Community Corridors are identified as areas people travel to for shopping, dining and cultural events.

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 was identified as part of the 2017 Multi-Station Plan and Mobility Study: University and Colorado Station final report and prioritized in the Next Steps Study, an appendix to the original report. The report was the result of a comprehensive data collection, analysis and community outreach effort. Through this effort, it was determined that bicycle and pedestrian improvements are a major priority in this area, particularly along Buchtel Boulevard between University and Colorado, and at four key intersections: University and Buchtel, University and Evans, Colorado and Buchtel, and Colorado and Evans. These four major intersections serve as critical components to the overall transportation network in this area.

In addition to the light rail, the Colorado Station serves three bus routes and the University Station serves one bus route. The number of households without access to a motor vehicle in the area is 4% higher than that for the region. This project will improve multimodal transportation options to, from and around the University and Colorado Light Rail Stations. University, Colorado and Evans are major arterials that are currently very auto-oriented. These project improvements will make it safer and more comfortable for pedestrians and cyclists to utilize this local transportation network. Intersection improvements will include shortening crossing distances for pedestrians via bulbouts and refuges while also making pedestrians more visible. Signal timing will be designed to accommodate all modes, not just vehicles. The cycle track along Buchtel will create a high-use facility

connecting cyclists between the stations. These improvements will benefit local residents, University of Denver students, faculty and staff, and the numerous developments surrounding the Colorado Light Rail Station. These enhanced connections will enhance activity at both Regional Transportation District stations and the areas adjacent to and in-between these stations.

Job density in this area is projected to increase from 293.10 per acre in 2020 to 337.56 per acre in 2050. Improved multi-modal connections will benefit both employees and employers. Improvements along University Boulevard will benefit users of the University of Denver campus and the local merchants who rely on the University population for steady business. Safe access across this busy arterial for pedestrians is an important priority for campus. A major theme in the 2018 Campus Framework Plan is a better connected campus and highlight the need for “Great Streets” that “integrate best management practice” and “align to the City’s Vision Zero goals.” The Plan emphasizes a need for further pedestrian improvements that eliminate potential conflicts and a well-connected bike network. The Buchtel Trail project will help to achieve these visions.

Improvements along Colorado Boulevard will greatly benefit the users of the businesses along the corridor, including retail, dining, entertainment and office buildings. The area continues to transform with the aid of new development into an increasingly dense area, promoting more pedestrian use. To stay in sync with this development, it is imperative the city invests in upgrading these intersections to accommodate safer pedestrian and bicyclist crossings. These improvements will further this area’s growth as a regional destination, benefiting the local economy and encouraging more TOD around the station.

These improvements aim to minimize SOV trips to and from the station while promoting more biking, walking and transit trips. Increasing multimodal means for accessing the stations (over SOV trips) aligns with fewer greenhouse gas emissions. Providing more comfortable pedestrian and bicycle facilities will also promote healthier and active choices for local users. The Buchtel improvements in particular occur alongside a designated park, which will connect even more people with one of Denver’s great natural resources.

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.

Employees, students, and shoppers in this area come from many different municipalities and subregions. Improvements that make it easier to move about the area using transit, walking or biking will encourage employees and residents from outside of Denver to reduce their dependency on vehicles to get to and from the area and encourage stronger transit ridership. It is estimated that with this project, daily weekday transit ridership may increase by as much as 2,735 by the year 2040. Approximately 67% of employees are from outside municipalities, it is possible that this may increase as employment opportunities continue to expand in the area with increased and focused development. This is of particular importance as rapidly increasing housing prices in this subregion may push more and more people outside of the Denver city limits. These improvements will make it possible for many people who have been pushed out of Denver to arrive safely, efficiently and reliably in the area for employment, education, and/or enjoyment.

4. Describe how the project will improve access and mobility for each of the applicable disproportionately impacted and environmental justice population groups identified in the table below. This data is available in the TIP Data Tool.

Completing the below table and referencing relevant quantitative data in your response is required.

	DI and EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data	a. Total population	33,285	-	-
	b. Total households	15,776	-	-
	c. Individuals of color	8,439	25%	33%
	d. Low-Income households	2,004	13%	9%
	e. Individuals with limited English proficiency	621	2%	3%
	f. Adults age 65 and over	4,378	13%	13%

(In the TIP Data Tool, use a 0.5 mile buffer)	g. Children age 5-17	3,316	10%	16%
	h. Individuals with a disability	1,516	5%	9%
	i. Households without a motor vehicle	1,481	9%	5%
	j. Households that are housing cost-burdened	4,791	30%	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 groups, *including the required quantitative analysis*: This project will increase bicycling and walking connectivity to the light rail stations and within the community. These improvements will improve mobility options for the 13,000 students at the University of Denver, the estimated 38,974 employees who will work within the project area by 2050, and the 1,481 people who live within a mile of the area that currently do not own a vehicle,

5. How will this project move the region toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#)?

- Improve the diversity and livability of communities. The anticipated outcomes of this project include more people walking, biking and taking transit, which will foster transit-oriented development (TOD) in this area. Transit-oriented development creates dense, walkable, and mixed-use spaces that support vibrant, sustainable, and equitable communities. TOD projects include a mix of commercial, residential, office, and entertainment land. TODs will help create investment and re-investment of this neighborhood.
- Contain urban development in locations designated for urban growth and services. The area surrounding the project is designated for urban growth and services. The zoning surrounding the project is designated as urban center, urban edge, mixed use, and single and multiple unit residential.
- Increase housing and employment in urban centers. This project invests in multimodal improvements which improve access to transit service, via improved bicycle and pedestrian facilities
- Improve and expand the region’s multimodal transportation system, services, and connections. This project increases the interconnections between light rail and bus transit, bicycling and walking. The project area is multi use including retail, commercial, the University of Denver, single and multifamily residential housing. The improvements will encourage high density development including the transit oriented development around the Colorado Station and campus redevelopment around the University of Denver Station. Ongoing development around both stations is already assuming reliance on an efficient and safe multimodal network.
- Operate, manage, and maintain a safe and reliable transportation system. This project improves the safety of cyclists and pedestrians and improves the performance of the transportation system by creating better connections between transportation modes.
- Improve air quality and reduce greenhouse gas emissions. This project will increase the use of alternative modes of transportation other than SOVs. Encouraging more multimodal trips will reduce SOV trips in fossil fuel dependent vehicles, which means fewer emissions per capita, ultimately helping to address Denver’s air quality issues.
- Connect people to natural resource and recreational areas. Prairie Park is a linear park on the northside of Buchtel. By improving bike and pedestrian access along and across Buchtel, this project will improve multimodal connections to this park. By encouraging the use of Buchtel as a key transportation corridor to and from the University and Colorado Stations, local residents will more regularly be exposed to the park and have the opportunity to experience it. The vegetation in Prairie Park is predominantly native which provides a unique connection to Denver’s more naturalized landscape in the heart of an urban area. The naturally occurring prairie landscapes of Prairie Park are relatively easy to maintain, and more resilient than the landscapes in some other parks. Connecting more people to this park will help with its long term preservation.
- Reduce the risk of hazards and their impact. The benefits of having multi-modal choices improve the resiliency of the community.

- **Increase access to amenities that support healthy, active choices.** One of the aims of the project is to transform the University and Colorado Light Rail Stations from backdoor stations to active mobility hubs that will become integral to the surrounding area and RTD users across the region.
- **Improve transportation connections to health care facilities and service providers.** Near the Colorado Station and I-25, there is a large concentration of healthcare facilities. Within one mile of the Station, for example, there are at least 12 facilities ranging from orthopedics and physical therapy to behavioral and regenerative medicine. The area surrounding this station has an aging population. As the aging population in this project area comes to rely more heavily on alternative mobility options (transit and pedestrian), being able to safely and easily make trips from their residences to these health facilities will be enhanced by this project.
- **Diversify the region's housing stock.** The anticipated outcomes of more walking, biking and taking transit, will lead to increased development of TOD housing. TOD housing will diversify the housing stock in the area.
- **Improve access to opportunity.** Many of the infrastructure elements within the Buchtel Complete Street and Evans Intersection project will provide enhanced access to opportunity. The cycle track elements from University to Colorado Blvd for example, will greatly increase the ability for multiple sectors of vulnerable citizens, especially those with low-incomes and those under age 16, to access to services, amenities and education. The current infrastructure for bicycles in these areas is either non-existent, non-cohesive or inefficient, making bicycle access in and around the community problematic. The cycle track opens windows of opportunity for these citizens, providing them with a reliable, safe, efficient means of transportation to areas of opportunity within their community. Some examples of services and amenities that the implementation of the project, will assist in equalizing access include: Veteran's Park near University Blvd., South High School near University Blvd. University of Denver and Ritchie Center near University Blvd., multiple healthcare facilities north of Colorado Station on Colorado Blvd., Natural Grocers at southwest corner of Colorado and Buchtel.
- **Improve the region's competitive position.** This project bolsters multimodal accessibility at two key urban centers (as identified in the DRCOG Metro Vision Regional Transportation Plan). Improving walking, biking and transit facilities in this area will attract more businesses, residents, and shoppers helping it to thrive. The area around the Colorado Light Rail Station, in particular, is identified as a Regional Center in Blueprint Denver which means this area will continue to grow and become a major destination for businesses, visitors, and high density, multi-use development.

6. Describe how the project will improve access to and/or connectivity between DRCOG-defined urban centers, multimodal corridors, mixed-use areas, Transit Oriented Development (transit near high-density development), or locally defined priority growth areas. 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: Colorado Station and DU Campus Urban Center
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: Colorado Station and DU Campus Urban Center
- Is there a transit stop or station within ½ mile of the project limits?*
- Bus stop: Yes No If yes, how many? 60
- Rail station: Yes No If yes, how many? 2
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document: [redacted]
- If yes, provide how the area is defined in the relevant planning document:
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No If yes, please provide the zoning district designation(s): R-MU-30, U-SU-C,C-MX-8,G-MU-3

Provide households and employment data*	2020	2050
Households within ½ mile	15,776	18,248
Jobs within ½ mile	32,875	38,974
Household density (per acre) within ½ mile	100.33	121.16
Job density (per acre) within ½ mile	293.18	337.55

Describe how this project will improve access to and/or connectivity between the above identified areas, including the required quantitative analysis:

This project connects Colorado Station and the DU Campus Urban center by constructing bike and pedestrian improvements safety features on Buchtel which provides a direct link between these two urban centers.

7. Describe how this project will improve **access** and **connections** to key employment centers or regional destinations, including health services; commerce, educational, cultural, and recreational opportunities; or other important community resources. In your answer, define the key destination(s) and clearly explain how the project improves **access** and/or **connectivity**.

This project is a direct result of the Multi-Station Area Study which laid out a vision for making the multimodal network in this area (to, from and around the stations) more accessible, safe and transparent. Both stations are located at key destinations: the University of Denver is adjacent to the University Station and a high density shopping/dining/entertainment area surrounds the Colorado Station.

Additionally, these project improvements will continue to encourage TOD, meaning more people and business will be located in an area where they can meet most of their needs – from residential, to business, to shopping, dining and entertainment without travelling far distances. By being able to access all of these things within walking or biking distance, people will be less inclined to drive to other destinations to meet these needs.

This project will tie into the existing and proposed bicycle network in the area. Per the Mayor’s 2018 State of the City commitment, Denver is currently pursuing an aggressive goal of building out 125 miles of bike lanes within a five year time frame. This project will play an important role contributing to the achievement of that goal and will also benefit from the bicycle network that goal is pushing the city to build out.

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.

How does this project help increase mobility choices for people, goods, and/or services? Note that any roadway operational improvements must be on the DRCOG [Regional Roadway System](#) and/or [Regional Managed Lanes System](#).

- 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.): [sidewalk, cycle track, signal improvements](#)
- 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

Describe how this project increases mobility choices for all users, *include quantitative information, including any items referenced above, in your response:*

[This project will improve conditions for the 172 daily bicycle trips and the 2805 pedestrians.](#)

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.

How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter, and greenhouse gas emissions?

- 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
	0.00	0.00	0.00	0.00

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.

Describe how this project reduces air pollutants, *include quantitative information, including any items referenced above, in your response:*

The project will provide air quality improvements as more people use the improved facilities for their travel. However the major emphasis for this project is safety. Therefore the emissions reduction was not calculated.

**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.

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). 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](#)?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project involve a [regional transit planning corridor](#)?*
 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 If yes, provide the name of the urban center:

Describe how this project improves connections to or expands the region’s transit system, *include quantitative information, including any items referenced above, in your response:*

This project connects the Colorado Blvd and the University Blvd light rail stations through improved bike and pedestrian facilities. This benefits all residents, employers, employees and students in this area.

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.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). 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 reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	4	
Other Injury crashes	0	
Property Damage Only crashes	14	
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	This calculation was not performed.
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Describe how this project will improve safety, *include quantitative information, including any items referenced above, in your response:*

NOTE: Crash data for bicycle and pedestrian crashes only - data period 2015-2019. Bicycle crashes 11; Serious injury 1; Pedestrian crashes 7; 3 serious injuries. This project will include the following counter measures: improved signal timings, intersection sidewalk bump outs and a cycle track.

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.

How does this project improve the efficient movement of goods, specifically improvements identified in the [Regional Multimodal Freight Plan](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). 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](#)
- Is the project located on the [Tier 1 or Tier 2 Regional Highway Freight Vision Network](#)?*
 Yes No
- 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.
- 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.

Describe how this project will improve the movement of goods, *include quantitative information, including any items referenced above, in your response:*

While this project is contained in the [Downtown Denver Freight Focus Area](#), the project is focused on pedestrian and bicycle transportation and not freight movement.

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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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? 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

1. Current Average Single Weekday Bicyclists:	172	
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.	10	70
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)	5	35
4. = Initial number of new bicycle trips from project (#2 – #3)	5	35
1. 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)	1.50	10.50
5. = Number of SOV trips reduced per day (#4 - #5)	3.50	24.50
6. 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)	6.00	86.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	5.70	81.70
8. If values would be distinctly greater for weekends, describe the magnitude of difference:		
9. 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

2. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	2,805	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	51	1,380
4. 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)	25	690
5. = Number of new trips from project (#2 – #3)	26	690
6. 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)	7.00	23.00
7. = Number of SOV trips reduced per day (#4 - #5)	19.00	667.00

8. 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)	2.80	9.2
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	2.66	8.74
10. If values would be distinctly greater for weekends, describe the magnitude of difference:		
11. If different values other than the suggested are used, please explain here:		

Describe how this project will expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, *include quantitative information, including any items referenced above, in your response:*

This project includes a cycle track which is a bikeway seperated from vehicle and pedestrian use.

C. Project Leveraging	WEIGHT	10%
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<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)</i></p>	10.07%	<table style="width: 100%; border-collapse: collapse;"> <tr><td>60%+ outside funding sources</td><td>5 pts</td></tr> <tr><td>50-59.9%</td><td>4 pts</td></tr> <tr><td>40-49.9%</td><td>3 pts</td></tr> <tr><td>20-39.9%</td><td>2 pts</td></tr> <tr><td>10.1-19.9%</td><td>1 pt</td></tr> <tr><td>10%.....</td><td>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													

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:
John Lasala
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- Utilities: Once funding is approved utilities impacts will be fully examined
 - Railroad: There are no railroad conflicts
 - Right-of-Way: Right of way will be determined after final design
 - Environmental/Historic: Once funding is approved environmental and historic will be fully reviewed
 - 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
- e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A

If yes, who are the stakeholders? City council, University Community Council, Southside Unified, Walk Denver/Denver Streets Partnership, Bicycle Colorado, East Evans Business Association, University Neighbors, University Hills North Community, Virginia Village/Ellis Community Association, University of Denver, RTD, CDOT, Transportation Solutions, Community Representatives

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

Denver is funding design and environmental These phases will occur in FY23. Funding for ROW and construction are requested beginning in FY 24. Project readiness will significantly advance in FY 23.

Section 2. Local Match

- a. Is all the local match identified in your application currently available, and if a partnering agency is also committing match, do you have a commitment letter?

Yes No

Please describe:

The City and County of Denver is providing all the match.

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

Yes No

Please describe:

The local match funding for this project is in the City and County of Denver's Capital Improvement Program however the funding will come from the Elevate Denver Bond not the CIP budget. The funds are currently voter approved and available.

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 Multi-Station Study provided opportunities for public input in addition to the public meetings described on page 4 of this application. This project is part of the Elevate Denver Bond Program, which included significant public outreach. The success of the Elevate Denver Bond election is an indicator of strong public support.

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

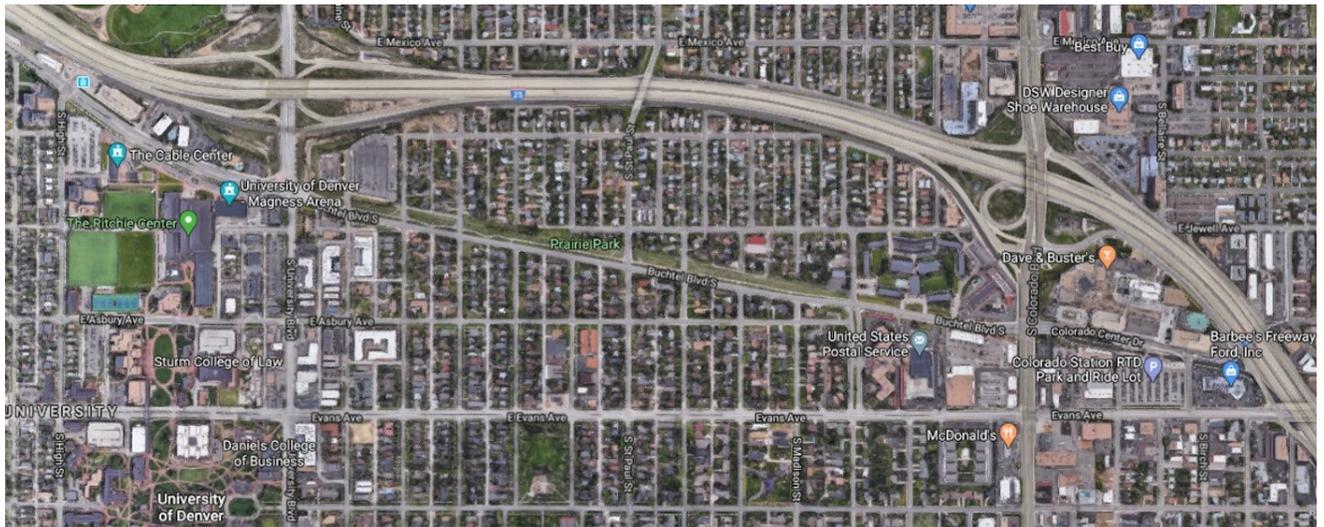
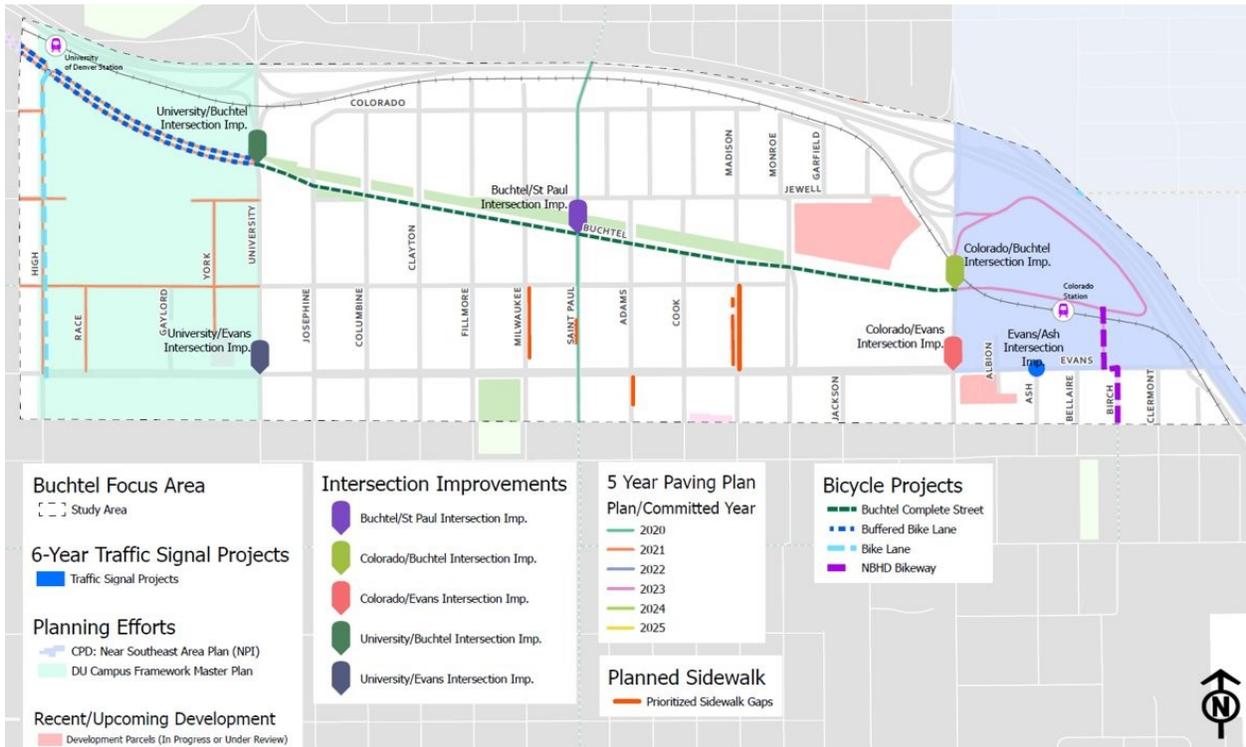
Yes No N/A

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

Two public neighborhood meetings on this project have been held. The first was a virtual meeting via Microsoft Teams which was held on 11/3/21. The second meeting was a self-guided open house launched on 2/9/22 and closed 3/2/22. Additional outreach to adjacent property owners will commence when project is funded.

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on June 24, 2022.

LOCATION MAP FOR BUCHTEL COMPLETE STREET PROJECT



Colorado/Buchtel Improvements

ITEM NO.	DESCRIPTION	UNIT	QTY	UNIT PRICE (2021)	Total Cost Year 2022	Mid Point of Construction	COMMENTS
CLEARING AND GRUBBING							
\$ 87,739							
	201-00000 Clearing and Grubbing	LS	1	\$ -	\$ 75,000	\$ 87,739	
REMOVAL OF STRUCTURES AND OBSTRUCTIONS							
\$ 952,729							
	202-00010 Removal of Tree	EACH	6	\$ -	\$ 7,402	\$ 8,660	
	202-00019 Removal of Inlet	EACH	9	\$ -	\$ 17,002	\$ 19,890	
	202-00035 Removal of Pipe	LF	96	\$ -	\$ 11,222	\$ 13,128	
	202-00190 Removal of Concrete Median Cover Material	SY	230	\$ -	\$ 20,109	\$ 23,525	
	202-00200 Removal of Sidewalk	SY	2,040	\$ -	\$ 78,378	\$ 91,691	
	202-00203 Removal of Curb and Gutter	LF	4,405	\$ -	\$ 45,223	\$ 52,904	
	202-00206 Removal of Concrete Curb Ramp	SY	320	\$ -	\$ 16,515	\$ 19,321	
	202-00210 Removal of Concrete Pavement	SY	3,570	\$ -	\$ 537,592	\$ 628,907	
	202-00220 Removal of Asphalt Mat	SY	3,060	\$ -	\$ 40,395	\$ 47,257	
	202-00250 Removal of Pavement Marking	SF	16,591	\$ -	\$ 13,555	\$ 15,857	
	202-00810 Removal of Ground Sign	EACH	1	\$ -	\$ 177	\$ 207	
	202-00811 Removal of Parking Meter Post	EACH	5	\$ 150	\$ 885	\$ 1,036	No CDOT Cost Data.
	202-00821 Removal of Sign Panel	EACH	2	\$ -	\$ 284	\$ 333	
	202-00828 Removal of Traffic Signal Equipment	LS	1	\$ 19,433	\$ 22,936	\$ 26,831	
	202-00831 Removal of Traffic Signal Head	EACH	7	\$ 279	\$ 2,307	\$ 2,699	2020 Data, escalated 3% to 2021
	202-00860 Removal of Pedestrian Push Button	EACH	1	\$ 352	\$ 415	\$ 486	
TOPSOIL							
\$ 11,776							
	207-00205 Topsoil	CY	556	\$ 15	\$ 10,066	\$ 11,776	
EROSION CONTROL							
\$ 353,710							
	208-00045 Concrete Washout Structure	EACH	7	\$ -	\$ 20,472	\$ 23,950	
	208-XXXX Erosion Control	LS	1	\$ -	\$ 281,881	\$ 329,761	Estimated at 3%
RESET STRUCTURES							
\$ 67,392							
	210-00810 Reset Ground Sign	EACH	8	\$ -	\$ 4,310	\$ 5,042	
	210-00815 Reset Sign Panel	EACH	1	\$ -	\$ 311	\$ 364	
	210-00827 Reset Pull Box	EACH	15	\$ -	\$ 8,922	\$ 10,438	
	210-00831 Reset Traffic Signal Head	EACH	8	\$ 3,226	\$ 30,460	\$ 35,634	2020 Data, escalated 3% to 2021
	210-04010 Adjust Manhole	EACH	5	\$ 1,245	\$ 7,347	\$ 8,595	
	210-04050 Adjust Valve Box	EACH	9	\$ 589	\$ 6,256	\$ 7,319	
SEEDING, FERTILIZING, SOIL CONDITIONER AND SODDING							
\$ 155,857							
	212-00050 Sod	SF	14,998	\$ 2	\$ 35,403	\$ 41,416	
	212-00100 Tree Retention and Protection	LS	1	\$ -	\$ 17,200	\$ 20,122	2020 CDOT Data, one example that year
	212-01200 Landscape Restoration	LS	1	\$ -	\$ 80,625	\$ 94,320	
PLANTING							
\$ 115,690							
	214-00225 Deciduous Tree (2.5 Inch Caliper)	EACH	60	\$ 1,397	\$ 98,893	\$ 115,690	2019 data, escalated 6% to 2021
AGGREGATE BASE COURSE							
\$ 63,713							
	304-06000 Aggregate Base Course (Class 6)	TON	1,738	\$ -	\$ 54,462	\$ 63,713	
HOT MIX ASPHALT							
\$ 113,289							
	403-00720 Hot Mix Asphalt (Patching) (Asphalt)	TON	325	\$ -	\$ 80,541	\$ 94,222	
	403-33741 Hot Mix Asphalt (Grading 5) (75) (PG 64-22)	TON	113	\$ 83	\$ 11,088	\$ 12,972	
	403-34741 Hot Mix Asphalt (Grading 5X) (75) (PG 64-22)	TON	52	\$ 85	\$ 5,210	\$ 6,095	
PORTLAND CEMENT CONCRETE PAVEMENT							
\$ 34,055							
	412-00800 Concrete Pavement (8 Inch)	SY	290	\$ 85	\$ 29,110	\$ 34,055	
DRILLED SHAFTS							
\$ 43,082							
	503-00018 Drilled Caisson (18 Inch)	LF	20	\$ 345	\$ 8,150	\$ 9,534	
	503-00036 Drilled Caisson (36 Inch)	LF	65	\$ 374	\$ 28,676	\$ 33,547	
CULVERTS AND SEWERS							
\$ 118,532							
	603-01185 18 Inch Reinforced Concrete Pipe (Complete in Place)	LF	705	\$ 122	\$ 101,321	\$ 118,532	
MANHOLES, INLETS AND METER VAULTS							
\$ 307,600							
	604-16005 Inlet Type 16 (5 Foot)	EACH	2	\$ 5,258	\$ 12,411	\$ 14,519	
	604-16505 Inlet Type 16 (Double) (5 Foot)	EACH	8	\$ 8,501	\$ 80,266	\$ 93,900	
	604-16605 Inlet Type 16 (Triple) (5 Foot)	EACH	7	\$ 10,748	\$ 88,797	\$ 103,880	2019 data, escalated 6% to 2021
	604-19205 Inlet Type R L 10 (5 Foot)	EACH	2	\$ 11,342	\$ 26,774	\$ 31,322	
	604-30005 Manhole Slab Base (5 Foot)	EACH	8	\$ 5,792	\$ 54,691	\$ 63,981	
SIDEWALKS AND BIKEWAYS							
\$ 657,003							
	608-00000 Concrete Sidewalk	SY	3,699	\$ -	\$ 471,922	\$ 552,082	
	608-00010 Concrete Curb Ramp	SY	422	\$ -	\$ 89,687	\$ 104,921	
CURB AND GUTTER							
\$ 986,332							
	609-21010 Curb and Gutter Type 2 (Section I-B)	LF	3,662	\$ -	\$ 147,861	\$ 172,976	
	609-21020 Curb and Gutter Type 2 (Section II-B)	LF	9,461	\$ -	\$ 695,261	\$ 813,356	
MEDIAN COVER MATERIAL							
\$ 519,148							
	610-00020 Median Cover Material (Patterned Concrete)	SF	8,751	\$ -	\$ 412,323	\$ 482,360	
	610-00050 Median Cover Material (Stone)	TON	90	\$ -	\$ 31,447	\$ 36,788	
DELINEATORS AND REFLECTORS							
\$ 971							
	612-00002 Delineator (Type II)	EACH	24	\$ -	\$ 830	\$ 971	
LIGHTING							
\$ 181,711							
	613-00300 3 Inch Electrical Conduit	LF	130	\$ 35	\$ 5,369	\$ 6,280	
	613-00306 3 Inch Electrical Conduit (Bored)	LF	780	\$ 31	\$ 28,455	\$ 33,289	
	613-07003 Type Three Pull Box	EACH	4	\$ 1,224	\$ 5,778	\$ 6,759	
	613-10000 Wiring	LS	5	\$ -	\$ 99,438	\$ 116,328	
	613-13065 Luminaire (LED) (5400 Lumens)	EACH	5	\$ 1,224	\$ 7,222	\$ 8,449	
	613-50109 Electrical Meter Pedestal Cabinet and Base	EACH	1	\$ 7,681	\$ 9,065	\$ 10,605	
TRAFFIC CONTROL DEVICES							
\$ 2,068,735							
	New Traffic Signals at Buchtel & Colorado	LS	1	\$ 391,664	\$ 589,454	\$ 689,578	Utilized City Bids from 2021 for Colfax & Ivy
	New Traffic Signals at Buchtel & University	LS	1	\$ 391,664	\$ 589,454	\$ 689,578	Utilized City Bids from 2021 for Colfax & Ivy
	New Traffic Signals in Birch Neighborhood	LS	1	\$ 391,664	\$ 589,454	\$ 689,578	Utilized City Bids from 2021 for Colfax & Ivy
					\$ -	\$ -	
					\$ -	\$ -	
					\$ -	\$ -	
CONSTRUCTION SURVEYING							
\$ 329,761							
	625-00000 Construction Surveying	LS	1	\$ -	\$ 281,881	\$ 329,761	Estimated at 3%
MOBILIZATION							
\$ 1,099,202							
	626-00000 Mobilization	LS	1	\$ -	\$ 939,603	\$ 1,099,202	Estimated at 10%
PAVEMENT MARKING							
\$ 769,953							
	627-00008 Modified Epoxy Pavement Marking	GAL	1,558	\$ -	\$ 185,975	\$ 217,565	
	627-30405 Preformed Thermoplastic Pavement Marking (Word- Symbol)	SF	1,060	\$ -	\$ 20,192	\$ 23,622	
	627-30407 Preformed Thermoplastic Pavement Marking (Word- Symbol) (Special)	SF	4,239	\$ -	\$ 117,523	\$ 137,485	
	627-30410 Preformed Thermoplastic Pavement Marking (Xwalk-Stop Line)	SF	6,464	\$ -	\$ 96,449	\$ 112,832	
	627-70038 Raised Pavement Marker "City Posts" (White)	EACH	469	\$ 60	\$ 33,212	\$ 38,853	No CDOT Cost Data
	627-70041 6' Long Rubberized Parking Blocks (White Reflective Tape)	EACH	938	\$ 185	\$ 204,807	\$ 239,596	No CDOT Cost Data
CONSTRUCTION ZONE TRAFFIC CONTROL							
\$ 3,297,607							
	630-xxxxx Traffic Control Management	LS	1	\$ -	\$ 2,818,808	\$ 3,297,607	Estimated at 30%
Right-of-Way							
\$ 4,250,000							
	950-xxxxx ROW	LS	1	\$ -	\$ 3,173,688	\$ 4,250,000	Assume full RTD Acquisition
SUBTOTAL Bid Items					\$ 13,718,198	\$ 16,585,587	
	Force Account Items						
	700-70010 F/A Minor Contract Revisions	FA	1	\$300,000	\$300,000	\$300,000	How much would the City like in MCRs?
	700-70082 F/A Xcel Energy Install Power Feed	FA	1	\$15,000	\$15,000	\$15,000	
SUBTOTAL Force Account Items					\$315,000	\$315,000	
	Additional Known Costs Not Tabulated						
	Additional Overall Contingency		30%		\$ 4,209,959	\$ 5,070,176	Increased to 30% from 25%
SUBTOTAL Additional Known Costs					\$ 4,209,959	\$ 5,070,176	
CONSTRUCTION TOTAL					\$ 18,243,158	\$ 21,970,763	
	ROW and Other Project Costs						
	CM Services		10.0%		\$1,824,316	\$2,197,076	
	Drainage		0.0%		\$0	\$0	
	Right-of-Way Acquisitions (TEs only)		0.0%		\$0	\$0	Captured above
	DADs Disposal Fees		1.0%		\$182,432	\$219,708	Costs directly to the City
	Denver Arts and Venues		0.0%		\$0	\$0	Costs directly to the City
SUBTOTAL ROW and Other Project Costs					\$2,006,747	\$2,416,784	
PROJECT TOTAL					\$ 20,249,905	\$ 24,387,547	



June 10, 2022

Jane Fisher
GO Bond Program Manager
City and County of Denver
201 W. Colfax Avenue
Denver, CO 80202

RE: CDOT Region 1 Support Request for DRCOG TIP Subregional Call FY22-FY25

Dear Ms. Fisher,

This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following City and County of Denver application for the Denver Regional Council of Governments (DRCOG) Subregional FY22-25 Transportation Improvement Program (TIP) Call. This concurrence applies only for the Buchtel and Colorado Blvd Intersection and Colorado Station Bike/Ped Access Improvements project, in the event this project is selected by DRCOG as a subregional project on or around August/September 2022. If this subregional 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. The project as constructed will be maintained by the local agency, and not by CDOT.

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

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

