

**DRCOG Transportation Improvement Program (TIP)  
FY 2024-2027 TIP Subregional Share (Call #4) –  
Denver City and County Subregion  
Air Quality/Multimodal (AQ/MM) Project Application  
APPLICATION OVERVIEW**

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

**Funding Available:** \$20,337,000 for this subregion and this AQ/MM Track. In the AQ/MM Track, a majority of the funding is in FY26 and FY27, with a very small amount in FY25.

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

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

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

**Other Notable items:**

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

# APPLICATION FORMAT

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

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

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

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

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

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

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


Score	% non-Subregional Share funds
5	60% and above
4	50-59.9%
3	40-49.9%
2	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	<b>Substantial</b> readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	<b>Significant</b> readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	<b>Moderate</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	<b>Slight</b> readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	<b>Few</b> mitigation or readiness activities have been demonstrated.
0	<b>No</b> mitigation or readiness activities have been demonstrated.

# Project Information

1. Project Title	<b>S. Broadway Multimodal (7<sup>th</sup> Ave - 16<sup>th</sup> Ave) Improvement Project</b>							
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>	<p>Start point: N. Broadway: 16<sup>th</sup> Avenue</p> <p>End point: N. Broadway: E. 7<sup>th</sup> Avenue. Council District 10</p>  <p>OR Geographic Area:</p>							
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>	City and County of Denver, Dept of Transportation and Infrastructure (DOTI)							
4. Project Contact Person:								
Name: Jennifer Bartlett	Title Capital Planning Lead							
Phone: 720-865-3266	Email: Jennifer.bartlett@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>Yes, it touches at the Colfax Broadway Intersection, but CDOT said there'd be no need for a letter. They, as well as RTD, have been and will continue to be a stakeholder going forward.</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>	<p>If this project is listed in the <a href="#">DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)</a>, provide the staging period: No</p> <table border="1"> <tr> <td data-bbox="329 1444 672 1709">Local/Regional/ Subregional plan:</td> <td data-bbox="675 1444 1520 1709"> <p>Blueprint Denver. City and County of Denver (2002)p 174-175; Denver Moves Bikes, City and County of Denver (2011 p40, 2015 (map))</p> <p>Golden Triangle Master Plan, City and County of Denver (2014), p56-57</p> <p>East Central Mobility Plan (2019), p86</p> </td> </tr> <tr> <td data-bbox="329 1713 672 1831">Please describe public review/engagement to date:</td> <td data-bbox="675 1713 1520 1831">Extensive outreach for the Area Plan, and Denver Moves Everyone strategic transportation plan. Website, multiple surveys, meetings, etc.</td> </tr> <tr> <td data-bbox="329 1835 672 1881">Other pertinent details:</td> <td data-bbox="675 1835 1520 1881">Click or tap here to enter text.</td> </tr> </table>		Local/Regional/ Subregional plan:	<p>Blueprint Denver. City and County of Denver (2002)p 174-175; Denver Moves Bikes, City and County of Denver (2011 p40, 2015 (map))</p> <p>Golden Triangle Master Plan, City and County of Denver (2014), p56-57</p> <p>East Central Mobility Plan (2019), p86</p>	Please describe public review/engagement to date:	Extensive outreach for the Area Plan, and Denver Moves Everyone strategic transportation plan. Website, multiple surveys, meetings, etc.	Other pertinent details:	Click or tap here to enter text.
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Please describe public review/engagement to date:	Extensive outreach for the Area Plan, and Denver Moves Everyone strategic transportation plan. Website, multiple surveys, meetings, etc.							
Other pertinent details:	Click or tap here to enter text.							
7. Identify the project's <b>key phases and the anticipated schedule of phase milestones.</b> (phases and dates should correspond with the "Phase to be Initiated" in the Funding Breakdown table below)								

This application is for Final Design and NEPA, starting in FY 2026. The schedule is anticipated to take 24 months during which time, construction funding will be identified.

Phases to be included:	Major phase milestones:	Anticipated completion date (based on 8/16/2023 DRCOG approval date): (MM/YYYY)
<input checked="" type="checkbox"/> Preconstruction (including studies) <input type="checkbox"/> Construction <input type="checkbox"/> Both		
<b>REQUIRED FOR ALL PHASES</b>	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	10/2025
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	6/2026
	Design scoping meeting held with CDOT (if no consultant):	Enter Date
	FIR (Field Inspection Review):	1/2027
	FOR (Final Office Review):	12/2027
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	6/2026
	Environmental scoping meeting held with CDOT (if no consultant):	Enter Date
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	6/2027
	Estimated number of parcels to acquire: <input type="text" value="Enter Number"/>	
	ROW acquisition completed:	07/2028
<input type="checkbox"/> Construction	Required clearances:	Enter Date
	Project publicly advertised:	Enter Date
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
<input type="checkbox"/> Bus Service	Service begins:	Enter Date
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
<input type="checkbox"/> Other Phase not Listed Describe: Describe	First invoice submitted to CDOT/RTD:	Enter Date

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

This project addresses many of the challenges identified in the 2050 Metro Vision Regional Transportation Plan (MVRTP) along the Broadway Corridor, between 7th and 16th Avenues which is part of the major downtown Denver urban center.

The issues this transportation project will address are **safety, active transportation and multi-modal mobility, air quality and regional transit**. The three main goals this project aims to achieve are improved safety, creating a more livable corridor, and improving mobility all along the Broadway corridor, extending safe two-way protected bike access from 16th Ave to 7th Ave where it will connect with the new separated facility from 7th Ave to the I-25 Broadway RTD station. This project will complete the overall multimodal vision for the Broadway Corridor between 16th Avenue (Downtown Denver) and I-25. This grant application seeks funding to complete the buildout of this multimodal corridor, one that has been envisioned in multiple planning efforts and in the works for many years. It will provide a critical link to the southern portion of the Broadway Corridor (I-25/Broadway Station, RTD Hub), the Cherry Creek Trail and into Downtown Denver and the Civic Center Station (RTD hub), connecting with multiple planned and in- design bike projects along the way.

Safety is the number one concern this project will address. In the most recent five-year period of data available in the TIP tool, this section of North Broadway (from 7th to 16th Avenue) experienced 162 Other injury crashes 2 fatality and 25 serious injury crashes. The 2016 Broadway/Lincoln Corridor Study found that speeds along the corridor are often higher than the posted speed limit. The study also found that Broadway is a high collision corridor for bicycle crashes when compared to the rest of the city with two intersections in particular being considered high crash intersections (Broadway/Colfax and Broadway/12th Avenue). Both of these intersections are within the project area. This segment of Broadway is identified as a Critical Corridor and part of the High Injury Network. The multi-modal enhancements of this project will help transform this section of Broadway from 5-lane major thoroughfare to a more complete and community friendly street that prioritizes moving people, not cars.

Land use along this stretch of Broadway is predominantly dense office and commercial use, with many shopping, retail, and cultural attractions throughout, making it significant economic corridor for the City of Denver. Sales tax information from 2010-2014 increased by 46%, indicating this corridor continues to grow (rapidly) in its economic importance to Denver. However, the current streetscape design is geared towards vehicles, despite the large numbers of pedestrians, bicyclists, and transit riders along the corridor. Completing this project will provide a safer, more inviting Broadway that will benefit businesses all along the corridor and at the major nodes on either end.

There is a clear need for actual multi-modal facilities to be designed into the public right-of-way. The 2016 Broadway/Lincoln Corridor Study found that 69% of cyclists along Broadway ride on the sidewalk, 26% ride in the transit lane, and only 5% ride on the road. Currently, cyclists feel unsafe using the roadway on Broadway and prefer to illegally ride on the sidewalk, creating unsafe conditions for pedestrians in this dense commercial area.

Additionally, cyclists may also be negatively impacting transit travel times by riding in the transit lanes. These transit delays could potentially impact the over 10,000 daily transit users along the corridor. The two-way cycle track that this project will build create safer and more reliant multimodal options for all along this important corridor.

**Transportation Challenges:** This multimodal project is driven by a need to overcome the mounting transportation challenges Denver continues to face as the city's population continues to boom and our roadways become increasingly congested. Specifically, this project will address:

- Automobile dominance – Improvements will encourage employees who will work within a mile of the corridor in this project area to take alternate modes instead of traveling alone in their automobiles, including transit, biking and walking.
- Mobility options for persons without a car – This project will create more reliable and safe options for people who currently live within one mile of the corridor that do not have a vehicle, in addition to benefitting the many more who commute to this corridor for work, shopping and entertainment.

- Traffic congestion- Improved transit operations, combined with safer bicycle and pedestrian will encourage more people to get to and from the corridor in modes other than vehicles; furthermore, these improvements will result in fewer people driving from business to business along the currently automobile-focused corridor.
- Traffic crashes – Safety is one of the main issues this project aims to address as there were almost 1,000 crashes along the corridor in the last five years, including one fatality. Bicycle, pedestrian, and transit facility improvements will seek to improve safety along the corridor.

**Environmental Challenges:** Considering and mitigating environmental impacts associated with the project will be an important focus of the project design. Specifically, this project will address:

- Air quality – Encouraging more multimodal trips along the corridor will reduce single occupancy vehicle (SOV) trips in fossil fuel dependent vehicles, which means fewer emissions per capita, ultimately helping to address Denver’s air quality issues.
- Water quality – Nearly all of this project will occur within existing impervious areas and as is a new expectation with major projects throughout the City of Denver. This project will plan for, design and construct water quality facilities, where possible, to treat at least a portion of the runoff generated by this project area.

**Land Development Challenges:** This project will address the following challenges:

- Location of growth: This project falls within anticipated high growth areas for both employment and households. This project will ensure that growth is not auto- dependent and that new residents and employees can get to and from the area using multimodal options.
- Less efficient development patterns - High quality transit, pedestrian and bicycle facilities will improve access to services and key amenities, which will attract more efficient development patterns.
- Lower development densities - This project will bolster the multimodal network along the corridor which will support and encourage denser development along the corridor.

**Social Challenges:** This project is the result of an extensive stakeholder and community outreach process which ensured social challenges were a key consideration when developing design ideas. This project will address:

- Increased travel – Project improvements will lessen vehicle dependence to access services, businesses, employment areas and entertainment along this major corridor, which will reduce vehicle miles travelled to, from and along the corridor; this applies not only to residents who live around the corridor but to anyone who has access to transit that can take them to Civic Center Station or the Broadway and I-25 Light Rail Station as this project will serve those transit riders as well.
- Growth of older adult population – As the MVRTP indicates, more people are choosing to age in place and this older population (people over 60) is expected to continue growing to almost double its existing number by 2050. This project will provide safer and more reliable transit and pedestrian facilities to those that live around or travel to the project area and need to access one of the thirty health service facilities this project serves.

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

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: **Priority Bus Lane**

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

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

**Reconfiguring the east side of Broadway to include a two-way protected bike lane:** This is a core element that will move bicyclists who currently ride on to the sidewalk or in the transit lane to riding in a dedicated bike facility, making it safer for pedestrian and bicyclists.

**Enhance the already existing 24-hour dedicated transit lane:** In 2017, the City and County of Denver piloted a 24-hour dedicated bus lane along the Broadway Corridor which has since become a permanent feature of Broadway. This project will make improvements to that transit facility by enhancing markings and updating transit stops to ensure they are ADA accessible.

This project will include traffic signal reconstruction, intersection corner reconstruction, vertical elements, on-street parking and loading zones, incorporation of transit improvements, pedestrian improvements with increased access to high-capacity transit and shortened crossing distances at intersections as well as ways to incorporate transportation network companies (Uber, Lyft, taxi and other rideshare operators).

**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 is currently at concept-level design.

**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: \$2,200,000.

Outline the differences between the scope outlined above and the reduced scope: This application identifies \$500,000 for ROW which, ideally would be purchased during design so as to align it with the design phase and be ready for construction. A reduced scope would be for Design and NEPA only.

<b>Project Financial Information and Funding Request</b>		<b>(All funding amounts in \$1,000's)</b>
<i>To update the formulas below, enter your information, highlight the formulas, and press F9 or right-click and select Update Field.</i>		
<b>Total amount of Subregional Share Funding Request (in \$1,000's)</b> (Not to exceed 90% of the total project cost)  <input type="checkbox"/> Check box if requesting <u>only</u> state MMOF funds (requires minimum 50% local funds) <sup>1</sup>	<b>\$2,430,000</b>	<b>90%</b> of total project cost
<b>Match Funds (in \$1,000's)</b> List each funding source and contribution amount.	<b>Contribution Amount</b>	<b>% Contribution to Overall Project Total</b>
Denver Transit Amenities Fund	\$270,000	10.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
Click or tap here to enter text.	\$Match Amount	0.0%
<b>Total Match</b> (private, local, state, regional, or federal)	<b>\$270,000</b>	<b>10.0%</b>
<b>Project Total</b>		<b>\$2,700,000</b>
<b>Notes:</b>	1. If you elect to ONLY receive state MMOF and per CDOT action, the following jurisdictions are only required to provide 25% match on the MMOF funds: Englewood, Jamestown, and Wheat Ridge. Federal Heights, Lakeside, Larkspur, Sheridan, and Ward are <u>not</u> required to provide a match on the MMOF funds. All sponsors will still be required to have 20% match on any added federal funds.	

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

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

	FY 2025	FY 2026	FY 2027	Total
<b>DRCOG Requested Funds</b>	\$Enter Amount	\$1,930,000	\$500,000	<b>\$2,430,000</b>
<b>CDOT or RTD Supplied Funds<sup>2</sup></b>	\$Enter Amount	\$Enter Amount	\$Enter Amount	<b>\$ 0</b>
<b>Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)</b>	\$Enter Amount	\$135,000	\$135,000	<b>\$270,000</b>
<b>Total Funding</b>	<b>\$ 0</b>	<b>\$2,065,000</b>	<b>\$635,000</b>	<b>\$2,700,000</b>
<b>Phase to be Initiated</b>	Choose an item.	Design	ROW	
<b>Notes:</b>	<ol style="list-style-type: none"> <li>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 minimum 3% inflation factor.</li> <li>2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.</li> </ol>			
<b>Affirmation:</b>	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

## Evaluation Questions

### A. Subregional Impact of Proposed Project

WEIGHT

**30%**

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

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

Once constructed, this project will complete design of an essential multimodal connection between the Broadway and I-25 Station and Civic Center Station. It will be a major asset to surrounding neighborhoods, including the Baker, West Wash Park, Speer, Lincoln Park, Golden Triangle and Capitol Hill neighborhoods. There are over 317,513 people who either live or work within a mile of the project area that will benefit from these multimodal improvements. As of 2019, the weekday average of transit riders along the project area of Broadway is over 9,860 people. Weekday walk trips include 547 people walk and 617 ride bikes. The multimodal improvements this project will bring to the corridor, combined with the growing importance this corridor plays in Denver's growing urban environment, it is anticipated that this project may increase weekday transit ridership up to 12,110 trips a day, daily bike trips by nearly 1,000 and daily walk trips by over 400.

DOTI is currently constructing multimodal improvements along Broadway, from E 7<sup>th</sup> Avenue south to E. Center Avenue (near I-25). While that project will improve walking, bicycling, access to transit, as well as transit operations, it will only benefit the southern portion of the corridor. To fully realize the benefits of these investments, investment in the northern portion of this corridor via this project is vital. This funding application seeks to fill this gap, providing the city's first truly multimodal, north-south corridor. This project will realize the connection between two transit hubs, Civic Center Station and Broadway Station.

As Denver seeks to increase multimodal options such as biking, a greater focus continues to be placed on creating complete networks that truly support non-vehicle dependent means for getting around areas, serving a variety of routes and destinations. The two-way protected bike lane this project will build from 16<sup>th</sup> Avenue to 7<sup>th</sup> Avenue will act as a critical spine for the downtown bicycle network. There are several existing and proposed major bikeways in Denver's bike master plan, Denver Moves Bikes, that are specifically intended to connect with the two-way protected bike lane on Broadway in order to tie into the larger network. These include the existing 13<sup>th</sup>, 14<sup>th</sup>, and 16<sup>th</sup> Avenue bikeways as well as the soon to be constructed 7<sup>th</sup> Avenue neighborhood bikeway project. This project will also serve the existing 14<sup>th</sup> St and 15<sup>th</sup> St protected bike lanes.

The project area is primarily within the Golden Triangle Neighborhood, a very dense multi-use area on the southern end of Downtown Denver, including over 500 businesses and institutions. The Golden Triangle Neighborhood is rapidly transitioning, with major mixed-use developments occurring throughout the neighborhood. The neighborhood is also home to some of Denver's major cultural assets, including the Downtown Denver Library, the Denver Art Museum, the Clyfford Stills Museum, and numerous civic buildings, including the State Capital and the City and County Building. The Golden Triangle neighborhood completed a robust neighborhood planning process in 2014 that put forward a bold vision, one which is already becoming a reality. In it, they identify Broadway as a "Grand Boulevard" that has improved bike, pedestrian, and transit.

The Golden Triangle Creative District (GTCD) is a state designated creative district that is volunteer based and collectively oversees the committees, task forces, working groups, and projects that accomplish the wide range of neighborhood goals, including those from the neighborhood plan. The GTCD Board is composed of residents, business owners and cultural institution representatives in the Golden Triangle. The Golden Triangle Creative District has continued to pursue the visions put forward in this document in ways that are very supportive of this project. They are strong advocates for enhanced transit, bike and pedestrian options and have even pursued their own design ideas for this corridor that are strongly aligned with the intent of this project.

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 actively strives to lessen reliance on automobiles in this corridor by making the overall corridor more oriented towards pedestrian, cyclists and transit users, thus providing mobility options for all. Additionally, this project aims to connect major transit hubs which will benefit many more than those who simply want to access businesses and services along the corridor, providing non-SOV depending commuting options for employees throughout the region. Fewer SOV trips help reduce crashes and improves air quality. Making Broadway a more multimodal corridor will also help to attract denser, more efficient development which only grows in importance as Denver’s population climbs. These multi-modal improvements combined with denser development help reduce travel time for those who live and work in the area. Project improvements will also make it easier for an aging population to access the services and amenities they need.

The two-way parking protected cycle track will create a safe and comfortable environment for people riding to destinations on Broadway and connecting between downtown and destinations to the south. Two-way cycle tracks dedicate and protects space for bicyclists by improving perceived comfort and safety. It helps eliminate risk and fear of collisions with over-taking vehicles. This type of facility also reduces the risk of “dooring” compared to a standard bike lane and eliminates the risk of a doored bicyclist being run over by a motor vehicle. On one-way streets like Broadway, two-way cycle tracks help reduce out of direction travel (bicyclists riding the wrong way) by providing contra-flow movement. Because of the improved safety this type of facility provides, it will help to attract a broader range of bicyclists at all levels and ages. The City of Denver has been piloting a portion of the two-way cycle track since 2016 and an initial one year evaluation report found an overall increase in safety for cyclists and pedestrians in the study area (see infographic below). Existing sidewalks widths will be maintained, and the pedestrian environment will be enhanced with crosswalks and reduced crossing distances at key locations, as well as wayfinding features that provide destination information for people walking. Intersection ramps and transit stations will be improved to meet ADA standards, making it safer and easier for people of all disabilities to move about the corridor.

The improvements this project will bring to the public right-of-way will also transform the streetscape along the Broadway corridor, making it more pedestrian oriented and welcoming to the residents, employees, and visitors. The 24-hour dedicated transit lane on the west side and the two-way cycle track on the east side will further separate pedestrians on either side of the road from the busy congestion along the Broadway corridor. The multimodal improvements will help to reduce the need for SOV trips along the corridor, encouraging more walking and biking, encouraging people to spend more time enjoying the various amenities along the corridor.

This project will also build on recent transit changes that have proven successful along the Broadway/Lincoln corridor. In the Fall 2017, Denver extended the transit lane along Broadway to become a 24-hour dedicated offset transit lane. Per NACTO’s described benefits, offset transit lanes like the one that will be improved upon through this project accommodate high transit vehicle volume while improving both reliability and travel times on streets. Before officially converting the travel lane along Broadway to an all-day travel lane, the City and County of Denver and RTD conducted a pilot study in which they found that the dedicated bus lane on Broadway had improved speeds and reliability. Offset transit lanes reduce delays due to congestion and raise the visibility of transit options. This project will further brand the corridor to improve the frequency and reliability of transit along the corridor.

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.

This project, while in the City of Denver, will benefit the users of the entire corridor by closing the gap between the Elevate Denver Bond South Broadway Multimodal Project, providing multimodal connections all the way from the Broadway and I-25 Light Rail Station, the Cherry Creek Trail, to the Civic Center Transit Stations, all of which are major transit destinations for commuters from other municipalities. The safety and reliability this project will bring, combined with the important connections it will make, will benefit not just the 317,513 residents and employees who are within a one mile of the project area but the many others who live, work and play all along the corridor and the destinations at either end.

4. Disproportionately Impacted and Environmental Justice Communities

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

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

	DI & EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data  <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	a. Total population	8091	-	-
	b. Total households	6932	-	-
	c. Individuals of color	2317	29%	33%
	d. Low-income households	662	10%	9%
	e. Individuals with limited English proficiency	146	2%	3%
	f. Adults age 65 and over	737	9%	13%
	g. Children age 5-17	206	3%	16%
	h. Individuals with a disability	563	7%	9%
	i. Households without a motor vehicle	1107	16%	5%
	j. Households that are housing cost-burdened	1985	29%	32%

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

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

Low-income households make up 10% of the population within one mile of the project area. Through this project, they (and other vulnerable populations that live along this corridor) will have improved multimodal access to and from the 30 health service facilities that this project serves. This project is considered the second phase of a larger multimodal effort along South Broadway, extending the reach of populations this project will serve all the way south to Broadway and I-25, again providing those populations with improved access to 30 health facilities.

Multimodal projects like the S. Broadway project create better access to transit, improved bicycle facilities, and improved pedestrian environments for all Denver residents, regardless of who they are or where they come from. ADA upgrades will be made throughout the corridor as improvements to the public right-of-way occur, including intersection ramp upgrades and ensuring transit stops are ADA accessible.

Specifically, this project advances Denver's efforts to address equity by improving access to opportunity, one of the three main concepts the plan embraces for improving equity citywide. By making Broadway a more complete street, residents all along the entire South Broadway Corridor will be able to better access basic services and amenities, including education, health services, grocery stores and quality jobs. For instance, this project in tandem with the already funded project from Center to 7<sup>th</sup> Avenue will greatly expand access to a variety of grocery stores for residents who live near the corridor between 7<sup>th</sup> and 16<sup>th</sup>. It will be much easier for these residents to access quality of life amenities such as the Safeway, Natural Grocers and Sam's Club just south of Alameda and Broadway.

**According to *Blueprint Denver*, neighborhoods along this corridor are also at risk for displacement.** This project will provide residents with better access to high quality jobs by creating better connections for residents to Downtown Denver on the northern end and to a light rail station on the southern end of the corridor.



5. How will this project move the subregion toward achieving the shared [regional transportation outcomes](#) established in [Metro Vision](#) in terms of...
- Land Use, community, urban development, housing, employment? *(Improve the diversity and livability of communities. Contain urban development in locations designated for urban growth and services. Increase housing and employment in urban centers. Diversify the region's housing stock. Improve the region's competitive position.)*
    - This project is an important companion for the changing land uses and increasing density along the corridor. More residents don't have to equate to more vehicles using the corridor if other comfortable options like this facility are provided.
  - 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 project expands the regions multimodal transportation system by completing a facility that has been in numerous plans for years. It provides a safe dedicated facility along a major multi-modal corridor in Denver, linking 2 urban centers (Downtown Central Business District and the Broadway District) and creating access to businesses along the corridor, downtown jobs and regional transit.
  - 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.)*
    - This segment will connect to the Cherry Creek Trail at 7<sup>th</sup> Ave and access to providers, healthcare facilities and jobs all along the corridor. It will also connect to the existing bikeway facility on Broadway between 7<sup>th</sup> Ave and Center Ave which will allow connections to the South Platte River Trail and Broadway Station.

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: [CBD and Broadway](#)
- Does the project connect two or more urban centers?\*
- Yes    No   If yes, please provide the names: [CBD, Broadway and East Colfax Main Street](#)
- Is there a transit stop or station within ½ mile of the project limits?\*
- Bus stop:  Yes    No   If yes, how many: [21 transit stops, 1 RTD station](#)
- Rail station:  Yes    No   If yes, how many: [Click or tap here to enter text.](#)
- 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: [Blueprint Denver](#)
- If yes, provide how the area is defined in the relevant planning document: [Community Corridor](#)

Provide households and employment data*	2020	2050
Households within ½ mile	6,932	11,481
Jobs within ½ mile	56,195	59,624
Household density (per acre) within ½ mile	11.9	19.92
Job density (per acre) within ½ mile	409.75	426.35

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 area is identified as Community Center and Corridor in Blueprint Denver and is identified as a Short Trip Opportunity Zone. The project will make non-motorized travel safer and easier along the entire corridor.

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

This project is the second half of a corridor project that connects the Broadway business district with the CBD. Completing the bike facility along the entire corridor will improve access from I-25 at Central Ave to 16<sup>th</sup> St and beyond, making easy connections to the Cherry Creek Trail the east west facilities along W 13<sup>th</sup> Ave and E 12<sup>th</sup> Ave.

## 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: [Micromobility options](#)
- 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 improvements](#), [ADA ramps](#), [curb extensions](#), [separated bike facility](#), [bus stop improvements](#), [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. Downtown Mixed Use Street  
 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 subregion mitigate natural and/or human-made hazards?  
 Yes  No

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

This project adds a dedicated separated bike facility and pedestrian and operational improvements to a heavily used multi-use corridor and helps increase mobility choices in core areas. It implements the Downtown Mixed-use Street typology by prioritizing peds/bikes and transit. It includes pedestrian elements, bicycle/micromobility elements and transit elements, as well as incorporating intersection and crossing elements (<https://drcog.org/sites/default/files/resources/TPO-RP-COMPLETESTREETS.pdf>, p 12)

## 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	NO <sub>x</sub>	VOCs	PM 10	CO <sub>2</sub> e
	-528	-018	-016	-002	-74.638

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.

Improving multimodal connections will encourage more transit riders, bicyclists and people walking. It is estimated that by 2040, this project will avoid over 2000 daily SOV trips during the week, reducing Denver's greenhouse gas emissions by 18,283 lbs on a daily basis. This project will help to lower overall daily greenhouse gas emissions which is in line with Denver's efforts to achieve a reduction in emissions 80% below 2005 levels by 2050. Fewer emissions and particulates coming out of individual tailpipes will help to improve air quality and attain National Ambient Air Quality Standards (one of twelve 2020 Sustainability Goals). This will be especially impactful if RTD is able to shift its fleet over to more electric vehicles and if those vehicles can start to utilize more renewable sources of energy from Xcel who continues to expand its renewable energy portfolio. This is also consistent with the Climate Goal of reducing CO<sub>2</sub> emissions and the Energy Goal of cutting fossil fuels by 50%. By making it easier for the youth that live near and/or frequent the area to make active mobility choices (walking or biking), this project will also be supporting the Health Goal of increasing the percentage of youth that maintain a healthy weight. This project will strive to benefit the Land Use goal of improving Denver's Walk Friendly rating. The Mobility goal of reducing SOV trips will also be addressed through these multimodal improvements. As per standard with the City of Denver, this project will anticipate, design and construct appropriate water quality measures which is consistent with the Water Quality Goal.

**Regional  
Transit**

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

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

Examples of Project Elements: transit lanes, station improvements, 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: [Click or tap here to enter text.](#)
- Does this project involve a regional transit planning corridor (as defined in the [2050 MVRTP](#))?\*  
 Yes  No If yes, which specific corridor will this project focus on: [Broadway](#)
- 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: [Click or tap here to enter text.](#)
- 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 expands the subregion’s transit system, as outlined in the [2050 MVRTP](#). Please include quantitative information, including any items referenced above, in your response.

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

This project completes the connection to the Civic Center Station, a regional transportation hub. Once built, along with the current project from 6<sup>th</sup> to the I-25 Broadway Transit station, users will have a safe, dedicated route between these 2 major stations.

**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* (using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project) NOTE: if constructing a new facility, report crashes along closest existing alternative route		Sponsor must use industry accepted crash modification factors (CMF) or crash reduction factor (CRF) practices (e.g., <a href="#">CMF Clearinghouse</a> , <a href="#">NCHRP Report 617</a> , or <a href="#">DiExSys methodology</a> ).
Fatal crashes	2	
Serious Injury crashes	26	
Other Injury crashes	162	
Property Damage Only crashes	575	
Estimated reduction in crashes <u>applicable to the project scope</u> (per the five-year period used above)		Provide the methodology below:
Fatal crashes reduced	Enter Data	Click or tap here to enter text.
Serious Injury crashes reduced	Enter Data	
Other Injury crashes reduced	Enter Data	
Property Damage Only crashes reduced	Enter Data	

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

Improving safety along the Broadway Corridor is at the heart of what this project aims to achieve. This corridor has experienced nearly 800 crashes in the past five years, including 2 fatal and 26 with serious injuries. This project will improve safety by making geometric upgrades to the roadway, including improved operations at intersections and bulbouts where deemed appropriate to improve pedestrian and bicyclist safety and link to transit stations. Interactions between pedestrians, bicycles, transit and vehicular traffic will be improved through the implementation of exclusive separated bike lanes, multimodal signal prioritization, and traffic calming by narrowing the perceived width of Broadway. Signal upgrades and rebuilds will include proven safety treatments including vehicular indications over each lane and intelligent transportation system applications in order to help Denver continue to build out its smart and connected transportation network.

Like this project, Denver’s Vision Zero Action Plan prioritizes people over vehicles. This project specifically intends to improve safety along a High Injury Network corridor that falls between two Communities of Concern. One of the main Vision Zero strategies this project will employ to move Denver closer to its Vision Zero goal is building a safer Broadway Corridor for everyone that exemplifies (and helps set the standard) for a more holistic street design. This is reflected in the concept design for the corridor that includes dedicated facilities for bikes (separated two-way bike lanes), pedestrians (improved sidewalk and intersection crossing conditions) and transit users. A perceived narrowing of Broadway will also have a traffic calming effect that will help to lower speeds.

**Freight**

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

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

Examples of Project Elements: 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.  
The project will address both curb management, parking and roadway design as well as truck and multimodal roadway user safety.
- 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: [Click or tap here to enter text.](#)
- 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. Curb management strategies  
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](#).*

N/A



<b>Active Transportation</b>	<b>Expand and enhance active transportation travel options.</b> (drawn from <a href="#">2050 MVRTP priorities</a> ; <a href="#">Denver Regional Active Transportation Plan</a> ; & <a href="#">Metro Vision objectives 10 &amp; 13</a> ) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.
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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?\*  
 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. This project includes a 2-way separated bike lane

**Bicycle Use**

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

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

1. Current Average Single Weekday Bicyclists:	617	
Bicycle Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	964	1271
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)	482	87.5
4. = Initial number of new bicycle trips from project (#2 – #3)	482	1,184
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)	144	26.4
6. = Number of SOV trips reduced per day (#4 - #5)	350	1,157.60
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)	700	123.2
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	665	117.04
9. If values would be distinctly greater for weekends, describe the magnitude of difference:  Click or tap here to enter text.		
10. If different values other than the suggested are used, please explain here:  Click or tap here to enter text.		

**Pedestrian Use**

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

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

1. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	547	
Pedestrian Use Calculations	<b>Year of Opening</b>	<b>2050 Weekday Estimate</b>
2. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	684	983
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)	352	492
4. = Number of new trips from project (#2 – #3)	332	491
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)	99.6	147
6. = Number of SOV trips reduced per day (#4 - #5)	232.40	344.00
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)	92.96	137.6
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	88.31	130.72

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

Click or tap here to enter text.

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

Click or tap here to enter text.

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

Click or tap here to enter text.

This project helps achieve the Active Transportation Plan Objectives by completing a corridor-long facility that will reduce the number and severity of crashes along the corridor, increase the amount of biking and walking, make a connection along a major route into/out of downtown, provide a complete route that expands access to jobs in a major employment center, connect users to two major transit hubs when complete and improve access to regional trails (South Platte River and Cherry Creek Trails).

<b>C. Project Leveraging</b>	<b>WEIGHT</b>	<b>10%</b>
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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. If this has not updated, select the box to the right and click F9)</i></p>	<b>10.0%</b>	<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													

<b>D. Project Readiness</b>	<b>WEIGHT</b>	<b>10%</b>
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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:
- [James Colbert](#)
- Please describe the status to date on each, including 1) anticipated/known pitfalls/roadblocks, and 2) mitigation activities taken to date:
- This request is for Final Design and NEPA where these impacts will be fully understood and mitigated.
- Utilities: [TBD](#)
  - Railroad: [N/A](#)
  - Right-of-Way: [TBD](#)
  - Environmental/Historic: [TBD](#)
  - Other: [TBD](#)
- b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)? This application is for Final Design and Environmental/NEPA.
- 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
- Only temporary construction easements are anticipated at this point but analysis will be completed during design.
- 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?

[Registered Neighborhood Organizations, Council District 10, RTD, CDOT](#)

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

[Click or tap here to enter text.](#)

## Section 2. Local Match Availability

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

Yes  No

Please describe: Local match has been confirmed by Denver DOF

[Click or tap here to enter text.](#)

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

Yes  No

Please describe:

[This project is unfunded. It is in the Denver list of project priorities but not yet in the CIP.](#)

## 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:

[Extensive engagement has been done during previous planning efforts](#)

- 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.

[This project has been in numerous plans, including DRCOGs and has consistently had community support.](#)

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

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

**Project Cost Worksheet (PCW)- Horizontal Projects**

Worksheet Version: **1Q22**

**SECTION 1 - PROJECT INFORMATION**

Project Name:  75 character maximum

Project Location:

Instructions:

Project Scope:

Project Contact:

Year of Form:

**SECTION 2 - COST ESTIMATE INFORMATION - What is the source of the cost data? (e.g. conceptual estimate, bids, etc.)**

Cost Estimate Data Source:

Cost Data Year:

**SECTION 3 - TIMELINE / INFLATION & ESCALATION / RISK**

TIMELINE	Enter YEAR (YYYY)	No. of Yrs
Year Land To Be Acquired:		-
Year Design Starts:	2026	4
Year Construction Starts:		-

**INFLATION & ESCALATION**

(Auto populates based on years)

Year of PCW Form:	2022
Year of Cost Data:	0
Latest Cost Index Year:	2022

CONSTRUCTION		REAL ESTATE	
Min. PPI Index for 0 Cost Data:	-	Avg. Case-Schiller Index for 0 Cost Data:	#N/A
PPI Index as of 2022Q1:	132.32	Case-Schiller Index as of 2022Q1:	273.13
Design & Construction Inflation:	#DIV/0!	Real Estate Inflation:	#N/A

**AUTOMATIC PROJECT**

**MANAGEMENT APPLICABLE?**

Default is "YES"

If "NO," Briefly explain below.

**RISK / CONTINGENCY ADJUSTMENTS**

	Select AVERAGE (AVG) or HIGH RISK	%
Land / Right of Way:	AVG	0%
Design:	AVG	5%
Construction:	AVG	10%
Construction-Related:	AVG	10%
Project-Level:	AVG	5%

**ART APPLICABLE?**

Default is "YES"

If "NO," Briefly explain below.

This phase is design only. Art will be factored in during construction phase

**SECTION 4 - PROJECT BUDGET - For projects early in their life cycle, estimating at the general-level is appropriate. Provide detail if available.**

**Project Budget Subtotal \$2,700,000.00 Rounded to \$100**

**01 - Project Level**

		\$0.00
Project Level - General		
Communications/Outreach		
Legal		
Insurance		
Signage		
Other		
Inflation adjust estimate to 1Q22	Enter Year of Cost Data Above	Design & Construction Inflation
Escalation @ 5.00% per/Yr for 0 Year(s)		Assumes Construction

**02 - Project Management**

		\$0.00	City Project Management performed by Consultant
Program/Project Management			
Administration/ Other			
Project Management-General			
Auto Calculated Project Management-General		\$0.00	Sub sections 04-07 * Construction Contingency %
Inflation adjust estimate to 1Q22	Enter Year of Cost Data Above		Design & Construction Inflation
Escalation @ 5.00% per/Yr for 0 Year(s)		\$0.00	Assumes Construction

Project Name: **N Broadway - 7th Ave to 16th Ave** 75 character maximum

<b>03 - Land Acquisition / Right of Way</b>		<b>\$500,000.00</b>	
Land/Right of Way-General			
Land / ROW Acquisition	\$500,000.00		
Relocation			
Property Management			
Other			
Inflation adjust estimate to 1Q22	Enter Year of Cost Data Above		<i>Real Estate Inflation</i>
Escalation @ 10.00% per/Yr for 0 Year(s)	\$0.00		<i>Assumes No Escalation</i>
Land/Right of Way Contingency	\$0.00		
<b>04 - Design</b>		<b>\$2,199,926.53</b>	
Design-General			
Conceptual			
Preliminary	\$1,723,700.00		
Final			
Services During Construction			
Studies			
Survey			
Geotechnical			
Other			
Inflation adjust estimate to 1Q22	Enter Year of Cost Data Above		<i>Design &amp; Construction Inflation</i>
Escalation @ 5.00% per/Yr for 4 Year(s)	\$371,468.12		<i>Assumes 2026 Design</i>
Design Contingency	\$104,758.41		
<b>05 - Environmental</b>		<b>\$0.00</b>	
Environmental-General			
Studies			
Remediation			
Other			
Inflation adjust estimate to 1Q22	Enter Year of Cost Data Above		<i>Design &amp; Construction Inflation</i>
Escalation @ 5.00% per/Yr for 0 Year(s)	\$0.00		<i>Assumes Construction</i>
<b>06 - Construction</b>		<b>\$0.00</b>	
Construction-General			
Pre-Construction			
Staff / General Conditions			
Construction			
Other			
Inflation adjust estimate to 1Q22	Enter Year of Cost Data Above		<i>Design &amp; Construction Inflation</i>
Escalation @ 5.00% per/Yr for 0 Year(s)	\$0.00		<i>Assumes Construction</i>
Construction Contingency	\$0.00		
<b>07 - Construction-Related</b>		<b>\$0.00</b>	
Construction-Related-General			
Permits/Fees			
Utilities			
Construction Survey			
Waste Disposal (DADS)			
Materials Testing / Inspections			
Commissioning			
Demolition			
Construction Administration			
Water Quality			
Other			
Inflation adjust estimate to 1Q22	Enter Year of Cost Data Above		<i>Design &amp; Construction Inflation</i>
Escalation @ 5.00% per/Yr for 0 Year(s)	\$0.00		<i>Assumes Construction</i>
Construction-Related Contingency	\$0.00		
<b>08 - Furniture, Fixtures &amp; Equipment (FF&amp;E)</b>		<b>\$0.00</b>	
FF&E-General			
FF&E			
Technology			
Other			
Inflation adjust estimate to 1Q22	Enter Year of Cost Data Above		<i>Design &amp; Construction Inflation</i>
Escalation @ 5.00% per/Yr for 0 Year(s)	\$0.00		<i>Assumes Construction</i>
<b>09 - Public Art</b>		<b>\$0.00</b>	<i>(Sections 01-02, 04-08, 00 &gt; \$1M; 1% of Sections 01, 05-07, 00)</i>
<b>00 - Contingency</b>		<b>\$0.00</b>	<i>(Subsections 01-02, 05-08 * Contingency %)</i>

REQUIRED FUNDING (Total Cost Worksheet Value)

**\$2,700,000.00**

EXISTING FUNDING

FUNDING DEFICIT

**\$2,700,000.00**