



DRCOG FY2022-2025 (TIP) – City of 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 [TIP Data 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		South Platte River Trail Improvements: Mississippi Avenue to Denver City Border with Englewood	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Mississippi Avenue End point: Denver City Border with Englewood OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City and County of Denver	
4. Project Contact Person:			
Name	Adam Lind	Title	Senior Trails Planner
Phone	720-694-2585	Email	adam.lind@denvergov.org
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
6. What planning document(s) identifies this project? <i>Provide link to document/s and referenced page number if possible, or provide documentation in the supplement</i>		<input checked="" type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project: 2030-2039	
		<input checked="" type="checkbox"/> Local/Regional plan: Planning Document Title: Denver Moves: Pedestrians and Trails. https://www.denvergov.org/content/dam/denvergov/Portals/Denveright/documents/pedestrians-trails/Denver-Moves-Pedestrians-Trails-2019.pdf Adopting agency (local agency Council, CDOT, RTD, etc.): Denver City Council Provide date of adoption by council/board/commission, if applicable: August 2018	
		Please describe public review/engagement to date: The outreach process for Denver Moves Pedestrians and Trails included five task force meetings and the draft plan received 90 comments from the public.	
		Other pertinent details: The plan developed standards and typical sections for the South Platte Trail and identified the proposed project area as a priority for widening and major upgrades.	
7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the 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)		05/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		03/2024
	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):		03/2024

	Design scoping meeting held with CDOT (if no consultant):	<input type="checkbox"/>
<input type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:	<input type="checkbox"/>
	ROW acquisition completed: Estimated number of parcels to acquire:	<input type="checkbox"/>
<input type="checkbox"/> Construction	FIR (Field Inspection Review):	<input type="checkbox"/>
	FOR (Final Office Review):	<input type="checkbox"/>
	Required clearances:	<input type="checkbox"/>
	Project publicly advertised:	<input type="checkbox"/>
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	<input type="checkbox"/>
<input type="checkbox"/> Bus Service	Service begins:	<input type="checkbox"/>
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	<input type="checkbox"/>
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	<input type="checkbox"/>

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

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

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

Denver Parks and Rec maintains a network of trail counters and has one counter located within the proposed project segment near the border with Englewood in Grant Frontier Park. In 2021 this counter recorded over 256,000 counts as trail users passed by this location, which was the second highest count total on the South Platte River Trail. To this point in 2022 it has already recorded nearly 90,000 counts and the warmest and busiest months for the trail are just starting.

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

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

Roadway

Operational Improvements

Grade Separation

Roadway

Railway

Bicycle

Pedestrian

Regional Transit¹

Rapid Transit Capacity (2050 MVRTP)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (Expansion/New)

Safety Improvements

Active Transportation Improvements

Bicycle Facility

Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

Complete Streets Improvements

Study

Other, briefly describe:

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

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.

We are seeking funding to support design services and environmental clearance for a segment of the South Platte River Trail from 500' north of Mississippi Avenue to the Denver border with Englewood.

The proposed scope will build on the work completed as part of South Platte River Trail Improvement Study (2016) by advancing the conceptual plans through schematic design, design development and construction documentation. The scope of work also includes support for environmental clearances, clearing the way for construction. The overarching goal of the design phase is to use the recommendations put forth in the 2016 study to implement a resilient and consistent transportation asset with a focus on functionality, usability, and safety, ultimately providing more capacity and opportunities for people to connect to regional destinations. The upgraded widened trail will include lighting, wayfinding, and a typical 22' wide cross section that consists of a 12' ADA compliant concrete path with 4' adjacent crusher fines on one side and 3' shoulders on both sides of the trail.

Additionally, the project proposes to add one new section of trail along the west bank from Grant Frontier Park to Florida Avenue. This will provide new, safe, direct access to Ruby Hill Park for residents on the west side of the City that currently have to use a major arterial to cross over the South Platte River to the trail

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.*

Project planning including typical cross-sections and cost estimating was completed in 2016 as part of the South Platte River Trail Improvement Study. The project is ready to enter the design and environmental clearance phases.

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: **Minimum of \$2,500,000**

Outline the differences between the scope outlined above and the reduced scope: A reduced scope would require scaling back the geographic extent of the design and environmental clearance efforts. The full scope includes just under 3 miles, which would be proportionately reduced with the reduction in funding. The first segment that would be removed would be the new segment from Grant-Frontier Park to Florida Ave and the 2nd segment that would be removed would be from Evans Avenue to Florida Avenue adjacent to the Overland Golf Course, approximately 1 mile long.

The highest priority area for advancement is from just north of Mississippi where a current DPR project is underway to Florida Avenue and the second priority is from Evans Avenue to the Denver City border.

Project Financial Information and Funding Request		(All funding amounts in \$1,000s)	
Total amount of Regional Share Funding Request <i>(No greater than \$20 million and not to exceed 90% of the total project cost)</i> <input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds)¹		\$4,000	80.00 of total project cost
Match Funds List each funding source and contribution amount.		Contribution Amount	% Contribution to Overall Project Total
Local Funding		\$1,000	20%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
		\$	0%
Total Match <i>(private, local, state, subregional, or federal)</i>		\$1,000	20.00%
Project Total		\$5,000	
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

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$ <input type="text"/>	\$2,000	\$2,000	\$4,000
CDOT or RTD Supplied Funds²	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text"/>	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$ <input type="text"/>	\$500	\$500	\$1,000
Total Funding	\$0	\$2,500	\$2,500	\$5,000
Phase to be Initiated	Choose an item	Design	Environmental	
Notes:	<ol style="list-style-type: none"> 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 an 3% inflation factor. 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/County Commission Chair/City-County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

Evaluation Questions

A. Regional Impact of Proposed Project

WEIGHT

30%

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

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

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

Denver Parks and Recreation maintains a network of trail counters and has one counter located within the proposed project segment in Grant Frontier Park. In 2021 this counter recorded 256,000+ counts as trail users passed by this location walking, running, and rolling on a bicycle or personal mobility device, which is the second highest count on the South Platte River Trail. To the north of the project limits at Gates Crescent Park, the counter recorded nearly 322,000 counts, which was the highest of the six counters along the South Platte Trail in Denver. Additionally, there is a counter on the northern end of the trail system at the Denver and Adams County border which registered 96,000+ counts in 2021. These data points clearly show the system is getting heavy use, and not only in the urban core of Denver, but also from neighboring jurisdictions, signaling the regional significance of this trail system.

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

As part of Denver's Master Planning efforts, Denver Moves: Pedestrians and Trails was completed and adopted in August 2018. As part of this master plan, new standards for Denver Parks and Recreation trail system were developed and approved, which include a new regional trail standard. This new standard includes a 12' concrete trail, 4' crusher fines trail, and 3' shoulders on each side of the trail. This cross section represents a significant increase in width from the existing 8'-10' concrete trail that currently makes up the South Platte River Trail within the proposed project limits. This increase in width will double the trail width in many sections, provide space for separation between people moving at different speeds and modes, and result in increased usability, reduced conflicts, and increased safety. This increased trail width also provides room for additional capacity as the region grows and trail usage numbers increase. The new trail segment between Grant-Frontier Park and Florida Ave will provide new and improved, safe access for west Denver residents to get to Ruby Hill Park, Levitt Pavillion and to further destinations along the South Platte River Trail.

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

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

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

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

As previously mentioned, several large regional trails and even more local and collector trails connect to the South Platte River Trail. Surrounding jurisdictions that would benefit from an improved South Platte Trail include Littleton, Englewood, Adams County, Arapahoe County, Douglas County Brighton, and Commerce City. While these jurisdictions would benefit from an improved South Platte Trail system, with the improvements all being in Denver, there are no funding partnerships with the other jurisdictions. However, Denver Parks and Recreation will continue to explore funding partnership opportunities with groups such as the Mile High Flood District.

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
Use 2015-2019 American Community Survey Data <i>(In the TIP Data Tool, use a 0.5 mile buffer)</i>	a. Total population	24,237	100%
	b. Total households	10,278	100%
	c. Individuals of color	11,412	47.00%
	d. Low-income households	1,369	13.00%
	e. Individuals with limited English proficiency	1,431	6.00%
	f. Adults age 65 and over	2,089	9.00%
	g. Children age 5-17	2,868	12.00%
	h. Individuals with a disability	1,146	5.00%
	i. Households without a motor vehicle	704	7.00%
	j. Households that are housing cost-burdened	3,702	36.00%

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, including the required quantitative analysis: The proposed project will increase the safety and usability of the South Platte River Trail and increase the accessibility and mobility for residents throughout the Denver metro area and particularly the adjacent neighborhoods. Walking (and mobility devices) and bicycling are the least expensive forms of transportation and are available to everyone. For low-income households (13%), households that are cost burdened (36%), and households without a motor vehicle (7%), the well-lit, widened and upgraded South Platte Trail will provide more opportunities to access jobs, parks, restaurants, shops, and services throughout the day and evening. When a personal vehicle is unattainable or transit service is too infrequent or costly for every trip, the ability to walk or bike safely from place to place provides a freedom of movement that is vital to keep a job or access needed services.

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

Individuals of color make up 47% of the population in the neighborhoods adjacent to the proposed project. Historically, these communities have been underserved and invested and have felt the negative impacts of large

roadway and highway projects being built, displacing residents and causing harmful environmental damage behind. This investment in the trail, which hasn't been upgraded in many sections since it was built in the 1970's provides an opportunity to implement a project with positive benefits, increasing mobility and accessibility, connection and access to nature and the river, as well as connections to a large trail and bicycle/pedestrian transportation network.

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

Just to the north of the project limits are the Sun Valley and Valverde neighborhoods, which are also in the highest need category and the South Platte River Trail is being upgraded in these neighborhoods through other projects and funding sources.

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

This project is in alignment with several of the shared outcomes including:

1. Improve the diversity and livability of communities. This project would be a major investment into the South Platte River Trail and the communities adjacent to it:

The trail is in its original design from 30+ years ago and is in need of being upgraded to meet current standards for safety and capacity. Many of the surrounding neighborhoods score high on Denver Parks Neighborhood Equity Index and are in need of investment.

2. Improve and expand the region's multimodal transportation system, services, and connections:

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

3. Operate, manage, and maintain a safe and reliable transportation system:

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

4. Improve air quality and reduce greenhouse gases:

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

5. Connect people to natural resource and recreational areas.

While the trail serves a lot of commuters, it is also a recreational trail allowing people to enjoy walks, runs, and long bike rides. The South Platte River Trail runs adjacent to the river and allows interaction with the river at several points. The trail connects several parks including Grant Frontier Park, Pasquinel's Landing, Ruby Hill Park,

and Overland Pond Park, within the proposed project limits. This section of trail also connects to the West Harvard Gulch Trail and the Sanderson Gulch trail, which then provide connections to several other parks.

6. Increase access to amenities that support healthy, active choices:

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

7. Improve transportation connections to health care facilities and service providers:

There are several health care facilities in the neighborhoods surrounding the South Platte River Trail within the proposed project limits. The trail improvements will allow more people to choose to walk or bike to their health care appointments, and provide a safe and reliable option for people who don't have other transportation options and must walk or bike to meet their healthcare needs.

7. Improve access to opportunity:

This segment of the South Platte River Trail is adjacent to several high equity need neighborhoods that have been historically underserved and underinvested in. Denver Parks and Recreation is focused on targeting investments in these neighborhoods of high need. This investment will provide improved access to jobs and housing in the growing neighborhoods and TOD areas including the Evans Station TOD and Broadway Station TOD, which are within 1/2 mile of the project limits. The Alameda Station is just outside the 1/2 mile buffer from this project's limits, but is adjacent to the South Platte Trail just to the north. The trail provides connections to several employment centers and lighting the trail will lengthen the hours of operation.

8. Improve the region's competitive position:

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

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: [Evans Station TOD and Broadway Station TOD](#)
- Does the project connect two or more urban centers?*
- Yes No If yes, please provide the names: [Evans Station TOD and Broadway Station TOD](#)
- Is there a transit stop or station within ½ mile of the project limits?*
- Yes No
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document:
https://denvergov.org/files/assets/public/community-planning-and-development/documents/planning-general/blueprint-denver/blueprint_denver.pdf
- If yes, provide how the area is defined in the relevant planning document: The trail moves adjacent to several neighborhoods and areas that are identified as area for future growth. These include "regional centers," "community centers and corridors," and TOD Station Areas.
- 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): [The trail runs adjacent to several urban centers with mixed use zoning designations including: U-MX-3, I-MX-3, C-MX-16, and E-CC-3.](#)

Provide households and employment data*	2020	2050
Households within ½ mile	10,278	17,629
Jobs within ½ mile	37,615	52,263
Household density (per acre) within ½ mile	3.00	5.88
Job density (per acre) within ½ mile	12.37	16.64

Describe, *including the required quantitative analysis*: The limits of this proposed project extend from north of Mississippi Avenue and the City's border with Englewood. Within and adjacent to the project limits are the RTD C and D lines, which includes the Evans Station TOD and the Broadway Station TOD, and is very close to the Alameda Station just to the north and the Englewood City Center station to the south.. The improved trail will offer a quick, safe, and well- lit bicycle and pedestrian route to these transit stations and TOD areas. Additionally, there are over 50 bus stops within a half mile radius of the project limits.

The data comparison shows a 72% increase in the number of households over the next 30 years and a 39% increase in jobs within 1/2 mile. The improved trail will be a vital piece of the transportation network to provide mobility and accessibility options between the neighborhoods where people live and work, in addition to providing those connections to transit hubs. The improved trail will be able to safely transport more people and lighting the trail will increase the hours of operation, especially during the winter months when the sun sets before many people finish working for the day.

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**.

Key Destination List: Ruby Hill Park, Levitt Pavillion, Overland Golf Course, Sanderson Gulch Trail, West Harvard Gulch Trail, Bear Creek Trail, Grant-Frontier Park, Englewood Sheridan, Evans Station, Alameda Station, Broadway Station, Englewood Center City Station, Colorado Heights University, American Pathways University, Platt Park Rec Center, Athmar Park Rec Center, and College View Rec Center.

The South Platte River Trail runs south to north through the core of Denver providing opportunities for recreating and commuting throughout the Denver-metro area. While the trail currently exists, this proposed project would greatly expand the capacity and improve safety on the trail. The South Platte River Trail acts as the main spine of the trail and bicycle network through Denver and provides connectivity to other trails and the on-street bike network throughout the City. Several of the destinations above can be accessed directly off the trail, such as Ruby Hill Park, Overland Golf Course, Sanderson Gulch Trail, West Harvard Gulch Trail Bear Creek Trail, and Grant-Frontier Park.

Additional connections to the other destinations can be made by short connection on other trails, sidewalks, and bike lanes including the light rail transit stations and developing neighborhoods, rec centers, and universities.

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

B. MVRTP Priorities

WEIGHT

50%

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

Multimodal Mobility

Provide improved travel options for all modes.

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

Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or a bicycle/pedestrian access to transit, etc.

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: [Scooters and other personal mobility devices](#)
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): [Trail/Shared Use Path, pedestrian lighting, wayfinding signage](#)
- 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, *include quantitative information, including any items referenced above, in your response:*

The project to improve the trail will increase the functionality and usability of the trail, providing more people the opportunity to use it the trail to connect to destinations. The trail is grade separated at all rail and road crossings and provides an uninterrupted trip opportunity. There are no train or bus schedules to rely on, no delays to impact travel times, and no vehicle traffic or signals to be stopped at. The trail provides a steady and consistent transportation option for people walking and biking. The trail is well maintained and plowed for snow regularly, so there is no interruption to trail use in winter. The 3 mile journey along this corridor would take anywhere between 15-24 minutes for person bicycling depending on their speed and anywhere between 45 min to 90 min for people walking.

The upgraded trail construction will completely replace the existing trail and provide a new, high quality, ADA compliant concrete surface, which will restart the lifecycle of the trail.

Air Quality

Improve air quality and reduce greenhouse gas emissions.

(drawn from [2050 MVRTD 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
	0.82	0.05	0.05	0.01

Use [FHWA CMAQ Calculators](#) to determine emissions reduced. Please attach a screenshot of the calculator showing the inputs and outputs as part of your submittal packet.

Note: for project types not covered by the FHWA Calculators, such as education and outreach, please note your methodology in your narrative below.

Describe, include quantitative information, including any items referenced above, in your response:

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

**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 Metro Vision Regional Transportation Plan](#)? 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, include quantitative information, including any items referenced above, in your response:

This project is focused on the trail expansion, but connects the Alameda Station transit station, Evans transit station, and the Englewood City Center transit station. Just beyond the limits of this project are connections to the 10th & Osage station and the W Line to the north, as well as the Sheridan station to the south. The trail project will include lighting, which will extend the operating hours for the trail, and support transit use and connectivity. There are 50+ bus stops on streets adjacent to that trail and the trail will provide increased access to these stops. Bikeshare and scootershare are allowed to operate on the trail and provide options for first and last mile connectivity between transit and active transportation mobility.

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 [High-Injury Network or Critical Corridors](#)?*
 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)		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	1	
Serious Injury crashes	1	
Other Injury crashes	4	
Property Damage Only crashes	28	
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	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

Describe, include quantitative information, including any items referenced above, in your response:

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

Freight

Maintain efficient movement of goods within and beyond the region.

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

Examples of Project Elements: roadway operational improvements, etc.

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, *include quantitative information, including any items referenced above, in your response:*

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

Active Transportation	Expand and enhance active transportation travel options. <small>(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.</small>
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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](#)?*
 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

1. Current Weekday Bicyclists:	448	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday one-way bicycle trips on the facility after project is completed.	124	1,308
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	62	654
4. = Initial number of new bicycle trips from project (#2 – #3)	62	654
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	19.00	196.00
6. = Number of SOV trips reduced per day (#4 - #5)	43.00	458.00
7. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	86.00	916.00
8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	81.70	870.20
9. If values would be distinctly greater for weekends, describe the magnitude of difference: From our trail counter data, our weekend bicycle numbers on average across the year are 1.5x+ weekday numbers. Additionally, average weekday bicyclist use on the trail during the summer is roughly 1.5x+ than the yearly average.		
10. If different values other than the suggested are used, please explain here:		

Pedestrian Use

1. Current Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	135	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional weekday pedestrian one-way trips on the facility after project is completed	37	394
3. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	18	197
4. = Number of new trips from project (#2 – #3)	19	197
5. Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	6.00	59.00
6. = Number of SOV trips reduced per day (#4 - #5)	13.00	138.00
7. Enter the value of {#6 x .4 miles} . (= the VMT reduced per day) <i>(Values other than .4 miles must be justified by sponsor on line 10 below)</i>	5.00	55.00

8. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	4.75	52.25
9. If values would be distinctly greater for weekends, describe the magnitude of difference: <p style="margin-left: 40px;">Our trail counter data shows that pedestrian counts are generally the same on weekdays and weekend on average.</p>		
10. If different values other than the suggested are used, please explain here:		

Describe, include quantitative information, including any items referenced above, in your response:

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

Using the trail counter within the project limits in Denver, near the city border with Englewood we looked at the average number of bicyclists and pedestrians during the weekdays in 2021. On average there were counted 448 bicycle trips and 135 pedestrian trips. We anticipate a 5% increase in users annually, the trail opening in 2027, and continued that growth rate through 2050 to reach the numbers in the calculation. The 2050 numbers result in 1700+ bicyclists a day and 500+ pedestrians a day on the corridor of the project limits. This number could easily be higher with the anticipated increase of households and jobs within the project area, and citywide and regional population growth that is anticipated as this is a regional trail and destination in itself.

C. Project Leveraging	WEIGHT	10%
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What percent of outside funding sources (non-Regional Share funding) does this project have?	20.00%	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px 5px;">60%+ outside funding sources</td><td style="text-align: right; padding: 2px 5px;">5 pts</td></tr> <tr><td style="padding: 2px 5px;">50-59.9%</td><td style="text-align: right; padding: 2px 5px;">4 pts</td></tr> <tr><td style="padding: 2px 5px;">40-49.9%</td><td style="text-align: right; padding: 2px 5px;">3 pts</td></tr> <tr><td style="padding: 2px 5px;">20-39.9%</td><td style="text-align: right; padding: 2px 5px;">2 pts</td></tr> <tr><td style="padding: 2px 5px;">10.1-19.9%</td><td style="text-align: right; padding: 2px 5px;">1 pt</td></tr> <tr><td style="padding: 2px 5px;">10%.....</td><td style="text-align: right; padding: 2px 5px;">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 within the project submittal?
 Yes No N/A (for projects which do not require engineering services)

If yes, please type in the engineer’s name below which certifies their review and that impacts have been evaluated and mitigated as much as possible before your application is submitted:

Please describe the anticipated specific pitfalls/roadblocks and the mitigation activities taken to date:

This TIP application is for the design and environmental phases only. During this phase the engineering firm hired to design the project will further investigate and mitigate any potential issues prior to environmental and construction phases. The planning for the improvements and cost estimates for this project were completed in a 2016 South Platte River Trail Improvement Study completed by the Architerra Group.

The Denver project team reviewed the trail alignment overlaid with utility and parcel data to complete a cursory review and has identified the following issues that will need to be mitigated.

1. No anticipated ROW issues. All trail segments are withing Parks or Denver right of way.
2. Utility coordination, including stormwater infrastructure and outfalls
3. Need for retaining walls.
4. CLOMR/LOMR process and impacts to floodplain

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: [Choose an item](#)

c. Has all required ROW been identified? Yes No N/A
 Has all required ROW already been acquired and cleared by CDOT? Yes No N/A

d. Based on the current status provided in Project Information, question 11, do you foresee any reason why your IGA will not be executed by Oct 1 of your first year of funding, 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? [Mile High Flood Distict, Denver Department of Transportation & Infrastructure](#)

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

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:
[Funding for the local match is identified from Department of Parks and Recreation CIP funding in 2024 and 2025.](#)

b. Is all funding for this project currently identified in the sponsor agency's Capital Improvement Program (CIP)?
 Yes No

Please describe:
[CIP funding will come from the existing DPR CIP Account: RZ008 - Park Access - Trail Improvements](#)

Section 3. Public Support

a. Has the proposed project previously been through a public review process (public comment period, public hearing, etc.)?
 Yes No

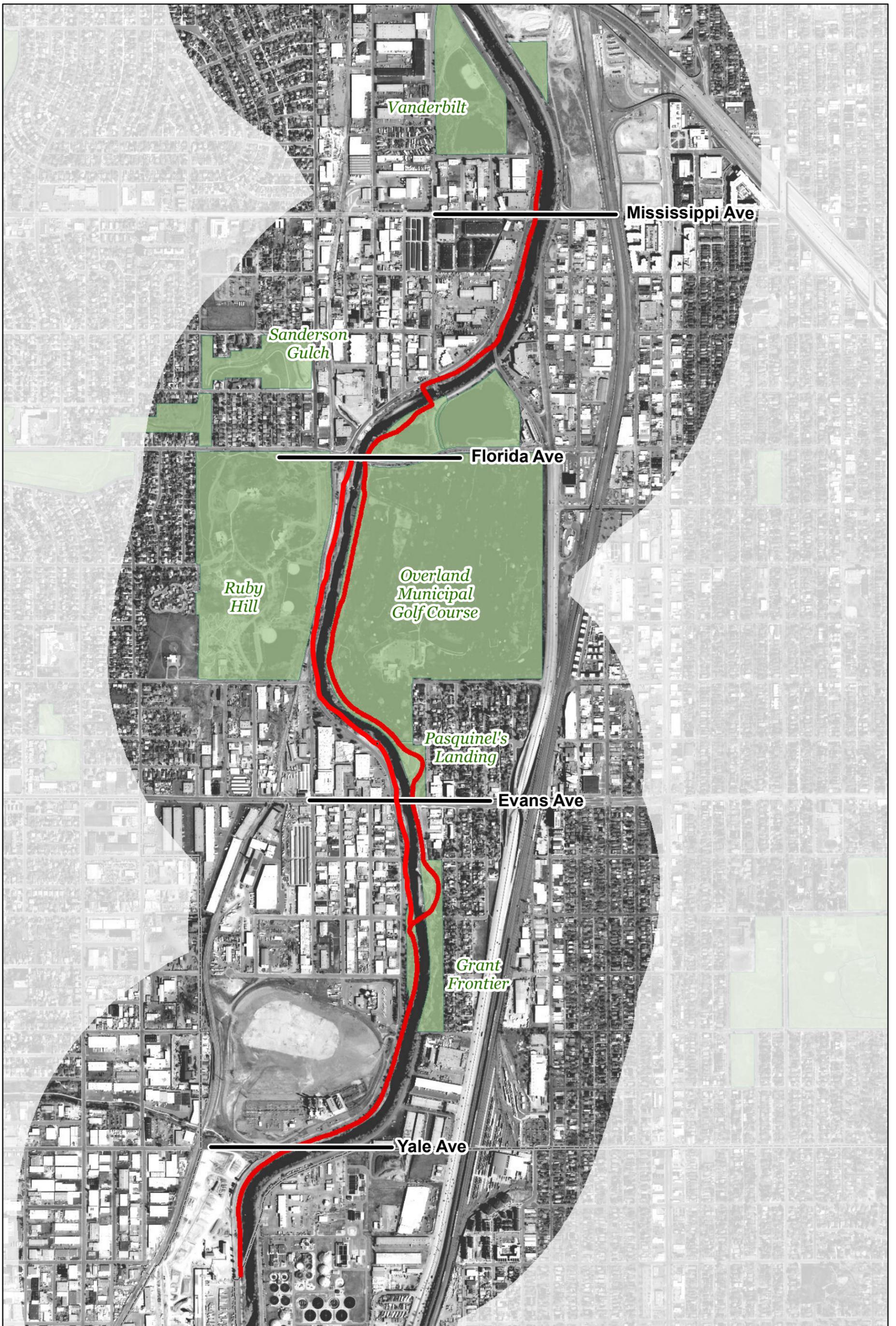
b. Has the public had access to translated project materials in relevant languages for the local community?
 Yes No

Please describe:
[The project listed here was recommended as part of Denver Moves: Pedestrians and Trails, which is an adopted City master plan from August 2018.](#)

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.
[Attached you will find letters of support from The Greenway Foundation, Denver Bicycle Lobby, and the Denver Streets Partnership](#)

Submit completed applications through the [TIP Data Hub](#) no later than 3pm on March 18, 2022.



TIP Grant - South Platte River Trail
Mississippi Ave to South City Limits



Cost Estimate for South Platte River Trail Improvements from 500' North of Mississippi Ave to Denver City Border with Englewood	
Estimates based on 2016 South Platte River Trail Improvement Study	
Segment 1 - Southern Denver Boundary to Grant Frontier Park	
Segment Estimate	\$2,709,168
Segment 2 - Grant Frontier Park - South of Pedestrian Bridge	
Segment Estimate	\$719,841
Upgrade Bike/Ped Bridge at Grant-Frontier Park	
Segment Estimate	Updated cost estimate below
Segment 3 - Grant Frontier Park - Pedestrian Bridge to W. Evans Ave.	
Completed in 2016	\$0
Segment 4 - Pasquinel's Landing	
Completed in 2016	\$0
Segment 5 - Pasquinel's Landing to Florida Ave	
Segment Total	\$748,781
Segment 6 - New Bridge Connection to Ruby Hill Park	
Not Included in this Project	\$0
Segment 7 - W. Florida Ave. Undercrossing	
Complete	\$0
Segment 8 - W. Florida Avenue to Santa Fe Drive	
Segment Estimate	\$737,663
Upgrade Overland Pond Park Pedestrian Bridge	
Segment Estimate	Updated cost estimate below
Segment 9 - Santa Fe Drive Undercrossing	
Segment Estimate	\$760,869
Segment 10 - Santa Fe Drive to W. Mississippi Avenue	
Segment Estimate	\$1,481,863
Segment 11 - W. Mississippi Avenue Undercrossing	
Segment Estimate	\$1,244,575
Segment 12 - W. Mississippi Avenue to Santa Fe Drive (500' included in this project)	
Segment Total	\$934,344
New Trail SegmentL: Grant Frontier Park to Florida Ave	
Segment Estimate	\$1,500,000
2016 Project Cost Estimate Total	\$10,837,102
Annual Inflation	\$0
Grant Frontier Park Bridge (180' long, 16' wide)	\$3,500,000
Overland Park Bridge (210' long, 16' wide)	\$4,000,000
Anticipated Construction Year 2027 - Base Cost Estimate	\$22,501,084
Lighting Construction 15%	\$3,375,163
Estimated Total Project Construction Cost Estimate	\$25,876,247
20% Design (TIP Grant Ask)	\$5,000,000
Estimated Total Project Construction Cost Estimate	\$30,876,247

Reset Interface

(1) What is your project evaluation year?

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

Daily Passenger Vehicle Trips		
Before	After	Change
6000	5900	100

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

Trip Distance Source

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

Typical Trip Distance
(miles one way)

Distribution of Trip Distances (daily fraction per mileage bin)

$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	Sum

OUTPUT

Calculate Output

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.816
Particulate Matter <2.5 μm (PM _{2.5})	0.003
Particulate Matter <10 μm (PM ₁₀)	0.011
Nitrogen Oxide (NO _x)	0.052
Volatile Organic Compounds (VOC)	0.045
Carbon Dioxide Equivalent (CO ₂ e)	89.764
Total Energy Consumption (MMBTU/day)	1.170

*Units in kg/day unless otherwise noted



June 17, 2022

DRCOG Transportation Improvement Program
1001 17th Street, Suite 700
Denver, CO 80202

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

Dear Evaluation Team:

On behalf of the Denver Bicycle Lobby, I am writing in support of Denver Parks and Recreation's (DPR) application for DRCOG TIP funds to build out the South Platte River Trail to current City and County of Denver trail standards between Mississippi Ave and the City boundary with Englewood. This segment of the trail has the second highest use on the South Platte Trail and serves the growing neighborhoods along the I-25 corridor. The South Platte River Trail Improvement project will also increase safety and comfort for trail users, provide connections to transit, including the C and D rail lines, and provide opportunities to recreate and connect with the river.

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

We enthusiastically support this grant application and welcome the opportunity to enhance our partnership and ensure favorable outcomes for all users of the regional trail network and the South Platte River corridor. If you have any questions or need more information, please contact me at info@dbl.bike

Sincerely,

A handwritten signature in black ink, appearing to read 'Rob Toftness', is written over a light blue horizontal line.

Rob Toftness
Founding Member Denver Bicycle Lobby



June 17, 2022

DRCOG Transportation Improvement Program
1001 17th Street, Suite 700
Denver, CO 80202

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

Dear Evaluation Team:

On behalf of the Denver Streets Partnership, I am writing in support of Denver Parks and Recreation's (DPR) application for DRCOG TIP funds to build out the South Platte River Trail to current City and County of Denver trail standards between Mississippi Ave and the City boundary with Englewood. This segment of the trail has the second highest use on the South Platte Trail and serves the growing neighborhoods along the I-25 corridor. The South Platte River Trail Improvement project will also increase safety and comfort for trail users, provide connections to transit, and provide opportunities to recreate and connect with the river.

The Denver Streets Partnership believes in an equitable and vibrant Denver that guarantees our public spaces are designed for people. We believe that human dignity should be the guiding principle for the design of our transportation system so that everyone can thrive and connect to what matters most. We advocate for practical solutions to reduce our city's dependence on cars and design communities that prioritize people. Denver's off-street trails are an essential component of a comprehensive transportation system that puts people first.

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

We enthusiastically support this grant application and welcome the opportunity to partner with the City to ensure favorable outcomes for all users of the regional trail network and the South Platte River corridor. If you have any questions or need more information, please contact me at 303-895-6376 or jill@denverstreetspartnership.org.

Sincerely,

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

Jill Locantore

Executive Director, Denver Streets Partnership

A river is more than an amenity, it is a *treasure*
- Justice Oliver Wendell Holmes



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Ryan Aids

June 15, 2022

DRCOG Transportation Improvement Program
1001 17th Street, Suite 700
Denver, CO 80202

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

Dear Evaluation Team:

On behalf of The Greenway Foundation, I am writing in support of Denver Parks and Recreation's (DPR) application for DRCOG TIP funds to build out the South Platte River Trail to current City and County of Denver trail standards between Mississippi Ave and the City boundary with Englewood. This segment of the trail has the second highest use on the South Platte Trail and serves the growing neighborhoods along the I-25 corridor. The South Platte River Trail Improvement project will also increase safety and comfort for trail users, provide connections to transit, including the C and D rail lines, and provide opportunities to recreate and connect with the river.

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

I enthusiastically support this grant application and welcome the opportunity to enhance our partnership and ensure favorable outcomes for all users of the regional trail network and the South Platte River corridor. If you have any questions or need more information, please contact me at Ryan@greenwayfoundation.org.

Sincerely,

Ryan Aids
Deputy Director