DRCOG Transportation Improvement Program (TIP)
FY 2024-2027 TIP Subregional Share (Call #4) – Arapahoe County Subregion
Surface Transportation Block Grant (STBG) Project Application
APPLICATION OVERVIEW

What: The Subregional Share Call for Projects for the FY 2024-2027 TIP (Call #4)
Funding Available: $20,167,000 for this subregion and this STBG Track. In the STBG Track, funding is split fairly evenly over all four years.
Major Project Eligibility Exceptions: Transit operations projects *(Note: these types of projects are only allowed to be submitted with the AQ/MM Track)*
Call Dates: November 28, 2022 until January 27, 2023, 3 pm
Application Submittals: submit the items below online through the submittal link on the TIP Data Hub

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

Other Notable items:

- Eligibility: Projects must align with the eligibility guidelines in Appendices B and C of the TIP Policy. Proposed work on roadways must primarily be located on the DRCOG Regional Roadway System to be eligible for TIP funding (the DRCOG RRS can also be viewed within the TIP Data Tool). Further details can be found in the *Policies for TIP Program Development* document (a quick-guide is also available for reference)
- TIP Trainings: To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops (February 10 and February 16, 2022)
- CDOT/RTD Concurrence: If required, CDOT and/or RTD concurrence must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than December 9, 2022, with CDOT/RTD providing a response no later than January 13, 2023. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, CDOT Region 4 – Josie Thomas, RTD – Chris Quinn
- If a submitted application in Calls #1-3 was not funded, and you wish to resubmit the same application for this call, please contact DRCOG. In these cases, we can unlock the application, change the title, and save the applicant some work in the resubmittal process
- Application Data: To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool. A link to the TIP Data Tool and instructions on how to use it are available on the TIP Data Hub. Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org 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

APPLICATION FORMAT

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

Project Information

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

Evaluation Questions

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

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

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

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

5	The project benefits will **substantially** address a **major** subregional problem and benefit people and businesses in multiple communities.
4	The project benefits will **significantly** address a **major** subregional problem primarily benefiting people and businesses in one community.
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 Priorities 45%

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	30-39.9%
1	20.1-29.9%
0	20%

Section D. Project Readiness 15%

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	**High Line Canal Trail Underpass at Broadway and Arapahoe**
2. Project Location *Provide a map, as appropriate (see Page 1)*	Start point: Click or tap here to enter text. End point: Click or tap here to enter text. OR Geographic Area: Intersection of South Broadway and the High Line Canal (see Project Location map)
3. Project Sponsor *(entity that will be financially responsible for the project)*	Arapahoe County Open Spaces

4. Project Contact Person:

Name: Cathleen Valencia	Title: Capital Improvement Program Manager
Phone: 720-237-2415	Email: cvalencia@arapahoegov.com

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?	☐ Yes ☒ No *If yes, provide applicable concurrence documentation*

6. What planning document(s) identifies this project?

Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement

If this project is listed in the DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP), provide the staging period: Click or tap here to enter text.

Local/Regional/ Subregional plan:	Planning Document Title: Feasibility Study for High Line Canal Crossings (pg. 53-55), Littleton Transportation Master Plan (pg. 91, 168) "The Plan for the High Line Canal" (pg. 64, 278- 283) Adopting agency (local agency Council, CDOT, RTD, etc.): Multiple local agencies and stakeholders. Provide date of adoption by council/board/commission, if applicable: May 2014, October 2019, and September 2019 respectively.
Please describe public review/engagement to date:	The High Line Canal Conservancy held open house and stakeholder discussion as a part of the "The Plan for the High Line Canal" and reached over 600 community members (pg. 18).
Other pertinent details:	The High Line Canal Conservancy has been advocating for continued maintenance and improvements to the High Line Canal Trail since 2014. Other High Line Canal crossing improvements, including grade separated crossings, have been constructed recently and have been met with resounding approval by the public. This project aims to continue multimodal improvements, not only for the High Line Canal Trail, but as a part of the Denver Metro's continued commitment to non-vehicular mobility. This project received TIP funding for Final Design in Call #2 and the project team is now requesting ROW, Utilities, Construction funding, and Design funding for the bridge. The bridge reconstruction has been included in this underpass project as it is needed and both projects will see savings if packaged together.

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

Phases to be included:	**Major phase milestones**:	**Anticipated completion date (based on 8/16/2023 DRCOG approval date)**: (MM/YYYY)
	☐ Preconstruction (including studies) ☐ Construction ☒ Both	
REQUIRED FOR ALL PHASES	Intergovernmental Agreement (IGA) executed with CDOT/RTD (Assumed process is 4-9 months; any work performed before execution is NOT reimbursable)	10/2023
☒Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	10-23
	Design scoping meeting held with CDOT (if no consultant):	10-23
	FIR (Field Inspection Review):	10-24
	FOR (Final Office Review):	6-25
☒Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	10-24
	Environmental scoping meeting held with CDOT (if no consultant):	10-24
☒Right-of-Way	Initial set of ROW plans submitted to CDOT:	10-24
	Estimated number of parcels to acquire: Enter Number	
	ROW acquisition completed:	10-25
☒Construction	Required clearances:	10-2026
	Project publicly advertised:	1-27
☐Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	Enter Date
☐Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	Enter Date
☐Other Phase not Listed Describe: Utility Relocation	First invoice submitted to CDOT/RTD:	Enter Date

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

Arapahoe County is committed to improving access and overall transportation connectivity to existing facilities. Two goals from the Arapahoe County Transportation Master Plan (TMP) state their commitment to 1) promote an efficient and balanced transportation system, and 2) promote alternative transportation solutions. Arapahoe County supports efforts to make improvements to the existing transportation system and expand alternative transportation options to reduce vehicle trips. At-grade crossings across roadways with high vehicle speeds and volumes are uncomfortable and unsafe for bicyclists and pedestrians. The High Line Canal Trail provides a great low-stress separated facility from vehicles, but this uncomfortable crossing of South Broadway can deter trail users from using the trail altogether.

South Broadway at Arapahoe Road is a 35mph, 30,000+ vehicle per day, 4-lane arterial roadway that runs 16+ miles north-south through the Denver Metro Area. Having only a painted median at the project location, the roadway takes significant effort for bicyclists and pedestrians to cross, even at a stop-controlled intersection. The High Line Canal Trail crosses through 4 counties and 7 different jurisdictions, providing a regional connection for active transportation and recreation. This project focuses on the trail crossing of South Broadway just south of Arapahoe Road. This location, which is surrounded by residential and commercial sites, was identified as a major mobility barrier by "The Plan For the High Line Canal" (2019), funded and endorsed by the High Line Conservancy, Denver Water, and local jurisdictions along the Canal. The Plan concluded that a grade separated crossing would close a gap between the two existing bike/ped facilities on either side of South Broadway and greatly improve the safety and mobility of all current and future trail users, as well as provide a link between multiple jurisdictions. This project aims to tear down the existing mobility barrier and expand the regional opportunities of those living and working in the area who desire alternative modes of transportation.

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

Roadway

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

Grade Separation

- ☒ Roadway
- ☐ Railway
- ☒ Bicycle
- ☒ Pedestrian

Regional Transit[1]

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

☒ **Safety Improvements**

Active Transportation Improvements

- ☒ Bicycle Facility
- ☒ Pedestrian Facility

☒ **Air Quality Improvements**

☐ **Improvements Impacting Freight**

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

- ☒ Complete Streets Improvements

☐ **Study**

☐ **Other**, briefly describe: Click or tap here to enter text.

[1]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.

The project will construct a new underpass and replace the bridge at the intersection of the High Line Canal Trail and South Broadway, approximately 200 feet south of Arapahoe Road. The underpass is anticipated to be a 16 feet wide by 12 feet tall box culvert structure.

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.*

Arapahoe County Open Spaces conducted a study in September of 2021 to determine the feasibility of underpasses at 7 locations along the High Line Canal Trail in partnership with the High Line Canal Conservancy and local municipalities. The location at South Broadway and Arapahoe Road was deemed feasible during preliminary design. To date, the project team has performed a field survey, initial utility investigation, stakeholder outreach and discussion, and completed 30% (FIR) design plans for this location. This project is currently preparing the RFP for final design services, which was awarded funding under Call #2.

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: If requested, the project team will meet to determine acceptable reduced funding. The project team has discussed removing the bridge or the underpass as part of this application instead of trying to fund both. If the project team decides to pursue the underpass, the minimum funding request from DRCOG would be $7.84M. The minimum funding request for the bridge replacement would be $5.12M. The minimum funding request for bridge rehabilitation would be $1.68M.

Outline the differences between the scope outlined above and the reduced scope: A smaller DRCOG funding request could reduce the scope from construction of both an underpass and full bridge replacement down to one of three options: 1) construction of the underpass and bridge rehabilitation, or 2) only construction of an underpass, 3) only design and construction of the bridge.

Project Financial Information and Funding Request

(All funding amounts in $1,000s)

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

Total amount of Subregional Share Funding Request (in $1,000's) *(Not to exceed **80% of the total project cost**)*	**$12,943.8**	**79.9%** **of total project cost**
Match Funds (in $1,000's) List each funding source and contribution amount.	**Contribution Amount**	**% Contribution to Overall Project Total**
Arapahoe County Open Spaces	$656.6	4.05%
City of Centennial	$1,299.8	8.025%
City of Littleton	$1,299.8	8.025%
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%

Total Match *(private, local, state, regional, or federal)*	**$3,256.2**	**20.1%**
Project Total	**$16,200**	

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

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

	FY 2024	FY 2025	FY 2026	FY 2027	Total
DRCOG Requested Funds[2]	$1,182.5	$575.3	$5,593	$5,593	**$12,943.8**
CDOT or RTD Supplied Funds[3]	$Enter Amount	$Enter Amount	$Enter Amount	$Enter Amount	**$ 0**
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	$297.5	$144.7	$1,407	$1,407	**$3,256.2**
Total Funding	$1,480	$720	$7,000	$7,000	**$16,200**
Phase to be Initiated	Design	ROW	Construction	Construction	
Notes:	1. Fiscal years are October 1 through September 30 (e.g., FY 2024 is October 1, 2023 through September 30, 2024). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. For the 2024-2027 Subregional Share STBG Call, 23% of DRCOG funding is available in FY 2024, 25% in FY 2025, 26% in FY 2026, and 27% in FY 2027 3. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.				
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. ☒				

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.*

The 71-mile High Line Canal Trail connects five different municipalities across Arapahoe County and connects to three other counties in the region, making it a critical connection for active transportation and recreation. A 2021 trail count completed by the High Line Canal Conservancy registered over one million annual users on the trail corridor. The cities of Littleton and Centennial are two of the most popular used reaches of the trail and the challenging crossing at South Broadway and Arapahoe Road forms a major barrier between these two communities. During development of "The Plan for the High Line Canal" (2019), significant public interest in safety improvements on the South Broadway Corridor led to this area being identified as one of seven primary opportunity areas prioritized in The Plan.

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.*

The at-grade crossing of South Broadway creates a significant barrier for High Line Canal Trail users and isolates a small, 600+-resident, low-income community of condos on the east side of South Broadway along a loop of the High Line Canal trail between the signalized crossing at the High Line Canal and Ridge Road and this crossing south of Arapahoe Road. High Line Canal Conservancy annual trail user counts from 2021 recorded 92,752 trail users west of South Broadway in Littleton and 130,960 trail users east of South Broadway in Centennial. However, trail user counts along the loop between these two South Broadway crossings recorded just 30,035 users that same year. This data shows substantial demand for use of the High Line Canal trail and demonstrates the significant barrier that is formed by this dangerous crossing of South Broadway. Installation of an underpass at South Broadway and Arapahoe Road aims to significantly increase the number of trail users continuing along the path (by removing the barrier), improve safety for all trail users, and increase regional mobility along the South Broadway 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.

The proposed project will directly benefit the cities of Littleton and Centennial as South Broadway forms the border between these communities. In addition, the project will benefit the three additional municipalities in Arapahoe County along the High Line Canal Trail and three other counties the Canal traverses. This project was a high priority in "The Plan for the High Line Canal" (2019), a collaborative effort that was developed by these eleven jurisdictions, Denver Water, and the High Line Canal Conservancy. The Plan was jointly funded by these partners to bring a cohesive vision to the 71-mile High Line Canal corridor and has been endorsed by each governing body. Preliminary design for the project was funded by Arapahoe County Open Spaces and managed by Arapahoe County Public Works. Staff from the cities of Littleton and Centennial as well as the High Line Canal Conservancy participated in the design process. The local match for the project will be funded jointly by Arapahoe County and the cities of Littleton and Centennial.

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 (***In the TIP Data Tool, use a 0.5 mile buffer***)	a. Total population	8,914	-	-
	b. Total households	3,730	-	-
	c. Individuals of color	1,491	17%	33%
	d. Low-income households	351	9%	9%
	e. Individuals with limited English proficiency	141	2%	3%
	f. Adults age 65 and over	1,695	19%	13%
	g. Children age 5-17	1,469	16%	16%
	h. Individuals with a disability	366	4%	9%
	i. Households without a motor vehicle	104	3%	5%
	j. Households that are housing cost-burdened	721	19%	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:*

All residents within a 0.5 mile buffer of the project will benefit from improved safety and connectivity along the South Broadway corridor.

Individuals of color and low-income individuals will benefit from improved multimodal connections in the area. This project will be particularly beneficial for the low-income households in the condo communities on the east side of South Broadway who live along the High Line Canal between the intersections of South Broadway and Ridge and South Broadway and Arapahoe Road. The Canal creates a major barrier for this community, leading to limited active transportation options, and the block group that contains this community scores the highest rating on DRCOG's measure of vulnerable populations (the block group immediately across South Broadway that would be connected by this underpass also scores a 4 out of 5 for vulnerability). This block group makes up for 15% of the residents within the 0.5 mile buffer and has rates of disabilities, households without vehicles and poverty that are above the regional average. This community has a significantly larger proportion of adults with a disability (over 13%), a constituency that will benefit significantly from improved accessibility along the South Broadway corridor. It is important to note that while the many of the disproportionality impacted and environmental justice population groups are at or below the regional average within the 0.5 mile buffer, the communities along South Broadway where the underpass will be located both have above average representation of many of these groups and score highly across vulnerability indicators.

Older adults and children will also benefit from improved safety and connectivity along the High Line Canal trail. With two schools immediately west of South Broadway, the proposed underpass has the opportunity to provide a safe route to school for youth ages 5 to 17. This area also has a large proportion of older adults, with nearly all of the Census block groups within the 0.5 mile buffer of the project showing on DRCOG'S vulnerable populations map as having 65+ populations that are above the regional average. Households with limited English proficiency and households that are cost burdened will also benefit from improved access to opportunity. Finally, households without a motor vehicle will likely receive the greatest benefit, as improved safety and connectivity along South Broadway will enhance multimodal transportation options and recreational opportunities close to home, allowing for these residents to access the regional trail network and transit system without a personal vehicle.

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.)*
    - **Improve the diversity and livability of communities:** With the installation of an underpass at South Broadway, residents would be able to cross the road much more safely, to access all the amenities and opportunities on these critical regional transportation corridors and enhance the recreation on the High Line Canal Trail.
      Contain urban development in locations designated for urban growth and services: The area surrounding this location is largely built out, so it would appear that major growth could be limited. However, removing a mobility barrier would allow better access and movement to new and expanded regional growth and services by bicyclists and pedestrians.
      Increase housing and employment in urban centers: The closest urban center is 1 mile east along Arapahoe Road and removing the at-grade crossing of South Broadway will improve connections to housing and employment opportunities.
      Diversify the region's housing stock: The proposed underpass will improve access and connections to existing multi-family housing on South Broadway while also expanding opportunities for recreation on the High Line Canal Trail.
      Improve the region's competitive position: South Broadway is a significant barrier to moving between Littleton and Centennial in this location. Installation of an underpass would allow better access and movement between the two communities, making living in the area more desirable. The High Line Canal Trail is also one of the most unique and enticing recreational amenities the region has to offer. Supporting connectivity and safety along the Trail will only further enhance the asset and make it a greater draw. The Broadway Corridor Study is currently underpass and is contemplating land use in the area. The underpass would promote multimodal accessibility for all.

- 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.)*
    - **Improve and expand the region's multimodal transportation system, services, and connections:** This project aims squarely at expanding the bicycle and pedestrian accessibility within the subregion by removing the nearly insurmountable barrier of crossing South Broadway on the High Line Canal Trail. Additionally, with non-vehicular traffic separated from the roadway, the possibility of crashes and slow-downs involving bikes or pedestrian drops significantly. In addition to bicycle and pedestrian accessibility, RTD bus service accessibility will be increased as there are currently bus stops on both the east and west sides of Broadway which are only accessible via on-street crossings.
      Operate, manage, and maintain a safe and reliable transportation system: With the installation of an underpass, this project aims to promote safe and efficient travel for many years.
      Improve air quality and reduce greenhouse gas emissions: Crossing South Broadway is challenging for pedestrians and bicyclist to navigate. The high volume of vehicles per day along South Broadway is a significant barrier to non-vehicular travel. The roadway is primarily intended for vehicular traffic; however, by providing grade-separated crossings more individuals will be able to walk or ride a bicycle to work, school, transit stations, and recreation areas thus removing vehicle trips and reducing greenhouse gas emissions.
      Reduce the risk of hazards and their impact: Crashes between pedestrians/bicyclists and vehicles are inherently more severe. Separating motorized vehicles from non-motorized drastically reduces the level of potential hazard.

- Connection/accessibility to particular locations supporting healthy and active choices? *(Connect people to natural resource and recreational areas. Increase access to amenities that support healthy, active choices. Improve transportation connections to health care facilities and service providers. Improve access to opportunity.)*
    - **Connect people to natural resource and recreational areas:** Removing the mobility barrier at South Broadway would enhance would expand bicycle and pedestrian use of the High Line Canal Trail by allowing users to connect between communities and take advantage of this recreational and ecological amenity.
      Increase access to amenities that support healthy, active choices: This project would not add distance to the High Line Canal Trail's 71 miles, but it would increase the safety of moving from one section to the next in this area, while making this crossing a much more convenient and enticing location. This is already one of the best used sections of the High Line Canal Trail but significantly lower user counts crossing at South Broadway demonstrate the potential to increase use of the Trail, catalyzing healthy, and active living. Additionally, as safety increases so does anxiety decrease, allowing for a broader range of users to utilize the Trail.
      Improve access to opportunity: Removing mobility barriers would allow residents of the area, and passers through, to access more than current conditions allow with South Broadway acting as a barrier. Improving safety of this active transportation corridor is particularly important to provide access to opportunity for those without a vehicle.

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: Click or tap here to enter text.
- Does the project connect two or more urban centers?*
  ☐ Yes ☒ No If yes, please provide the names: Click or tap here to enter text.
- Is there a transit stop or station within ½ mile of the project limits?*
  Bus stop: ☒ Yes ☐ No If yes, how many:21
  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:
  If yes, provide how the area is defined in the relevant planning document:

Provide households and employment data*	2020	2050
Households within ½ mile	8,570	9,150
Jobs within ½ mile	558	1,008
Household density (per acre) within ½ mile	3.21	3.42
Job density (per acre) within ½ mile	2.09	3.77

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*:

There are over 8,000 households within ½ mile of the project area and over 550 jobs. Household density is 3.21 and job density is 2.09 within ½ mile of the project site. Constructing an underpass along the High Line Canal at South Broadway would eliminate a barrier for citizens who desire to use alternate modes of transportation to get to and from work.
Euclid Middle School is just northwest of the project. There is a large section of Littleton east of South Broadway from Arapahoe Road to Belleview Avenue that attends the middle school and South Broadway acts as a barrier for those communities. The construction of an underpass at South Broadway and Arapahoe Road would allow middle school children to safely cross South Broadway on their way to school. Heritage High School also has a large boundary area to the east of South Broadway that could utilize the underpass to safely cross South Broadway on the way to school. In addition, the High Line Condos are bordered by the High Line Canal and South Broadway to the west. Construction of an underpass at South Broadway would allow citizens to safely access parks, shopping, or a low stress bike ride or walk along the High Line Canal to the west.
The High Line Canal is itself a significant recreational amenity drawing over 1 million users annually. This project would improve connectivity and accessibility of the High Line Canal and allow for trail users to connect to several recreation facilities along its reach, including Writers' Vista Park and Horseshoe Park in Littleton as well as Milliken Park and deKoevend Park in Centennial. By providing a safe, grade-separated crossing of South Broadway, this project will remove a significant barrier to connectivity in this area and allow for more users to utilize the High Line Canal Trail as a connection across the region.

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

The High Line Canal is an experience like no other in the Denver region. The Canal winds its way with the region's topography revealing to its users views, encounters, and experiences that make you forget you are in the city. "The Plan for the High Line Canal" (2019) serves as a pathway to revitalize and transition the Canal into a regional greenway. The Plan recommends specific locations for underpass crossings including the location at South Broadway. Not all users currently enjoy equal access to a quality green space and outdoor activities. The Plan promotes a safe and continuous 71-mile greenway for all people and communities. An underpass at South Broadway for High Line Canal users is another step toward making The Plan a reality.

B. MVRTP Priorities

WEIGHT **45%**

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

Multimodal Mobility	**Provide improved travel options for all modes.** (drawn from 2050 MVRTP priorities; federal travel time reliability, infrastructure condition, & transit asset management performance measures; & Metro Vision objective 4) Examples of Project Elements: combinations of improvements that support options for a broad range of users, such as complete streets improvements, or an interchange project that incorporates transit and freight improvements, etc.

- What modes will project improvements directly address?
  ☒Walking ☒ Bicycling ☒ Transit ☐ SOV ☐ Freight ☐ Other: Click or tap here to enter text.
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, new general purpose or managed lanes, etc.): Click or tap here to enter text.
- Will the completed project be a complete street as described in the Regional Complete Streets Toolkit? This data is available in the TIP Data Tool.
  ☒ Yes ☐ No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
  ☒ Yes ☐ No
- Does this project improve asset management of roadway infrastructure, active transportation facilities, and/or transit facilities or vehicle fleets?
  ☒ Yes ☐ No
- Does this project implement resilient infrastructure that helps the subregion mitigate natural and/or human-made hazards?
  ☒ Yes ☐ No

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

The proposed project will improve the trail crossing of High Line Canal Trail at South Broadway for pedestrians and bicyclists traveling on the trail. The project also provides access to existing sidewalks along South Broadway for bicyclists and pedestrians on both sides of the road, creating a safe and comfortable way for users to continue north and south on South Broadway. Trail user counts from the High Line Canal Trail suggest that fewer than one third of the users who utilize the trail in Littleton and fewer than one quarter of users who utilize the trail in Centennial pass through the South Broadway corridor. With significant demand on either side of South Broadway, a grade separated crossing bridges the gap between these neighboring communities. With RTD bus stops on either side of Broadway, accessibility will be improved for transit users.

The High Line Canal Trail underpass at South Broadway will implement the Regional Complete Streets Toolkit with strategies consistent with the Regional Connector Street. The improved bicycle and pedestrian connections will enhance overall mobility across and along South Broadway, increasing travel mode opportunities for residents to access and use various transportation alternatives, as well as access the regional trail system in the area with improved comfort and safety.

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

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

Emissions Reduced *(kg/day)*	CO	NOx	VOCs	PM 10	CO_2e
	0.15	0.01	0.01	0.00	16.29

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

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

The proposed project will improve the trail crossing of High Line Canal Trail at South Broadway and eliminate a crossing challenge for trail users. The new underpass will strengthen access to the Trail and provide enhanced connectivity to neighborhoods, schools, parks and open space, restaurants, retail shopping, and the Broadway/Lincoln BRT system. These improved connections will promote multimodal travel options and will reduce VMT and SOV on South Broadway, Arapahoe Road, and the surrounding neighborhood streets.
To estimate reduction in vehicle trips due to this project (and hence measure air quality implications), the project team applied a methodology created by the California Air Resources Board (ABR) and modified by The Trust for Public Land's Climate-Smart Cities Program. This methodology looks at number of days per year the facility will be utilized, annual average daily traffic, location near a university area, and number of activity centers within a half or quarter mile of the project. The resulting estimate is a reduction of 22 daily vehicle trips (14 bicycle and 8 pedestrians) after implementation of the proposed project.
Crossing South Broadway can be a challenge for a pedestrian or bicyclist to navigate, the high volume of vehicles per day along the roadway is a significant barrier to non-vehicular travel. The roadway in this location is primarily geared for vehicular traffic conveyance, however, by removing South Broadway as a barrier, more individuals will be able to walk or ride a bicycle to work/play/school thus removing vehicle trips and reducing greenhouse gas emissions.

Regional Transit	**Expand and improve the subregion's transit network.** (drawn from 2050 MVRTP priorities, Coordinated Transit Plan, RTD's Regional Bus Rapid Transit Feasibility Study) Examples of Project Elements: transit lanes, station improvements, etc. Note: For any project with transit elements, the sponsor must coordinate with RTD to ensure RTD agrees to the scope and cost. Be sure to include RTD's concurrence in your application submittal.

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

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

Question: Describe how this project improves connections to or expands the subregion's transit system, as outlined in the 2050 MVRTP. Please include quantitative information, including any items referenced above, in your response. *Note that rapid transit improvements must be on the Regional Rapid Transit System.*

South Broadway has been identified by DRCOG as a part of the regional bus rapid transit (BRT) network. The proposed project provides a safer way for pedestrians and bicyclists to access RTD's Bus Route 0, which serves South Broadway between downtown Denver and Highlands Ranch. Additional nearby bus service is provided along Arapahoe Road by RTD's Route 66, which extends between South Broadway and Interstate 25.
Pre-covid service for Route 0 on South Broadway provided weekday peak period frequencies as short as 7.5 minutes up to 30 minutes. Weekday non-peak period frequencies ranged from 10 to 30 minutes. Average weekday boardings from 2017 data were 9,420.

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., CMF Clearinghouse, NCHRP Report 617, or DiExSys methodology).*
Fatal crashes	0	
Serious Injury crashes	1	
Other Injury crashes	11	
Property Damage Only crashes	42	
Estimated reduction in crashes applicable to the project scope *(per the five-year period used above)*		Provide the methodology below:
Fatal crashes reduced	0.00	Click or tap here to enter text.
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

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

The proposed project improves safety for pedestrians and bicyclists at the High Line Canal Trail crossing of South Broadway, which is included in the DRCOG High-Injury Network. The proposed Trail underpass is not specifically listed in DRCOGs "Taking Action on Regional Vision Zero", but would remove the risk of crossing South Broadway at-grade and without signals or a marked crossing. Creating the grade separated crossing across South Broadway and ramps on both sides of the trail to access existing sidewalks on South Broadway creates a safer transportation system by reducing the risk of vehicle collision while crossing a high-volume road.
The statistics in this section were generated using the 0.02-mile radius, per the TIP Data Tool suggestion. However, due to the proximity of the trail crossing to the intersection, the intersection and trail crossing were combined and considered a single location. Crash data was also obtained from the Cities of Littleton and Centennial for the intersection of Broadway and Arapahoe Road for the period from January 2017 through August 2021. There was a total of 43 crashes in the period, 33 (77%) of which occurred at the intersection. Of the 43 total crashes, three crashes (7%) were Property Damage Only (PDO), four crashes (9%) were injury crashes, and none were fatal crashes (0%). In the time period analyzed, there was one crash involving a bicyclist. The crash involving a bicyclist occurred in October 2019 at an unspecified driveway near the intersection and information regarding the severity of the crash were not available.

Freight	**Maintain efficient movement of goods within and beyond the subregion.** (drawn from 2050 MVRTP priorities; Regional Multimodal Freight Plan; Colorado Freight Plan, federal freight reliability performance measure; Metro Vision objective 14) Examples of Project Elements: bridge improvements, improved turning radii, increased roadway capacity, etc.

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

- Is this project located in or impact access to a Freight Focus Area?*
  ☐ Yes ☒ No If yes, please provide the name: Click or tap here to enter text.
- If this project is located in a Freight Focus Area does it address the relevant Needs and Issues identified in the Plan (see text located within each Focus Area)?
  ☐ Yes ☒ No If yes, please describe in your response.
- Is the project located on the Tier 1 or Tier 2 Regional Highway Freight Vision Network?*
  ☒ Yes ☐ No
- Check any items from the Inventory of Current Needs which this project will address:
  ☐ Truck Crash Location ☐ Rail Crossing Safety (eligible locations)
  ☐ Truck Delay ☐ Truck Reliability ☐ Highway Bottleneck
  ☐ Low-Clearance or Weight-Restricted Bridge
  Please provide the location(s) being addressed: 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.

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

The proposed project is located on South Broadway, which is on the Tier 2 Regional Highway Freight Vision Network. The project elements would reduce or eliminate pedestrian/bicyclist crossing conflicts with freight vehicles which results in significant safety, schedule, and cost savings.

Active Transportation	**Expand and enhance active transportation travel options.** (drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.

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

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

Bicycle Use

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

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

1.	Current Average Single Weekday Bicyclists:		63
	Bicycle Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2.	Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	39	51
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)*	19	25
4.	= Initial number of new bicycle trips from project (#2 – #3)	20	26
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)*	6.00	7.80
6.	= Number of SOV trips reduced per day (#4 - #5)	14.00	18.20
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)*	28.00	36.40
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	26.60	34.58
9.	If values would be distinctly greater for weekends, describe the magnitude of difference: Comparing weekday to weekend volumes, the bicycle weekend volume is approximately 17% higher than the average daily volume used above		
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):		40
	Pedestrian Use Calculations	**Year of Opening**	**2050 Weekday Estimate**
2.	Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	24	32
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)*	12	16
4.	= Number of new trips from project (#2 – #3)	12	16
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)*	3.60	4.80
6.	= Number of SOV trips reduced per day (#4 - #5)	8.40	11.20

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)*	3.36	4.48
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	3.19	4.26

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

Comparing weekday to weekend volumes, the pedestrian weekend volume is approximately 15% higher than the average daily volume used above.

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.

The High Line Canal Trial links major activity centers throughout the Denver Metropolitan area. The proposed project will provide safer, more comfortable, and more efficient alternative transportation opportunities for users to recreate on the trail, commute to work, connect to the transit network, and use the trail to access major recreation amenities and economic centers. The project improvements will increase mobility choices and encourage trail users to use non-motorized transportation to access destinations by walking, cycling, and using transit.

The underpass will provide a significant improvement for bicyclists and pedestrians. Many trips within the DRCOG region are short trips, which have more potential for mode shift from driving to biking and walking. A total of 43% of all trips across the DRCOG region are less than three miles, with 19% of those trips less than one mile. This creates a huge opportunity for more walking and biking trips, which are significantly impacted by trip length. As the DRCOG Active Transportation Plan reports, there are over 1 million drive alone trips of two miles or less each day in the Denver region. The average length of a bicycle trip is approximately 1.8 miles and over a third are less than two miles, so there is a big potential in increasing biking trips. While walking trips are harder to convert from vehicle trips, there is still a potential given there are 100,000 driving alone trips of less than 0.4 miles in the Denver region, which is the average length for a walking trip.

The proposed underpass is in defined pedestrian focus areas, highlighting the opportunities to shift travel to active transportation modes with an improvement. The increased access to regional trail amenities and bicycle facilities will encourage use of active transportation options that support healthy, active choices. In addition, there are two high schools on the west side of South Broadway whose school boundaries extend east of South Broadway. The grade separated crossing of South Broadway would provide students a safer route to walk or bicycle to school.

C. Project Leveraging

WEIGHT **10%**

What percent of outside funding sources (non-Subregional Share funding) does this project have? *(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)*	**20.1%**	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 **15%**

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:

Cody Keraga, PE, David Evans and Associates, Inc.

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

- Utilities: Performed Subsurface Utility Engineering (SUE) Investigation to quality Level B (QLB) requirements. Reviewed utility conflicts and followed up with SUE QLA test holes to verify conflicts with preliminary design. Identified conflicts, relocation strategies, and discussed with utility owners based on preliminary design.
- Railroad: None in this location.
- Right-of-Way: Identified right of way impacts based on preliminary design, performed review of impacts and mitigation alternatives but could not avoid. Identified potential cost and schedule to obtain temporary easements. No permanent impacts.
- Environmental/Historic: Performed initial site survey for wetlands/waters of the U.S. and threatened and endangered species. Additional historic resources coordination will occur during final design as the High Line Canal is historic and mitigation may be required.
- Other: Design. The consultant team has progressed the design for this project to the ~30% design level.

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, equipment purchase, etc.)?

☒ Yes ☐ No

If yes, are the other prerequisite phases complete? ☐ Yes ☒ No ☐ N/A

If this project is for construction, please note the NEPA status: In Progress

c. Has all required ROW been identified? ☒ Yes ☐ No ☐ N/A

Has all required ROW already been acquired and cleared by CDOT? ☐ Yes ☒ No ☐ N/A

d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?

☒ Yes ☐ No

Does your agency have the appropriate staff available to work on this project? ☒ Yes ☐ No

If yes, are they knowledgeable with the federal-aid process? ☒ Yes ☐ No ☐ N/A

e. Have other stakeholders in your project been identified and involved in project development?
☒ Yes ☐ No ☐ N/A
If yes, who are the stakeholders?
Staff from the City of Littleton and City of Centennial
Please provide any additional details on any of the items in Section 1, if applicable.
The PM team consisted of staff from Arapahoe County, the High Line Canal Conservancy, and the County's consultant (David Evans and Associates). The PM also collaborated with the stakeholders identified in part e above, as well as staff from SEMSWA, South Suburban Parks and Rec, and Denver Water to advance the project to the current state of design.

f. Are above and/or underground utilities anticipated to be impacted by this project?
☒ Yes ☐ No ☐ N/A (Studies Only)
If yes, What are the utilities anticipated to be impacted?
Electric (Xcel), Water (Denver water), Fiber lines (Zayo, Level 3, ATT, and MCI), Gas lines (Xcel 4" and 6"), and a fiber duct back (Lumen).
Has coordination begun with the impacted utility(ies)?
Yes, initial coordination/outreach and meetings were performed with affected utilities. Additional outreach/meetings and actual relocation design will progress during final design.
What are the anticipated challenges to relocating utilities with this project?
For this project, standard utility challenges are anticipated including non-responsive owners and schedule impacts due to utility relocations.
What is the plan to ensure that the utilities will not impact the schedule for implementation of the project?
The project team anticipates reaching out early in the project to utility owners to verify impacted utilities, relocation strategies, and determine schedule for relocation within the project schedule. The project team will also provide as many opportunities for collaboration as possible during design to prevent impacts to the project schedule.
If no, Please explain your answer as to why this project will not impact utilities.
Click or tap here to enter text.

Section 2. Local Match Availability

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

☒ Yes ☐ No

Please describe:
The City of Littleton and City of Centennial have both provided Letters of Support for this project and committed to providing the requested local match.

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

☒ Yes ☐ No

Please describe:
Arapahoe County received approval from the Open Spaces Technical Advisory Board and the Board of County Commissioners to proceed with the application for this project. Local match funding will be available if the project is awarded funding. The City of Littleton and the City of Centennial have both agreed to fund the local match if the project is awarded funding.

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 Plan for the High Line Canal"(2019) had extensive public involvement including: held 4 community open houses with over 600 attendees, 14 stakeholder meetings with various communities and youth groups, 6 focus group meetings with 57 community leaders, 362 in-person surveys along the Canal, 6 BioBlitzes, inaugural "Dine for the High Line Canal", and Dogs & Donuts Events. One key takeaway from the community engagement was that improved crossings and closing trail gaps is a top priority for all users. 96% of respondents requested improved crossings along the Canal with underpasses being the preferred crossing treatment at busy roads

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

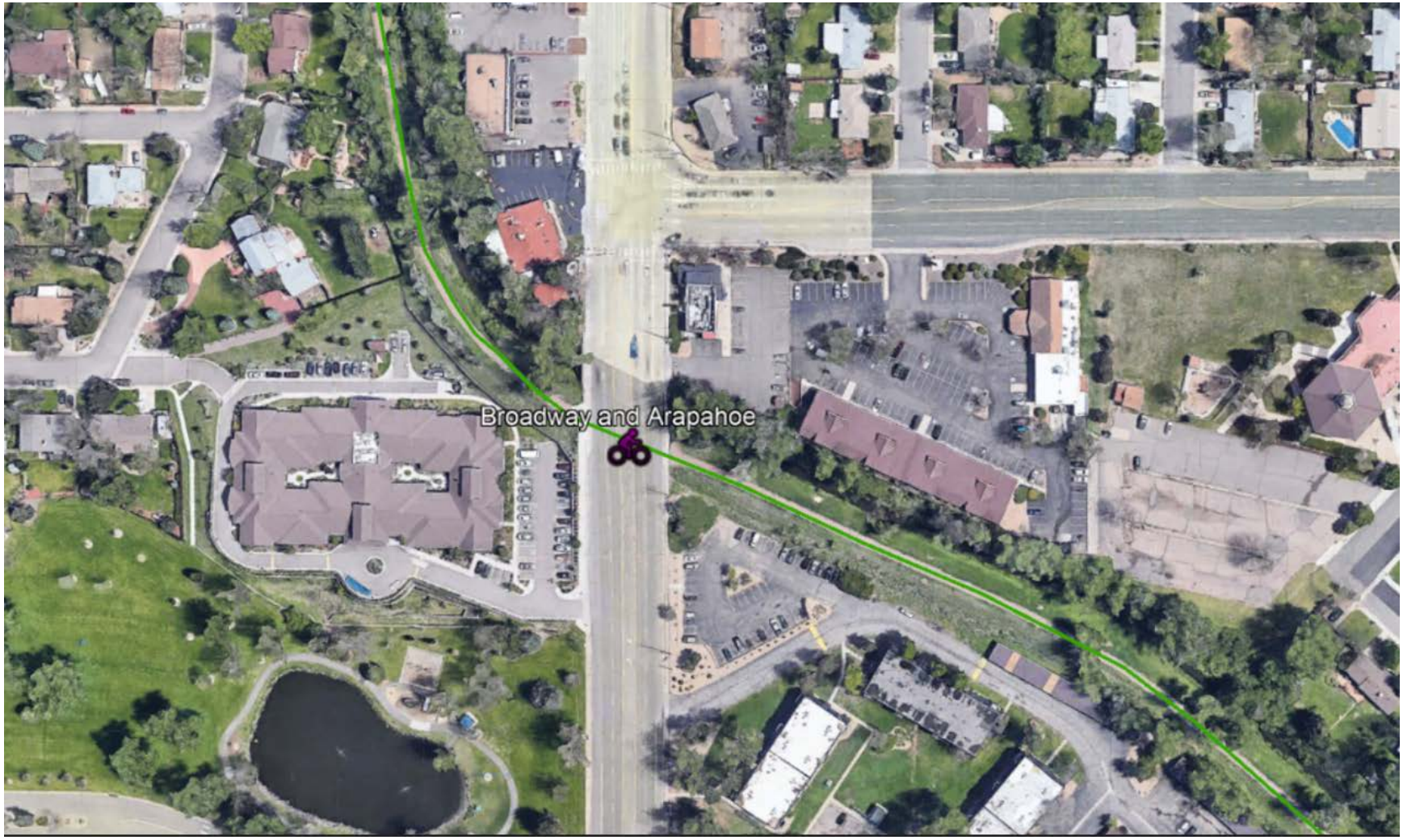
☐ Yes ☒ No ☐ N/A

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

Adjacent property owners were contacted for permission for survey crews to preform topographic maps, etc for the purposes of preliminary design for this project, but no preliminary designs have been circulated to the property owners or residents in the area.

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.


Broadway and Arapahoe

BROADWAY & ARAPAHOE UNDERPASS

ARAPAHOE COUNTY

ENGINEER'S OPINION OF PROBABLE COST

FIR ESTIMATE - April 28, 2022

DEA Project No. ARPC0000-0015

benesch engineers · scientists · planners | ARAPAHOE COUNTY

Project Name	High Line Canal Trail Underpasses - Broadway & Arapahoe	County Project Number	Date:	04/28/22
County of	Arapahoe	C21-019	Length (Ft) 1,000	Length (Mi) 0.19
Type	Trail Underpass; Design-Bid-Build			
Prepared by	Alfred Benesch & Company	Pavement Depths (in):	Trail: 6	Shoulders: 6

In providing opinions of probable construction cost, the Client understands that Alfred Benesch & Company has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. These costs do not reflect escalation for future costs. Benesch makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.

MAJOR BASE BID ITEMS

Item No.	Item Description	Unit	Quantity	Unit Cost	Total Cost	Notes
201-00000	Clearing and Grubbing	LS	1	$ 20,000.00	$ 20,000	
202-00200	Removal of Sidewalk	SY	116	$ 30.00	$ 3,480	
202-00203	Removal of Curb and Gutter	LF	157	$ 15.00	$ 2,355	
202-00220	Removal of Asphalt Mat	SY	1001	$ 8.00	$ 8,008	
202-00240	Removal of Asphalt Mat (Planing)	SY	377	$ 135.00	$ 50,895	
202-00810	Removal of Ground Sign	EACH	2	$ 135.00	$ 270	
202-01130	Removal of Guardrail Type 3	LF	14	$ 6.00	$ 84	
203-00000	Unclassified Excavation (Complete In Place)	CY	46700	$ 22.00	$ 1,027,400	
203-00100	Muck Excavation	CY	40	$ 75.00	$ 3,000	
203-00400	Rock Excavation	CY	500	$ 100.00	$ 50,000	
203-01100	Proofrolling	HOUR	40	$ 140.00	$ 5,600	
203-01597	Potholing	HOUR	30	$ 300.00	$ 9,000	
206-00000	Structure Excavation	CY	15190	$ 30.00	$ 455,700	
206-00050	Structure Backfill (Special)	CY	290	$ 85.00	$ 24,650	
206-00100	Structure Backfill (Class 1)	CY	5500	$ 45.00	$ 247,500	
206-00200	Structure Backfill (Class 2)	CY	60	$ 30.00	$ 1,800	
206-01001	Bed Course Material (Special)	CY	60	$ 100.00	$ 6,000	Soldier pilingw/ 20' excavation height
206-01750	Shoring	LS	1	$ 400,000.00	$ 400,000	
208-00004	Reinforced Rock Berm	LF	***540***	$ 20.00	$ 10,800	
208-00008	Sediment Control Log	LF	***1800***	$ 10.00	$ 18,000	
208-00045	Concrete Washout Structure	EACH	***1***	$ 3,500.00	$ 3,500	
208-00051	Inlet Protection	EACH	***3***	$ 15.00	$ 45	
208-00070	Vehicle Tracking Pad	EACH	***2***	$ 4,100.00	$ 8,200	
208-00207	Erosion Control Management	DAY	***30***	$ 365.00	$ 10,950	
216-00022	Erosion Control Blanket	SY	***690***	$ 4.00	$ 2,760	
240-00000	Wildlife Biologist	HOUR	40	$ 140.00	$ 5,600	
240-00010	Removal of Nests	HOUR	40	$ 150.00	$ 6,000	
250-00010	Environmental Health and Safety Management	LS	1	$ 15,000.00	$ 15,000	
250-00110	Health and Safety Officer	HOUR	40	$ 150.00	$ 6,000	
250-00120	Material Sampling and Delivery	EACH	4	$ 950.00	$ 3,800	
304-06007	Aggregate Base Course (Class 6)	CY	615	$ 30.00	$ 18,450	
304-09006	Aggregate Base Course (Special)	SY	200	$ 40.00	$ 8,000	
403-00721	Hot Mix Asphalt (Patching) (Asphalt)	SY	11	$ 250.00	$ 2,750	
403-34841	Hot Mix Asphalt (Grading X) (XX) (PG XX-XX)	TON	727	$ 100.00		
514-00100	Hand Rail	LF	826	$ 200.00	$ 165,200	
601-03050	Concrete Class D (Wall)	CY	1170	$ 800.00	$ 936,000	
601-40302	Structural Concrete Coating (Anti-Graffiti)	SF	3080	$ 3.00	$ 9,240	
601-40401	Structural Concrete Stain	SF	12890	$ 16.00	$ 206,240	
602-00020	Reinforcing Steel (Epoxy Coated)	LB	157245	$ 2.00	$ 314,490	
603-01180	18 Inch Reinforced Concrete Pipe	LF	576	$ 130.00	$ 74,880	
603-71612	16x12 Foot Concrete Box Culvert (Precast)	LF	128	$ 4,000.00	$ 512,000	
604-13005	Inlet Type 13 (5 Foot)	EACH	2	$ 4,500.00	$ 9,000	
604-30010	Manhole Box Base (10 Foot)	EACH	2	$ 8,500.00	$ 17,000	
604-30015	Manhole Box Base (15 Foot)	EACH	1	$ 8,500.00	$ 8,500	
607-11525	Fence (Plastic)	LF	***1870***	$ 4.00	$ 7,480	
608-00005	Concrete Sidewalk (Special)	SY	467	$ 80.00	$ 37,360	
608-00006	Concrete Sidewalk (6 Inch)	SY	111	$ 60.00	$ 6,660	
608-00026	Concrete Bikeway (6 Inch)	SY	2404	$ 75.00	$ 180,300	
609-21020	Curb and Gutter Type 2 (Section II-B)	LF	168	$ 40.00	$ 6,720	
609-24002	Gutter Type 2 (2 Foot)	LF	983	$ 50.00	$ 49,150	
620-00001	Field Office (Class 1)	EACH	1	$ 10,000.00	$ 10,000	
620-00020	Sanitary Facility	EACH	1	$ 3,500.00	$ 3,500	
625-00000	Construction Surveying	EACH	1	$ 15,000.00	$ 15,000	
625-00001	Construction Surveying (Hourly)	HOUR	40	$ 200.00	$ 8,000	
626-00000	Mobilization	LS	1	$ 400,000.00	$ 400,000	
626-01113	Public Information Management (Tier III)	DAYS	120	$ 140.00	$ 16,800	Assumed 120 working days
630-00003	Uniformed Traffic Control	HOUR	150	$ 100.00	$ 15,000	
630-00007	Traffic Control Inspection	DAY	60	$ 265.00	$ 15,900	
630-00012	Traffic Control Management	DAY	120	$ 1,000.00	$ 120,000	
630-80001	Flashing Beacon (Portable)	EACH	4	$ 1,000.00	$ 4,000	
630-80335	Barricade (Type 3 M-A) (Temporary)	EACH	2	$ 175.00	$ 350	
630-80337	Barricade (Type 3 M-C) (Temporary)	EACH	2	$ 100.00	$ 200	
830-80341	Constructoin Traffic Sign (Panel Size A)	EACH	90	$ 65.00	$ 5,850	
830-80342	Constructoin Traffic Sign (Panel Size B)	EACH	10	$ 90.00	$ 900	
830-80343	Constructoin Traffic Sign (Panel Size C)	EACH	4	$ 90.00	$ 360	
830-80344	Constructoin Traffic Sign (Special)	EACH	2	$ 50.00	$ 100	
630-80355	Portable Message Sign Panel	EACH	4	$ 7,000.00	$ 28,000	
700-70010	F/A Minor Contract Revisions	FA	1	$ 100,000.00	$ 100,000	
700-70023	F/A On-The-Job Trainee	FA	1	$ 10,000.00	$ 10,000	
700-70082	F/A Furnish & Install Electrical Service	FA	1	$ 15,000.00	$ 15,000	

ARAPAHOE COUNTY

ENGINEER'S OPINION OF PROBABLE COST

FIR ESTIMATE - April 28, 2022

DEA Project No. ARPC0000-0015

Project Name	High Line Canal Trail Underpasses - Broadway & Arapahoe	County Project Number	Date:	04/28/22	
County of	Arapahoe	C21-019	Length (Ft) 1,000	Length (Mi) 0.19	
Type	Trail Underpass; Design-Bid-Build				
Prepared by	Alfred Benesch & Company	Pavement Depths (in):	Trail: 6	Shoulders: 6	

In providing opinions of probable construction cost, the Client understands that Alfred Benesch & Company has no control over costs or the price of labor, equipment or materials, or over the Contractor's method of pricing, and that the opinions of probable construction costs provided herein are to be made on the basis of our qualifications and experience. These costs do not reflect escalation for future costs. Benesch makes no warranty, expressed or implied, as to the accuracy of such opinions as compared to bid or actual costs.

700-70380	F/A Erosion Control	FA	1	$ 10,000.00	$ 10,000	
700-70589	F/A Environmental Health & Safety Management	FA	1	$ 15,000.00	$ 15,000	
Project Construction Major Base Bid Items Subtotal (A)				**SUBTOTAL (A)**	**$ 5,769,777**	

GENERAL PROJECT CONSTRUCTION/BID ITEMS

Item No.	Item Description	% Range	% of (A)	Cost	Notes
	General Project Bid Items	(1 - 10% of (A))	1%	$ 57,698	
208 / 212	Erosion Control/SWMP	(2 - 5% of (A))	0%	$ -	
214	Landscaping	(1 - 20% of (A))	1%	$ 57,698	
240 / 250	Environmental Mitigation	(1 - 5 % of (A))	0%	$ -	
603 / 604	Additional Drainage	(4 - 15% of (A))	0%	$ -	
613	Lighting	(1 - 5%) of (A))	1%	$ 57,698	
623	Irrigation	(1 - 2% of (A))	1%	$ 57,698	
630	Signing and Striping	(1 - 5% of (A))	1%	$ 57,698	
630	Construction Signing & Traffic Control	(2 - 20% of (A))	0%	$ -	Assumes Full Closures
	Mobilization	(4 - 20% of (A+Above))	0%	$ -	
	Force Accounts	(5 - 10% of (A))	0%	$ -	
General Project Construction/Bid Items Subtotal (B)			**SUBTOTAL (B)**	**$288,489**	
			SUBTOTAL - PROJECT CONSTRUCTION BID ITEMS (C) = (A) + (B)	**$6,058,266**	

UTILITY RELOCATIONS/COSTS

Item No.	Utility Description	Unit	Quantity	Unit Cost	Cost	Notes
XCEL-E-106	Xcel - Electric	LF	110	$ 68	$ 7,500	OH
DWD-W-102	Denver Water - 12" Ductile Water	LF	300	$ 400	$ 120,000	UG
DWD-W-101	Denver Water - Water	EA	1	$ 11,000	$ 11,000	UG
ZAYO-FO-101	Zayo - Fiber	LF	220	$ 45	$ 10,000	UG
LV3-FO-101	Level 3 - Fiber	LF	220	$ 45	$ 10,000	UG
XCEL-G-107	Xcel - 4" Gas	LF	350	$ 95	$ 33,250	UG
XCEL-G-108	Xcel - 6" Gas	LF	350	$ 100	$ 35,000	UG
ATT-FO-101	ATT - Fiber	LF	700	$ 29	$ 20,000	UG
MCI-FO-102	MCI - Fiber	LF	350	$ 77	$ 27,000	UG
DWD-W-103	Denver Water - Water	LF	48	$ 479	$ 23,000	UG
LUM-T-101/102	Lumen - Fiber Duct Bank	LS	1	$ 250,000	$ 250,000	UG
Utility Relocations/Costs Subtotal (D)				**SUBTOTAL (D)**	**$546,750**	

RIGHT OF WAY/EASEMENTS

Item No.	ROW/Easement Description	Unit	Quantity	Unit Cost	Cost	Notes
	Temporary Construction Easement #1 (Denver Water)	SF	6,319	$ 8.00	$ 50,552	West Canal Impacts
	Temporary Construction Easement #2 (Denver Water)	SF	10,085	$ 8.00	$ 80,680	East Canal Impacts
	Permanent Easement #1 (Denver Water)	SF	152		$ 152	Maintanence Easement for West Wall
	Permanent Easement #2 (Denver Water)	SF	2,241		$ 2,241	Maintanence Easement for East Wall
Right of Way/Easement Subtotal (D)				**SUBTOTAL (E)**	**$133,625**	
				SUBTOTAL - BASE CONSTRUCTION COSTS (F) = (C) + (D) + (E)	**$6,738,641**	

CONSTRUCTION CONTINGENCIES

Item No.	Contingency Description	% Range	% of (F)	Cost	Notes
	Inflation Contingency	(2 - 5% per year)	17%	$ 1,145,569	4% per year for 4 years =~ 17%
	Miscellaneous Quantities and Unknown Contingency	(10 - 30% of (F))	15%	$ 1,010,797	
Contingencies Subtotal (I)			**SUBTOTAL (G)**	**$2,156,366**	
			SUBTOTAL - TOTAL CONSTRUCTION COSTS (H) = (F) + (G)	**$8,895,007**	

DESIGN / ENGINEERING / PROGRAM COSTS

Item No.	Engineering Description	% Range	% of (F)	Cost	Notes
	Final Design Engineering	(8 - 12% of (F))	10%	$ 673,865	
	Design Services during Construction	(3 - 6% of (F))	3%	$ 202,160	
	Construction Engineering / Material Testing	(10 - 20% of (F))	10%	$ 673,865	
	Engineering Contingency & Inflation	(5 - 30% of Cont. Items)	10%	$ 154,989	
Design / Engineering / Program Costs Subtotal (J)			**SUBTOTAL (J)**	**$1,704,879**	
TOTAL PROJECT COST			**TOTAL (K) = (H) + (J) =**	**$10,599,900**	

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

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

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

APPLICANT INFORMATION	
1. Who is requesting support? Subregional Forum: Arapahoe County Local Agency: Arapahoe County	
2. Project Sponsor: Arapahoe County	3. Current Supporting Agency(ies): City of Littleton, City of Centennial, Arapahoe County Open Spaces
4. Contact Person: Cathleen Valencia Email: cvalencia@arapahoegov.com	Title: CIP Manager, Arapahoe County Phone: 720-237-2415

PROJECT DESCRIPTION		
5. Project Title: Broadway/Arapahoe Underpass		Total Project Cost: $16,200,000
Project Location: Approximately 250' south of intersection of Broadway St and Arapahoe Rd, on the border of Littleton and Centennial.		Project Limits: (mileposts, intersecting roads, rivers, etc.) From centerline of Broadway, going approximately 500 ft east and 500 ft west.
County: Arapahoe	Municipality(ies): Littleton, Centennial	Project Length: 980 feet
Brief Description of Project: This project would construct an underpass at Broadway St along the High Line Canal Regional Trail to allow bikes and pedestrians to safely bypass heavy vehicular traffic. This application (for Call 4) is for the design, ROW and utility relocates, and construction of the bridge, and ROW, utility relocates and construction of the underpass		

SUPPORT REQUEST
6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*. ☐ Subregional Forum, Specify: ☒ Local Agency, Specify: City of Littleton, City of Centennial
7. Type of Support Requested: ☐ Support Only ☒ Financial Pledge: ☐ Subregional Funds: Amount: ☒ Local (non-DRCOG) Funds: Amount: $1,299,800 from Centennial, $1,299,000 from Littleton, and $656,000 from Arapahoe County, for a total local match of $3,256,000
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Cathleen Valencia Date: 1-4-2023

RESPONSE (to be completed by agency/subregion from whom support is requested)
9. The forum/agency in #1 above has requested for you to support their project. Who are you? Subregional Forum: Arapahoe County Local Agency: City of Centennial
10. Contact person at supporting forum/agency: Jeff Dankenbring Title: Public Works Director Email: jdankenbring@centennialco.gov Phone: 303-754-3458

11. Does your subregion/agency support this project? ☒ Yes ☐ No
12. Does your subregion/agency pledge financial support to this project, if requested?
    ☒ Yes ☐ No ☐ N/A
    If yes, provide amount: $1,299,000 Fiscal year(s) funds are provided in: FY24-27
    If yes, where are funds coming from:
    ☒ Local Agency (i.e., non-DRCOG funds)
    ☐ Subregional Funding Target (forum must approve)
13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:
    Name: Jeff Dankenbring, PE Date: 1-4-2023

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

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

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

APPLICANT INFORMATION	
1. Who is requesting support? Subregional Forum: Arapahoe County Local Agency: Arapahoe County	
2. Project Sponsor: Arapahoe County	3. Current Supporting Agency(ies): City of Littleton, City of Centennial, Arapahoe County Open Spaces
4. Contact Person: Cathleen Valencia Title: CIP Manager, Arapahoe County Email: cvalencia@arapahoegov.com Phone: 720-237-2415	

PROJECT DESCRIPTION		
5. Project Title: Broadway/Arapahoe Underpass		Total Project Cost: $16,200,000
Project Location: Approximately 250' south of intersection of Broadway St and Arapahoe Rd, on the border of Littleton and Centennial.		Project Limits: (mileposts, intersecting roads, rivers, etc.) From centerline of Broadway, going approximately 500 ft east and 500 ft west.
County: Arapahoe	Municipality(ies): Littleton, Centennial	Project Length: 980 feet

Brief Description of Project: This project would construct an underpass at Broadway St along the High Line Canal Regional Trail to allow bikes and pedestrians to safely bypass heavy vehicular traffic. This application (for Call 4) is for the design, ROW and utility relocates, and construction of the bridge, and ROW, utility relocates and construction of the underpass.

SUPPORT REQUEST

6. Based on who is requesting support (see #1), from whom are you are requesting support? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.
   - ☐ Subregional Forum, Specify:
   - ☒ Local Agency, Specify: City of Littleton, City of Centennial

7. Type of Support Requested:
   - ☐ Support Only
   - ☒ Financial Pledge: ☐ Subregional Funds: Amount:
     ☒ Local (non-DRCOG) Funds: Amount: $1,299,800 from Centennial, $1,298,000 from Littleton, and $656,000 from Arapahoe County, for a total local match of $3,256,000

8. Please type your name and date below which certifies the above information is accurate and complete:
   Name: Cathleen Valencia Date: 1-4-2023

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

9. The forum/agency in #1 above has requested for you to support their project. Who are you?
   Subregional Forum: Arapahoe County Local Agency: City of Littleton
10. Contact person at supporting forum/agency: Shane Roberts
    Title: City of Littleton Email: sroberts@littletongov.org Phone: 303-795-3866
11. Does your subregion/agency support this project? ☒ Yes ☐ No

12. Does your subregion/agency pledge financial support to this project, if requested?
☒ Yes ☐ No ☐ N/A
If yes, provide amount: $1,298,000 Fiscal year(s) funds are provided in: FY24-27
If yes, where are funds coming from:
☒ Local Agency (i.e., non-DRCOG funds)
☐ Subregional Funding Target (forum must approve)

13. Please enter your name and date below which certifies the above information is accurate and complete, and your subregion/agency will honor any financial commitments made above:
Name: Shane Roberts Date: 1/4/2023