DRCOG FY2022-2025 Transportation Improvement Program (TIP)

Regional Share Air Quality/Multimodal (AQ/MM) Application Programming Federal Fiscal Years 2023-2025

APPLICATION OVERVIEW

What: The Regional Share Call for Projects for the FY2022-2025 TIP, programming fiscal years 2023-2025
Funding Available: $43 million (estimated as of the open date)
Applications: Air Quality & Multimodal (AQ/MM) application; each Subregional Forum may submit up to three applications from eligible project sponsors. Both CDOT and RTD may submit up to two applications each
Major Project Eligibility Exceptions: Roadway capacity, roadway reconstruction, bridge, interchange projects
Call Opens: January 24, 2022
Call Closes: **March 18, 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 February 25, 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). Please click on one of the links to register
- 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 February 4, 2022, with CDOT/RTD providing a response no later than March 4, 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
- 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 February 25, 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
- Evaluation Process: DRCOG staff will review submittals for eligibility and provide an initial score for each eligible application to a Project Review Panel. The panel will then review, discuss, and rank the applications and provide a recommended funding list within the funding available. The panel's recommendation 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 Regional Share application contains two parts: *project information* and *evaluation questions*.

Project Information

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

Evaluation Questions

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

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

Section A. Regional Impact of Proposed Projects 30%

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

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

Section B. Metro Vision Regional Transportation Plan Priorities 50%

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

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

Section C. Project Leveraging ("overmatch") **10%**

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

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

Section D. Project 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	**Arapahoe County Santa Fe Multimodal Projects**
2. Project Location *Provide a map, as appropriate (see Page 1)*	Start point: End point: OR Geographic Area: Pedestrian and bicyclist facilities along Santa Fe Drive (US 85), Mary Carter Greenway Trail, and RTD LRT stations
3. Project Sponsor *(entity that will be financially responsible for the project)*	Arapahoe County

4. Project Contact Person:

Name	Jim Katzer	Title	Transportation Division Manager
Phone	720-874-6837	Email	jkatzer@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*	☒ DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project: 2030-2039 for South Platte River Trail improvements and 2040-2050 for US 85/Santa Fe multimodal mobility improvements	
	☒ Local/Regional plan:	Planning Document Title: Santa Fe Drive (C-470 to I-25) Action Plan Adopting agency (local agency Council, CDOT, RTD, etc.): CDOT Provide date of adoption by council/board/commission, if applicable: In-process draft
	Please describe public review/engagement to date:	Santa Fe PEL Study Online Public Event 1 (January 2021) presented existing conditons and Purpose and Need for improvements along Santa Fe travel corridor - most prevalent public comments were concerning bicycle and pedestrian safety and improvements along the corridor, including improved connections to the South Platte River Trail and Mary Carter Greenway Trail. Santa Fe PEL Study Online Public Event 2 (July 2021) presented draft projects and improvements - most public comments and support were for multimodal improvements along the corridor, including enhanced access and connectivity to area trails and transit stations.
	Other pertinent details:	Other plans that identify the project elements as recommendations: Englewood Forward Comprehensive Plan (City of Englewood, 2016) https://www.englewoodco.gov/home/showdocument?id=17175 Englewood Forward Light Rail Corridor Next Steps Study (City of Englewood, 2015) https://www.englewoodco.gov/home/showdocument?id=14912

		Englewood Forward Walk & Wheel Master Plan (City of Englewood, 2015) https://www.englewoodco.gov/home/showdocument?id=12798 Arapahoe County Bicycle Pedestrian Master Plan (Arapahoe County, 2017) https://www.arapahoegov.com/DocumentCenter/View/6293/Arapahoe-County-Bicycle-and-Pedestrian-Master-Plan?bidId= Envision Littleton Transportation Master Plan (City of Littleton, 2019) https://www.littletongov.org/home/showdocument?id=21031 South Platte Connections Study (Arapahoe County Open Spaces, 2019) https://www.arapahoegov.com/DocumentCenter/View/10056/September2019_South_Platte_Connections_Study_Report

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)
FOR ALL PHASES	Intergovernmental Agreement (IGA) executed (with CDOT/ RTD; assumed process is 4-9 months)	04/2023
☒ Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):	05/2023
	Design scoping meeting held with CDOT (if no consultant):	
☒ Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):	05/2023
	Design scoping meeting held with CDOT (if no consultant):	
☒ Right-of-Way	Initial set of ROW plans submitted to CDOT:	06/2024
	ROW acquisition completed: Estimated number of parcels to acquire:	
☒ Construction	FIR (Field Inspection Review):	12/2023
	FOR (Final Office Review):	06/2024
	Required clearances:	
	Project publicly advertised:	04/2025
☐ Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
☐ Bus Service	Service begins:	
☐ Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
☐ Other:	First invoice submitted to CDOT/RTD:	

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

The Santa Fe (US 85) travel corridor in Arapahoe County serves diverse land uses and demographics with existing parallel north-south travel choices for all modes; however, with high traffic volumes and speeds plus a width of eight lanes or more, Santa Fe Drive is a barrier for east-west pedestrian and bicyclist travel and there are gaps in multimodal connections between the established regional Mary Carter Greenway/South Platte River Trail, on the west side of the highway, and stations along the RTD Southwest LRT line, on the east side of the highway.

Land uses surrounding the Santa Fe Drive (US 85), Southwest LRT line, and Mary Carter Greenway/South Platte River Trail corridors generate demand for walking and biking trips, including residential areas, LRT stations, Arapahoe Community College, employment centers, non-profit centers, community hubs, and recreational amenities such as the Carson Nature Center and numerous nearby public parks. Because many of the origins and destinations of these trips are on opposite sides of the highway, conflicts occur due to insufficient pedestrian/bicycle facilities and limited crossing locations. Bicyclist and pedestrian access to the adjacent LRT stations is impeded by the lack of connections along and across the Santa Fe Drive corridor.

Identified with the recently-completed planning process of the Santa Fe Planning and Environmental Linkage (PEL) Study, the proposed project elements provide critical missing multimodal connections between the regional trail and transit networks adjacent to Santa Fe Drive, improving the access and mobility to/from the Mary Carter Greenway/South Platte River Trail, three key RTD LRT stations, and other activity centers.

The PEL study engaged agency stakeholders and the public for feedback and input in the development of recommendations, including the proposed project elements. Most public comments and support were for multimodal improvements along the corridor, including enhanced access and connectivity to area trails and transit stations.

A current lack of connectivity and capacity of bicycle and pedestrian facilities leading to/from the Southwest LRT stations hampers access by alternative modes, resulting in additional use of single-occupant vehicles parking at the stations and/or driving the Santa Fe highway.

A public survey performed for the South Platte Connections Study showed that:

- 65% of respondents access the Mary Carter Greenway/South Platte River Trail by bike from home or other, and 30% drive to trailheads.

- 38% indicated that unsafe intersection crossings were the biggest challenge, followed by lack of bike/ped tunnels or bridge (26%), lack of on-street bike lanes (25%), and no trails/off-street connections (20%).

- 60% indicated that they would access the Mary Carter Greenway/South Platte River Trail more by bikes and on foot if the access was made easier and safer.

These results indicate the opportunities that can be addressed by the proposed enhanced multimodal connections along the Santa Fe corridor.

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

Roadway

- ☐ Operational Improvements

Grade Separation

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

Regional Transit[1]

- ☐ 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:

[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 includes the following regional pedestrian, bicyclist, and transit safety and accessibility elements along the Santa Fe Drive (US 85), Southwest LRT Line, and Mary Carter Greenway/South Platte River Trail corridors:

- Design and construction of Mineral Station Area Improvements – path improvements from LRT station bridge to the Mary Carter Greenway Trail and bike facilities along Platte River Parkway and Carson Drive to the Mary Carter Greenway Trail at South Platte Park.
- Design and construction of Oxford Avenue Bike Lanes – new bike lanes along Oxford Avenue to connect Mary Carter Greenway Trail across Santa Fe Drive to the Oxford-City of Sheridan LRT Station and to existing bike lanes on Oxford Avenue east of Santa Fe Drive.
- Design of Pedestrian/Bicyclist Grade Separation at Englewood Station - new pedestrian/bicyclist grade separation of Santa Fe between the South Platte River Trail, residential, and commercial areas west of Santa Fe Drive and the Englewood LRT Station, east of Santa Fe Drive.
- Design and construction of Santa Fe Sidewalk Improvements on the west side of Santa Fe Drive between Weaver Avenue and Church Avenue.
- Design and construction of Mary Carter Greenway Trail Improvements from River Run Park to US 285, including under the US 285 bridge.

11. What is the current status of the proposed scope as defined in Question 10 above? *Note that overall project readiness is addressed in more detail in Section D below.*

The proposed project elements were identified with the Santa Fe PEL Study. That study also included a preliminary evaluation of the technical feasibility of construction and potential environmental resource impacts, plus conceptual design and cost estimates. Arapahoe County and the local agency funding partners are currently submitting project budgets for the Year 2023 budget cycle and will be ready to begin project implementation when the TIP grant is awarded.

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: Funding allocations smaller than the full request are feasible due to the flexible nature of the various project elements. Prioritization of the project elements can occur, if needed, to remove project elements. Removing one project element could reduce the overall budget by $700,000 to $2.1M.

There is also flexibility with phases of the project elements that are requested from design through construction. The scope for those project elements may be reduced to include only design.

Outline the differences between the scope outlined above and the reduced scope: Examples are: Removing approximately $1.6M from budget would remove the trail improvements River Run Park to US 285 elements from the project. Removing approximately $1.2M from the budget would remove the design of the pedestrian/ bicyclist grade separation at Englewood Station from the project.

Project Financial Information and Funding Request

(All funding amounts in $1,000s)

Total amount of Regional Share Funding Request *(No greater than **$20 million** and not to exceed **90% of the total project cost**)* ☐ Check box if requesting **only state MMOF funds (requires minimum 50% local funds)**[1]	**$8,900**	**89.9% of total project cost**
Match Funds List each funding source and contribution amount.	**Contribution Amount**	**% Contribution to Overall Project Total**
Arapahoe County	$250	3%
City of Englewood	$250	3%
City of Littleton	$250	3%
City of Sheridan	$250	3%
	$	0%
	$	0%
Total Match *(private, local, state, subregional, or federal)*	**$1,000**	**10.1%**
Project Total	**$9,900**	

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	$1,800	$	$7,100	**$8,900**
CDOT or RTD Supplied Funds[2]	$	$	$	**$0**
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	$500	$	$500	**$1,000**
Total Funding	$2,300	$0	$7,600	**$9,900**
Phase to be Initiated	Design	Choose an item	Construction	
Notes:	1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using an 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source.			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor/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. ☒			

Evaluation Questions

A. Regional Impact of Proposed Project

WEIGHT **30%**

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

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

The proposed project has regional benefits by providing critical missing multimodal connections between regional trail and transit networks with increased access to the Mary Carter Greenway/South Platte River Trail, increased access to three key RTD LRT stations, and increased capacity and safety of the Mary Carter Greenway Trail. These projects are located adjacent to an Active Transportation Corridor (Mary Carter Greenway) and these projects help increase access to this corridor and minimize the impacts of Santa Fe Drive (US 85) as a barrier to multimodal travel modes.

The Santa Fe (US 85) highway in the area of the proposed project carries about 60,000 to 80,000 vehicles per day, which is why safe multimodal connections across the highway for pedestrians and bicylists to travel between the regional trail and the LRT stations are so critical.

The proposed project elements provide new and improved pedestrian and bicyclist connections within two DRCOG-defined urban centers - City Center and Littletown Downtown. All of the project elements except the Oxford Avenue bike lanes are in defined pedestrian focus areas. The Oxford Avenue bike lanes will implement the Regional Complete Streets Toolkit with strategies consistent with the Neighborhood Connector Street.

The Santa Fe sidewalks, Mary Carter Greenway Trail improvements, and Englewood Station pedestrian/bicyclist grade separation are in defined short-trip opportunity zones, highlighting the opportunities that can be addressed with the enhanced connections.

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 project will complete missing pedestrian and bicycle connections between the regional Mary Carter Greenway/South Platte River Trail corridor on the west side of Santa Fe and the RTD Southwest LRT line on the east side of Santa Fe, directly connecting almost 51,000 residents within half a mile of the project elements to the larger regional trail and transit networks via three key RTD LRT stations: Englewood, Oxford/City of Sheridan, and Mineral. The total ridership at those three stations is 11,700.

Public comments gathered during outreach events conducted for the Santa Fe PEL Study showed the highest support for multimodal improvements along the corridor, including access and connections to area trails and the LRT transit stations. The proposed project elements will not only provide new connections for area residents who are currently disconnected, but they will also meet larger demands expressed by the public during the Santa Fe PEL Study planning process.

These new and improved multimodal connections will take single-occupant vehicles off of congested roadways and provide access to regional public transportation hubs at the LRT stations. These connections will connect the regional Mary Carter Greenway/South Platte River Trail corridor to the Southwest LRT line, giving users the opportunity to traverse the entire Denver Metropolitan area, and also connecting people to other local trail systems.

The improved pedestrian and bicyclist connections will enhance overall mobility within the Santa Fe travel corridor, increasing travel mode opportunities for employees to access their jobs efficiently and 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.

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 benefit City of Englewood, City of Littleton, and City of Sheridan residents and commuters. Arapahoe County and the local agencies have partnered, with each agency providing an equal share for the Match Funds ($250,000 each).

There are about 25,000 households within a half-mile of the proposed project elements, and estimates show that the area's households will grow by almost 5,000 more households in the next 30 years.

The proposed project also benefits the adjacent sub-regions of City and County of Denver and Douglas County, as a large number of residents from those counties utilize Santa Fe Drive, Mary Carter Greenway/South Platte River Trail, and/or the RTD Southwest LRT line to travel and recreate. These adjacent counties provided support letters for the proposed project.

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 (***In the TIP Data Tool, use a 0.5 mile buffer***)	a. Total population	50,946	100%
	b. Total households	25,208	100%
	c. Individuals of color	9,668	19.00%
	d. Low-Income households	2,555	10.00%
	e. Individuals with limited English proficiency	427	1.00%
	f. Adults age 65 and over	8,133	16.00%
	g. Children age 5-17	5,807	11.00%
	h. Individuals with a disability	3,101	6.00%
	i. Households without a motor vehicle	1,689	7.00%
	j. Households that are housing cost-burdened	7,515	30.00%

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:* Within one-half mile of the project elements, there are over 1,500 households without a motor vehicle (7%) and over 2,500 households (10%) low-income households, which present opportunities for increased transit ridership when pedestrian and bicyclist connections are improved.

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

The proposed project will increase transit ridership and invest in multimodal enhancements within the City Center and Downtown Littleton urban centers with a new pedestrian/bicyclist connection to the Englewood LRT Station and filling missing sidewalk sections along Santa Fe in Downtown Littleton. This promotes investment in transportation improvements within existing communities and increases housing and employment growth in established urban centers.

The safety and capacity improvements along the Mary Carter Greenway/South Platte River Trail corridor, Oxford Avenue bike lanes, and Mineral Station area improvements will improve the capacity of the regional multimodal

transportation system with improved pedestrian and bicyclist connections, accessibility, safety, and comfort for the Mary Carter Greenway/South Platte River Trail.
The proposed project elements will connect people to recreational areas with enhanced multimodal linkages between area parks, open spaces, and developed areas. The new and improved connections between the regional Mary Carter Greenway/South Platte River Trail corridor and the Southwest LRT line will give users the opportunity to traverse recreational areas across the entire Denver Metropolitan area.

The proposed project elements are in defined short-trip opportunity zones, highlighting the opportunities to shift travel to active transportation modes with the enhanced connections. The increased access to regional trail amenities, bicycle facilities, and sidewalks will encourage use of active transportation options that support healthy, active choices.

Within one-half mile of the proposed project elements, there are vulnerable populations of over 8,100 people over age 65, almost 10,000 individuals of color, over 3,100 individuals with disabilities, and over 5,800 children ages 5-17. Providing improved accessibility to existing transit and trail systems will improve opportunities for these traditionally underserved populations.

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: City Center, Littleton Downtown
- Does the project connect two or more urban centers?*
  ☐ Yes ☒ No If yes, please provide the names:
- 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: The Mineral Station area improvements are within a growth mixed use area defined by Littleton: https://www.littletongov.org/home/showpublisheddocument/21312/637233221739930000 The pedestrian/bicyclist grade separation to the Englewood Station is in the Downtown/Englewood Station area identified by Englewood, as well as the Oxford Avenue bike lanes area https://www.englewoodco.gov/home/showpublisheddocument/17175/636234402930000000
  If yes, provide how the area is defined in the relevant planning document: (see above)
- 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): Mineral Station: Corridor Mixed/Planned Overlay District; Oxford Avenue bike lanes: Planned Unit Development and Mixed Use; pedestrian/bicyclist grade separation at Englewood Station: Mixed Use Business District

Provide households and employment data*	2020	2050
Households within ½ mile	25,208	29,177
Jobs within ½ mile	87,829	114,394
Household density (per acre) within ½ mile	2.00	2.53
Job density (per acre) within ½ mile	8.81	11.23

Describe, *including the required quantitative analysis*: The proposed project elements provide new and improved pedestrian and bicyclist connections within two DRCOG-defined urban centers - City Center and Littletown Downtown. There are over 80 bus stops within a half-mile of the project elements, in addition to the three LRT stations: Englewood City Center, Oxford/Sheridan, and Mineral.

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**.

Land uses surrounding the Santa Fe Drive (US 85), Southwest LRT line, and Mary Carter Greenway/South Platte River Trail corridors generate demand for walking and biking trips, including residential areas, LRT stations, Arapahoe Community College, employment centers such as Englewood City Center, community hubs such as Littleton Downtown, and recreational amenities such as the Carson Nature Center, Hudson Gardens, and numerous nearby public parks and trailheads.

Because many of the origins and destinations of these trips are on opposite sides of the highway, conflicts occur due to insufficient pedestrian/bicycle facilities and limited crossing locations. Bicyclist and pedestrian access to the adjacent LRT stations is impeded by the lack of connections along and across the Santa Fe Drive corridor.

The proposed project elements provide new and improved pedestrian and bicyclist connections within two DRCOG-defined urban centers - City Center and Littletown Downtown. The Santa Fe sidewalks, Mary Carter Greenway Trail improvements, and Englewood Station pedestrian/bicyclist grade separation are in defined short-trip opportunity zones, highlighting the opportunities that can be addressed with the enhanced pedestrian and bicycle connections.

B. MVRTP Priorities

WEIGHT **50%**

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

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

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

- What modes will project improvements directly address?
  ☒ Walking ☒ Bicycling ☒ Transit ☐ Roadway Operations ☐ Other:
- List the elements of this project which will address the above modes (i.e., sidewalk, shared use path, bus stop improvements, signal interconnection, etc.): New shared use path and bicycle facilities to Mineral LRT station, new sidewalk along Santa Fe, new bike lanes to Oxford/Sheridan LRT station, Mary Carter Greenway/South Platte River trail improvements, new pedestrian/bicyclist grade separation to Englewood LRT station
- 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 will complete missing pedestrian and bicycle connections between the regional Mary Carter Greenway/South Platte River Trail corridor on the west side of Santa Fe and the RTD Southwest LRT line, directly connecting the larger regional trail and transit networks via three key RTD LRT stations: Englewood, Oxford/Sheridan, and Mineral.

The Oxford Avenue bike lanes will implement the Regional Complete Streets Toolkit with strategies consistent with the Neighborhood Connector Street. The improved pedestrian and bicyclist connections will enhance overall mobility within the Santa Fe travel corridor, 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.

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
	0.29	0.02	0.01	0.00

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*:
The proposed project elements will provide new connections for area residents who are currently disconnected. These new and improved multimodal connections will take single-occupant vehicles off of congested roadways and provide access to regional public transportation hubs at three LRT stations. These connections will connect the regional Mary Carter Greenway/South Platte River Trail corridor to the Southwest LRT line, giving users the opportunity to traverse the entire Denver Metropolitan area, and also connecting people to other local systems of trails and active transportation systems.

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: City Center, Littleton Downtown

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

The RTD Southwest LRT line includes the C Line and D Line, which both terminate at the Mineral Station. Average weekday ridership on the C and D Lines is approximately 23,000 (based on 2016 ridership). The proposed project will improve pedestrian and bicyclist access to three LRT stations: the Mineral, Oxford-Sheridan, and Englewood Stations. In addition to serving the light rail, all stations provide access to bus service as well, for potential transfer opportunities to bus routes.

The Mineral and Englewood Stations experience some of the highest ridership numbers throughout the RTD LRT system. The Mineral Station is the 9th most popular station throughout the RTD system, with a daily weekday average of 5,842 riders. The Englewood Station has a daily weekday average of 4,327 riders. Both of these park and rides are highly utilized, with 92% (Mineral) and 91% (Englewood) utilization.

The Oxford-Sheridan Station has a daily weekday average of 1,539 riders and does not have a park and ride. This means that all riders are accessing the station through means other than driving their own vehicle. Because there is not a park and ride serving the Oxford-Sheridan Station, it is even more important to provide improvements here given that most of the riders are walking and biking to the station.

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	9	
Other Injury crashes	78	
Property Damage Only crashes	385	
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	
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*:

The proposed project elements provide new and improved pedestrian and bicyclist connections along and across Santa Fe, which is on the defined DRCOG High-Injury Network. The project elements along and across Santa Fe include safety countermeasures identified in the DRCOG Taking Action on Regional Vision Zero, including new sidewalks, extension of a bike lane through an intersection, and bike conflict zone markings.

Creating defined, designated space for pedestrians alongside Santa Fe creates a safer transportation system by reducing fatalities and serious injuries of pedestrians walking along the highway, and increases the level of service and capacity for pedestrian travel within the corridor.

Safety and capacity improvements and new connections along the Mary Carter Greenway/South Platte River Trail will reduce pedestrian and bicyclist conflicts and crashes.

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:
- 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*:

Proposed multimodal project elements are located along or across Santa Fe Drive (US 85), Mineral Avenue, and Hampden Avenue (US 285), which are on the Tier 1 Regional Highway Freight Vision Network.

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.

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:		486
	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.	49	134
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)*	24	67
4.	= Initial number of new bicycle trips from project (#2 – #3)	25	67
5.	Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. (Example: **{#4 X 30%}** *(or other percent, if justified on line 10 below)*	8.00	20.00
6.	= Number of SOV trips reduced per day (#4 - #5)	17.00	47.00
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)*	34.00	94.00
8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	32.30	89.30
9.	If values would be distinctly greater for weekends, describe the magnitude of difference: The counts (2021) are collected on the Mary Carter Greenway Trail at the bridge just west of the Mineral LRT Station. Comparing weekeday to weekend volumes, the weekend volume is typically 50% higher than the average daily volume used above.		
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):		102
	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	10	28
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)*	5	14
4.	= Number of new trips from project (#2 – #3)	5	14
5.	Enter number of the new trips produced (from #4 above) that are replacing an SOV trip. (Example: **{#4 X 30%}** *or other percent, if justified on line 10 below)*	2.00	4.00
6.	= Number of SOV trips reduced per day (#4 - #5)	3.00	10.00
7.	Enter the value of **{#6 x .4 miles}**. (**= the VMT reduced per day**) *(Values other than .4 miles must be justified by sponsor on line 10 below)*	1.20	4.00

8.	= Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	1.14	3.80
9.	If values would be distinctly greater for weekends, describe the magnitude of difference: The counts (2021) are collected on the Mary Carter Greenway Trail at the bridge just west of the Mineral LRT Station. Comparing weekeday to weekend volumes, the weekend volume is typically 50% higher than the average daily volume used above.		
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 proposed multimodal project will increase mobility choices for people with new and improved pedestrian and bicyclist facilities connecting established regional trails and Southwest LRT line stations. It will encourage people to leave their cars to access employment centers, recreation amenities, and urban centers by walking, biking, and using transit.

Near the Mineral LRT Station, the Mary Carter Greenway Trail carried over 390,000 users in 2021. The volume of users has been on an increasing trend from previous years. The trail north of Oxford Avenue is also highly utilized.

The Mary Carter Greenway/South Platte River Trail and Southwest LRT line provide links to major activity centers throughout the Denver Metropolitan area. The new and improved pedestrian and bicyclist connections will create additional alternative transportation opportunites for users to recreate on the trail, travel on the trail or LRT to get to work, and use the trail and LRT to connect to major recreation amenities and economic centers.

C. Project Leveraging			WEIGHT	10%
What percent of outside funding sources (non-Regional Share funding) does this project have? *(number will automatically calculate based on values entered in the Funding Request table)*	**10.1%**	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	10%

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:

Sara Ciasto, PE

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

During the Santa Fe PEL Study, the team completed high-level (5%) conceptual design layouts for the proposed project elements. The information from these layouts was evaluated using available (typically GIS) data, as well as mapped existing conditions for the corridors and adjacent parcels. More detailed and in-depth evaluation will be conducted upon initiation of the work under this TIP grant. More specific definition of the project design elements will be completed as full design processes move forward.

Based on the evaluation conducted with the PEL study, the project elements are not anticipated to have significant impacts to environmental resources. The projects have high potential to minimize or avoid ROW impacts while providing substantial multimodal benefit. Additional design and ROW information will be needed to confirm.

- The sidewalk along Santa Fe will be further evaluated considering property access, existing utilities, and existing landowner use of public ROW.

- Prior studies evaluated locations for the pedestrian/bicyclists bridge over Santa Fe at the Englewood Station. Recent development on the west side of Santa Fe will require the locations to be updated for compatibility with existing conditions. This was initially evaluated during the PEL study.

- Preliminary design decisions regarding location and treatment of the Oxford Avenue bike lanes will define coordination that may be required with potential railroad spur ROW on the south side of Oxford Avenue.

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

☐ Yes ☒ No

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

If this project is for construction, please note the NEPA status: Not Started

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

d. Based on the current status provided in Project Information, question 11, do you foresee 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? CDOT, RTD, City of Englewood, City of Littleton, City of Sheridan, South Suburban Parks and Recreation District, Arapahoe County Open Spaces

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:
Arapahoe County and the local agency funding partners are currently submitting project budgets for the Year 2023 budget cycle. With the coordination and levels of funding identified and available, no issues are expected with programming the local match funding in time to meet the schedule outlined.

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

Please describe:
With the quick turnaround required for the TIP application, the project budgets are not allocated in the agency CIPs yet. However, Arapahoe County and the local agency funding partners are currently submitting project budgets for the Year 2023 budget cycle.

Section 3. Public Support

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

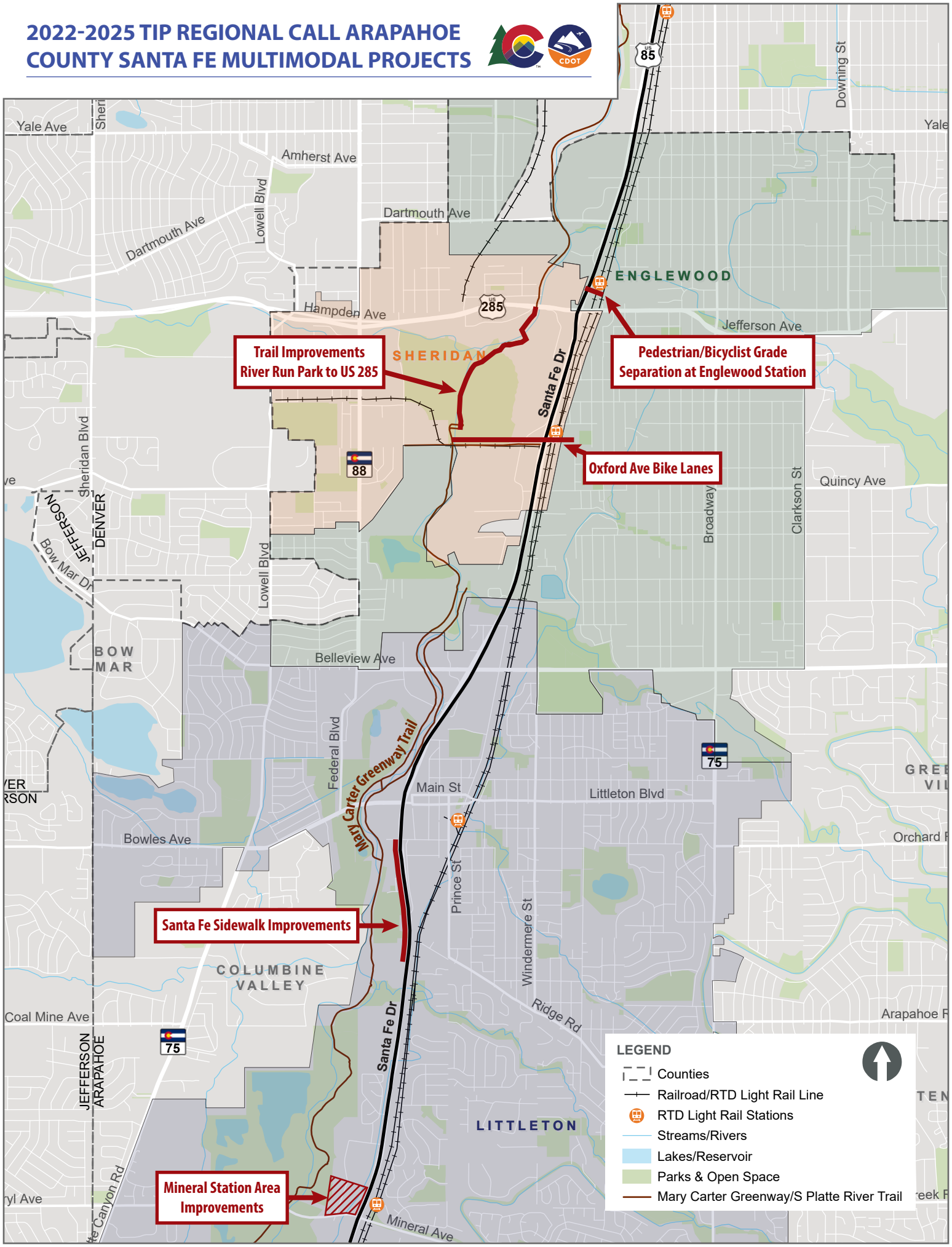
b. Has the public had access to translated project materials in relevant languages for the local community?
☒ Yes ☐ No

Please describe:
The proposed project elements were identified, evaluated, and recommended in the recent Santa Fe PEL Study planning process. The study's Online Public Event 1 (January 2021) presented existing conditons and Purpose and Need for improvements along Santa Fe travel corridor - most prevalent public comments were concerning bicycle and pedestrian safety and improvements along the corridor, including improved connections to the South Platte River Trail and Mary Carter Greenway Trail.

	The Santa Fe PEL Study Online Public Event 2 (July 2021) presented draft projects and improvements - most public comments and support were for multimodal improvements along the corridor, including enhanced access and connectivity to area trails and transit stations.
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.

Submit completed applications through the TIP Data Hub no later than 3pm on March 18, 2022.

2022-2025 TIP REGIONAL CALL ARAPAHOE COUNTY SANTA FE MULTIMODAL PROJECTS



2022-2025 TIP Regional Call Arapahoe County Santa Fe Multimodal Projects
Conceptual Cost Estimates

Date Prepared: 3/15/22				Mineral Station Area Improvements		Santa Fe Sidewalk Improvements		MCG Trail Improvements		Oxford Ave Bike Lanes		S. Platte River Trail Improvements at US 285		Ped/Bike Grade Sep - Englewood Station	
ITEM		UNIT	UNIT COST	EST. QUANT.	COST	EST. QUANT.	COST	EST. QUANT.	COST	EST. QUANT.	COST	EST. QUANT.	COST	EST. QUANT.	COST
A- Major Construction Items															
202-00240	Removal of Asphalt Ma	SY	$ 5.00		$ -		$ -		$ -		$ -		$ -		$ -
202-00195	Removal of Median Cove	SY	$ 40.00		$ -		$ -		$ -		$ -		$ -		$ -
202-00200	Removal of Sidewalk	SY	$ 35.00		$ -		$ -		$ -		$ -		$ -		$ -
202-00203	Removal of Curb and Gutte	LF	$ 20.00		$ -		$ -		$ -		$ -		$ -		$ -
304-06007	Aggregate Base Course (Class 6)	CY	$ 70.00		$ -		$ -		$ -		$ -		$ -		$ -
403-34841	Hot Mix Asphalt (Grading SX) (100) (PG 64-22	TON	$ 110.00		$ -		$ -		$ -	1,100	$ 121,000		$ -		$ -
412-01000	Concrete Pavement (10 Inch	SY	$ 160.00	1,556	$ 248,889		$ -		$ -		$ -		$ -		$ -
608-00000	Concrete Sidewalk (6 Inch	SY	$ 80.00	1,111	$ 88,889	2,400	$ 192,000	2,667	$ 213,333	3,200	$ 256,000	200	$ 16,000	722	$ 57,778
608-00010	Concrete Curb Ramp	SY	$ 200.00		$ -		$ -		$ -		$ -		$ -		$ -
609-21010	Curb and Gutter Type 2 Section IE	LF	$ 30.00		$ -		$ -		$ -		$ -		$ -		$ -
609-21020	Curb and Gutter Type 2 Section IIE	LF	$ 35.00	1,400	$ 49,000		$ -		$ -	3,600	$ 126,000		$ -		$ -
610-00030	Median Cover Matl (Conc)	SF	$ 18.00		$ -		$ -		$ -		$ -		$ -		$ -
	Signal Modifications	LS	$ 250,000.00		$ -		$ -		$ -		$ -		$ -		$ -
	Signal Rebuild	LS	$ 500,000.00		$ -		$ -		$ -		$ -		$ -		$ -
	Pedestrian Bridge	SF	$ 200.00		$ -		$ -		$ -		$ -		$ -	3,600	$ 720,000
	Bid Items Subtotal				**$ 386,778**		**$ 192,000**		**$ 213,333**		**$ 503,000**		**$ 16,000**		**$ 777,778**
	Contingency/unlisted items			40%	$ 155,000	50%	$ 96,000	30%	$ 64,000	30%	$ 151,000	60%	$ 10,000	50%	$ 389,000
A - Major Construction Items					**$ 541,778**		**$ 288,000**		**$ 277,333**		**$ 654,000**		**$ 26,000**		**$ 1,166,778**
B- Major Construction Items															
B-01	Removals / Resets	% of (A)		5.00%	$ 27,000	5.00%	$ 14,000	5.00%	$ 14,000	5.00%	$ 33,000	50.00%	$ 13,000	5.00%	$ 58,000
B-02	Environmental	% of (A)		8.00%	$ 43,000	15.00%	$ 43,000	15.00%	$ 42,000	15.00%	$ 98,000	20.00%	$ 5,000	15.00%	$ 175,000
B-03	Structural	% of (A)		0.00%	$ -	0.00%	$ -	0.00%	$ -	5.00%	$ 33,000	300.00%	$ 78,000	20.00%	$ 233,000
B-04	Drainage / Utilities	% of (A)		18.00%	$ 98,000	18.00%	$ 52,000	18.00%	$ 50,000	18.00%	$ 118,000	100.00%	$ 26,000	18.00%	$ 210,000
B-05	Roadway Appurtenances	% of (A)		5.00%	$ 27,000	5.00%	$ 14,000	5.00%	$ 14,000	5.00%	$ 33,000	5.00%	$ 1,000	5.00%	$ 58,000
B-06	Mobilization (see below	% of (A)		0.00%	$ -	0.00%	$ -	0.00%	$ -	0.00%	$ -	0.00%	$ -	0.00%	$ -
B-07	Construction Traffic Control / Detour	% of (A)		15.00%	$ 81,000	15.00%	$ 43,000	15.00%	$ 42,000	15.00%	$ 98,000	100.00%	$ 26,000	15.00%	$ 175,000
B-08	Lighting & Electrical	% of (A)		2.00%	$ 11,000	2.00%	$ 6,000	2.00%	$ 6,000	2.00%	$ 13,000	2.00%	$ 1,000	2.00%	$ 23,000
B-09	Permanent Signing & Striping	% of (A)		6.00%	$ 33,000	6.00%	$ 17,000	6.00%	$ 17,000	6.00%	$ 39,000	100.00%	$ 26,000	6.00%	$ 70,000
B-10	Traffic Signalization & ITS	% of (A)		0.00%	$ -	0.00%	$ -	0.00%	$ -	10.00%	$ 65,000	0.00%	$ -	0.00%	$ -
B - Minor Construction Items Subtotal					**$ 320,000**		**$ 189,000**		**$ 185,000**		**$ 530,000**		**$ 176,000**		**$ 1,002,000**
Mobilization		**7% of A+B**		7.00%	$ 60,324	7.00%	$ 33,390	10.00%	$ 46,233	7.00%	$ 82,880	7.00%	$ 14,140	7.00%	$ 151,814
CBI - TOTAL OF CONSTRUCTION BID ITEMS (A+B+mobilization)					**$ 922,102**		**$ 510,390**		**$ 508,567**		**$ 1,266,880**		**$ 216,140**		**$ 2,320,592**
C - Force Accounts and TSM&O					$ -		$ -		$ -		$ -		$ -		$ -
C-01	F/A - General	% of (CBI)		6.00%	$ 55,000	6.00%	$ 31,000	6.00%	$ 31,000	6.00%	$ 76,000	6.00%	$ 13,000	6.00%	$ 139,000
C-02	F/A - Minor Contract Revisions (MCRs)	% of (CBI)		10.00%	$ 92,000	10.00%	$ 51,000	10.00%	$ 51,000	10.00%	$ 127,000	10.00%	$ 22,000	10.00%	$ 232,000
C-03	F/A - Project Communications	% of (CBI)		1.00%	$ 9,000	1.00%	$ 5,000	1.00%	$ 5,000	1.00%	$ 13,000	1.00%	$ 2,000	1.00%	$ 23,000
C-04	TSM&O Traffic & Operations	% of (CBI)		2.00%	$ 18,000	2.00%	$ 10,000	2.00%	$ 10,000	2.00%	$ 25,000	2.00%	$ 4,000	2.00%	$ 46,000
C- Force Accounts Subtotal		**(% of CBI)**			**$ 174,000**		**$ 97,000**		**$ 97,000**		**$ 241,000**		**$ 41,000**		**$ 440,000**
CI - Total Construction Items (A+B+C)					**$ 1,096,102**		**$ 607,390**		**$ 605,567**		**$ 1,507,880**		**$ 257,140**		**$ 2,760,592**
D -Construction Engineering & Indirects															
D-01	Construction Engineering	% of (D)		12.50%	$ 137,000	12.50%	$ 76,000	12.50%	$ 76,000	12.50%	$ 188,000	12.50%	$ 32,000	12.50%	$ 345,000
D-02	Construction (CDOT) Indirects	% of (D)		13.50%	$ 148,000	13.50%	$ 82,000	13.50%	$ 82,000	13.50%	$ 204,000	13.50%	$ 35,000	13.50%	$ 373,000
D - Construction Engineering & Indirects subtotal		**% of CI**			**$ 285,000**		**$ 158,000**		**$ 158,000**		**$ 392,000**		**$ 67,000**		**$ 718,000**
Project Construction Budget		**A+B+C+D**			**$ 1,381,102**		**$ 765,390**		**$ 763,567**		**$ 1,899,880**		**$ 324,140**		**$ 3,478,592**
Preconstruction Items															
E-01	Right-of-Way (property cost)	$/SF	$ 50.00	14,000	$ 700,000.00	15,000	$ 750,000.00	-	$ -	8,000	$ 400,000.00	-	$ -	10,000	$ 500,000.00
E-02	Utilities + Railroad Work	**% of CI + Indirect %**		0.00%	$ -	0.00%	$ -	0.00%	$ -	0.00%	$ -	0.00%	$ -	0.00%	$ -
E-03	Design & Engineering, ROW plans	**% of CI + Indirect %**		12.00%	$ 149,289.12	20.00%	$ 137,877.53	12.00%	$ 82,478.18	12.00%	$ 205,373.26	50.00%	$ 145,926.95	20.00%	$ 626,654.43
E-03.1	Subsurface Utility Engineering (SUE) Budget	**% of CI + Indirect %**		3.00%	$ 37,322.28	2.00%	$ 13,787.75	1.00%	$ 6,873.18	4.00%	$ 68,457.75	15.00%	$ 43,778.09	2.00%	$ 62,665.44
E-04	Environmental (NEPA)	**% of CI + Indirect %**		4.00%	$ 49,763.04	5.00%	$ 34,469.38	5.00%	$ 34,365.91	3.00%	$ 51,343.31	15.00%	$ 43,778.09	5.00%	$ 156,663.61
E-05	Miscellaneous	**% of CI + Indirect %**		0.00%	$ -	0.00%	$ -	0.00%	$ -	0.00%	$ -	0.00%	$ -	0.00%	$ -
TOTAL					**$ 2,320,000**		**$ 1,700,000**		**$ 890,000**		**$ 2,630,000**		**$ 560,000**		**PRECON ONLY $ 1,350,000**
Range For Report							**$1-3M**		**$1-2M**		**$2-4M**		**$150-400k**		**$5-10M**

COLORADO
Department of Transportation
Region 1

March 4, 2022

Jim Katzer
Transportation Division Manager
Arapahoe County
6924 S. Lima Street
Centennial, CO 80112

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

Dear Mr. Katzer,
This letter is to inform you that the Colorado Department of Transportation (CDOT) Region 1 concurs with the following Arapahoe County application for the DRCOG Regional FY22-25 TIP Call. This concurrence applies only for the Arapahoe County Santa Fe Multimodal projects, in the event this project is selected by DRCOG as a regional project on or around April/May 2022. If this regional project is awarded DRCOG funds at a later date, the local agency will need to submit a separate request for CDOT's concurrence at that time. The projects as constructed will be maintained by the local agency, and not by CDOT.

Projects impacting state highways should assume that CDOT will manage the project and the local agency is responsible for payment of CDOT's work including indirect charges. Please note that per the DRCOG TIP Policy, if project costs increase on DRCOG-selected projects, sponsors must make up any shortfalls.

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

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

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

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

Sincerely,

Jessica Myklebust
CDOT Region 1 Transportation Director

Stacy Tschuor

From: James Katzer <JKatzer@arapahoegov.com>
Sent: Friday, March 4, 2022 2:58 PM
To: aheumann; Andrew Rogge; Maria D'Andrea; Jacob Southard - CDOT
Cc: Longsdorf, Jason (Jason.Longsdorf@hdrinc.com); Stacy Tschuor
Subject: FW: FW: Santa Fe Mutlimodal Project - RTD Concurrence

FYI

From: Christopher Quinn <Chris.Quinn@RTD-Denver.com>
Sent: Friday, March 4, 2022 2:54 PM
To: Rowe - CDOT, Jan <jan.rowe@state.co.us>; Todd Cottrell <Tcottrell@drcog.org>; James Katzer <JKatzer@arapahoegov.com>
Cc: Josie Hadley - CDOT <josie.hadley@state.co.us>; Charlie Stanfield <charlie.stanfield@rtd-denver.com>; William Sirois <William.Sirois@RTD-Denver.com>
Subject: RE: FW: Santa Fe Mutlimodal Project - RTD Concurrence

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

James,
This email is to provide RTD's concurrence with Arapahoe County's TIP proposal for the Santa Fe Multimodal Projects. Please note that since the paths are proposed to cross an RTD facility, RTD will want to be included in all levels of the planning and design of the path so as to ensure the paths do not interfere with the flow of bus movements or internal traffic circulation.
Please let me know if I can provide an additional information.

Chris Quinn
Project Manager
Planning
he | him | his
o. 303.299.2439
chris.quinn@rtd-denver.com
rtd-denver.com

Regional Transportation District
1660 Blake Street, BLK-21
Denver, CO 80202

We make lives better through connections.

From: Rowe - CDOT, Jan <jan.rowe@state.co.us>
Sent: Monday, February 7, 2022 10:54 AM
To: Christopher Quinn <Chris.Quinn@RTD-Denver.com>
Cc: Josie Hadley - CDOT <josie.hadley@state.co.us>
Subject: Fwd: FW: Santa Fe Mutlimodal Project - RTD Concurrence

Hi Chris!

CMAQ Emissions Calculator Toolkit

Bicycle and Pedestrian Improvements

This calculator will estimate the reduction in emissions resulting from improvements to bicycle and pedestrian infrastructure and associated mode shift from passenger vehicles to bicycling or walking, including but not limited to sidewalks, dedicated bicycle infrastructure, improved wayfinding, mid-block crossing installations, bike share systems, and bike parking improvements.

Navigator

Bicycle and Pedestrian Improvements

INPUT

(1) What is your project evaluation year? 2026

(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
53	16	37

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

Trip Distance Source
Distribution

(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)
2.494

Distribution of Trip Distances (daily fraction per mileage bin)					
x < 1	1 ≤ x < 2	2 ≤ x < 3	3 ≤ x < 4	4 ≤ x ≤ 5	Sum
19.90%	20.40%	21.30%	17.20%	21.20%	100.0%

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.298
Particulate Matter <2.5 µm ($PM_{2.5}$)	0.001
Particulate Matter <10 µm (PM_{10})	0.003
Nitrogen Oxide (NOx)	0.020
Volatile Organic Compounds (VOC)	0.018
Carbon Dioxide Equivalent (CO_2e)	29.092
Total Energy Consumption (MMBTU/day)	0.379

*Units in kg/day unless otherwise noted

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.

☒ 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: Araphoe County Local Agency: Arapahoe County, Englewood, Littleton, Sheridan		
2. Project Sponsor: Arapahoe County	3. Current Supporting Agency(ies): Englewood, Littleton, Sheridan, Douglas County	
4. Contact Person: Jim Katzer Email: jkatzer@arapahoegov.com	Title: Transportation Division Manager Phone: 720-874-6837	
PROJECT DESCRIPTION		
5. Project Title: Arapahoe County Santa Fe Multimodal Projects		
Project Location: Santa Fe	Project Limits: (mileposts, intersecting roads, rivers, etc.) County line to Jewell	
County: Arapahoe	Municipality(ies): Englewood, Littleton, Sheridan	Project Length: NA

Brief Description of Project: The project consist of 6 regionally significant multimodal projects that were recommended by the Santa Fe PEL study. The project are listed and described below and extend through most of the corridor.

• Design and construction of the Mineral Station Area Multimodal Paths - New pedestrian/bicyclist paths from the Mineral LRT Station to the Mary Carter Greenway through constructing a new ramp from the bridge south and west that crosses the driveway entrance to the RTD parking lot and connects with the Mineral Trail close to the Mineral Ave/Platte River Pkwy intersection, constructing a cycle track along the east side of Platte River Pkwy from Mineral Ave to Carson Dr., constructing bike lanes along Carson Dr from Platte River Pkwy through the trailhead parking lot to the Mary Carter Greenway, and redesigning of the Platte River Pkwy/Carson Dr intersection as a roundabout (CDOT and RTD concurrence).

•Design and construction of Santa Fe Dr Sidewalk Gaps along the corridor. (CDOT)

•Design and construction of the Mary Carter Greenway Trail Widening at Oxford Ave The Mary Carter Greenway Trail widening north of River Run Park increases capacity and safety for pedestrians and bicyclists along the regional trail system. (CDOT)

•Design and construction of Oxford Ave Bike Lanes west of Santa Fe to provide a more direct connection for bicyclists between land uses on the west side of Santa Fe, including Mary Carter Greenway Trail, and the residential areas and transit station on the east side of Santa Fe. The bike lanes connect to existing bike lanes along Oxford Avenue east of Santa Fe. (CDOT)

•Design and construction of the South Platte River Trail Widening under US 285 west of Santa Fe increases capacity and safety for pedestrians and bicyclists along the regional trail system, addressing an existing narrow choke point along the trail. (CDOT)

•Design of the Pedestrian/Bicyclist Grade Separation – Englewood Station. A new pedestrian/bicyclist grade separation of Santa Fe at the Englewood Station improves pedestrian/bicyclist crossings of Santa Fe and multimodal and community land use connections on the east and west sides of Santa Fe. The new connection increases capacity and safety for pedestrians and bicyclists accessing the Englewood Light Rail Transit Station and residential and commercial land uses in Englewood. (RTD concurrence)

SUPPORT REQUEST
6. Based on who is requesting support (see #1), whom are you are requesting support from? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*. ☒ Subregional Forum, Specify: Douglas County and Denver ☒ Local Agency, Specify: Douglas County and Denver
7. Type of Support Requested: ☒ Support Only ☐ Financial Pledge: ☐ Subregional Funds: Amount: ☐ Local (non-DRCOG) Funds: Amount:
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Jim Katzer Date: 2/14/2022

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: Local Agency: Douglas County
10. Contact person at supporting forum/agency: Art Griffith Title: Transportation CIP Manager Email: agriffit@douglas.co.us Phone: 303-947-8731
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: $ Fiscal year(s) funds are provided in: 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: Art Griffith Date: March 4, 2022

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.

☒ 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: Araphoe County Local Agency: Arapahoe County, Englewood, Littleton, Sheridan	
2. Project Sponsor: Arapahoe County	3. Current Supporting Agency(ies): Englewood, Littleton, Sheridan, Douglas County
4. Contact Person: Jim Katzer Email: jkatzer@arapahoegov.com	Title: Transportation Division Manager Phone: 720-874-6837

PROJECT DESCRIPTION		
5. Project Title: Arapahoe County Santa Fe Multimodal Projects		
Project Location: Santa Fe		Project Limits: (mileposts, intersecting roads, rivers, etc.) County line to Jewell
County: Arapahoe	Municipality(ies): Englewood, Littleton, Sheridan	Project Length: NA

Brief Description of Project: The project includes the following regional pedestrian, bicyclist, and transit safety and accessibility elements along the Santa Fe Drive, Southwest LRT Line, and Mary Carter Greenway/South Platte River Trail corridors:

- Design and construction of Mineral Station Area Improvements – path improvements from LRT station bridge to the Mary Carter Greenway Trail and bike facilities along Platte River Parkway and Carson Drive to the Mary Carter Greenway Trail at South Platte Park.
- Design and construction of Oxford Avenue Bike Lanes – new bike lanes along Oxford Avenue to connect Mary Carter Greenway Trail across Santa Fe Drive to the Oxford-City of Sheridan LRT Station and to existing bike lanes on Oxford Avenue east of Santa Fe Drive.
- Design of Pedestrian/Bicyclist Grade Separation at Englewood Station - new pedestrian/bicyclist grade separation of Santa Fe between the South Platte River Trail, residential, and commercial areas west of Santa Fe Drive and the Englewood LRT Station, east of Santa Fe Drive.
- Design and construction of Santa Fe Sidewalk Improvements on the west side of Santa Fe Drive between Weaver Avenue and Church Avenue.
- Design and construction of Mary Carter Greenway Trail Improvements from River Run Park to US 285, including under the US 285 bridge.

SUPPORT REQUEST

6. Based on who is requesting support (see #1), whom are you are requesting support from? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.

   ☒ Subregional Forum, Specify: Douglas County and Denver
   ☒ Local Agency, Specify: Douglas County and Denver

7. Type of Support Requested:

   ☒ Support Only
   ☐ Financial Pledge: ☐ Subregional Funds: Amount:
   ☐ Local (non-DRCOG) Funds: Amount:

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Jim Katzer	Date: 2/14/2022

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 Sheridan
10. Contact person at supporting forum/agency: Andrew Rogge Title: Senior Planner Email: arogge@ci.sheridan.co.us Phone: 303-438-3307
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: $250,000 Fiscal year(s) funds are provided in: 2023 and 2025 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: Devin Granbery Date: 3/15/2022

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.

☒ 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: Araphoe County Local Agency: Arapahoe County, Englewood, Littleton, Sheridan	
2. Project Sponsor: Arapahoe County	3. Current Supporting Agency(ies): Englewood, Littleton, Sheridan, Douglas County
4. Contact Person: Jim Katzer Email: jkatzer@arapahoegov.com	Title: Transportation Division Manager Phone: 720-874-6837

PROJECT DESCRIPTION		
5. Project Title: Arapahoe County Santa Fe Multimodal Projects		
Project Location: Santa Fe		Project Limits: (mileposts, intersecting roads, rivers, etc.) County line to Jewell
County: Arapahoe	Municipality(ies): Englewood, Littleton, Sheridan	Project Length: NA

Brief Description of Project: The project includes the following regional pedestrian, bicyclist, and transit safety and accessibility elements along the Santa Fe Drive, Southwest LRT Line, and Mary Carter Greenway/South Platte River Trail corridors:

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- Design and construction of Oxford Avenue Bike Lanes – new bike lanes along Oxford Avenue to connect Mary Carter Greenway Trail across Santa Fe Drive to the Oxford-City of Sheridan LRT Station and to existing bike lanes on Oxford Avenue east of Santa Fe Drive.
- Design of Pedestrian/Bicyclist Grade Separation at Englewood Station - new pedestrian/bicyclist grade separation of Santa Fe between the South Platte River Trail, residential, and commercial areas west of Santa Fe Drive and the Englewood LRT Station, east of Santa Fe Drive.
- Design and construction of Santa Fe Sidewalk Improvements on the west side of Santa Fe Drive between Weaver Avenue and Church Avenue.
- Design and construction of Mary Carter Greenway Trail Improvements from River Run Park to US 285, including under the US 285 bridge.

SUPPORT REQUEST

6. Based on who is requesting support (see #1), whom are you are requesting support from? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.

   ☒ Subregional Forum, Specify: Douglas County and Denver
   ☒ Local Agency, Specify: Douglas County and Denver

7. Type of Support Requested:

   ☒ Support Only
   ☐ Financial Pledge: ☐ Subregional Funds: Amount:
   ☐ Local (non-DRCOG) Funds: Amount:

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Jim Katzer	Date: 2/14/2022

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: Local Agency: City of Littleton
10. Contact person at supporting forum/agency: Title: Public Works & Utilities Director Email: kreester@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: $250,000 Fiscal year(s) funds are provided in: 2023 and 2025 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: Keith Reester Date: 3/14/2022

Keith Reester
2255 W Berry Ave
Littleton, CO 80120
(303) 795-3863
kreester@littletongov.org

March 14, 2022

Jim Katzer
Transportation Division Manager
Arapahoe County
Public Works and Development
Centennial, CO 80112

Dear Mr. Katzer,

Littleton is pleased to offer this letter of support for Arapahoe County's application to the TIP grant opportunity through DRCOG for the project: *Arapahoe County Santa Fe Multimodal Projects*

The city understands this project will improve multimodal connectivity by designing and/or constructing elements within the participating agencies that were identified and recommended by the US 85 PEL Study.

We are also happy to partner in this project by providing the following:

- As an equal partner actively participate in the project.
- Our share of local funding contribution as identified in the application subject to approval by the Littleton City Council.

Please let us know if you have any questions.

Sincerely,

Keith Reester
Public Works & Utilities Director
City of Littleton

FY2022-2027 TIP PROCESS: REQUEST FOR PEER AGENCY SUPPORT

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APPLICANT INFORMATION		
1. Who is requesting support? Subregional Forum: Araphoe County Local Agency: Arapahoe County, Englewood, Littleton, Sheridan		
2. Project Sponsor: Arapahoe County	3. Current Supporting Agency(ies): Englewood, Littleton, Sheridan	
4. Contact Person: Jim Katzer Email: jkatzer@arapahoegov.com	Title: Transportation Division Manager Phone: 720-874-6837	
PROJECT DESCRIPTION		
5. Project Title: Arapahoe County Santa Fe Multimodal Projects		
Project Location: Santa Fe	Project Limits: (mileposts, intersecting roads, rivers, etc.) County line to Jewell	
County: Arapahoe	Municipality(ies): Englewood, Littleton, Sheridan	Project Length: NA

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•Design and construction of Santa Fe Dr Sidewalk Gaps along the corridor. (CDOT)

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SUPPORT REQUEST
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7. Type of Support Requested: ☒ Support Only ☐ Financial Pledge: ☐ Subregional Funds: Amount: ☐ Local (non-DRCOG) Funds: Amount:
8. Please type your name and date below which certifies the above information is accurate and complete: Name: Jim Katzer Date: 2/14/2022

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: Denver Local Agency:
10. Contact person at supporting forum/agency: Justin Begley Title: Supervisor Email: justin.begley@denvergov.org Phone: 7209131743
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: $ Fiscal year(s) funds are provided in: 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: Justin Begley Date: 3/11/22

March 15, 2022

Mr. Jim Katzer, P.E.
Arapahoe County Public Works and Development
6924 S Lima Street
Centennial, CO 80112

RE: DRCOG 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM REGIONAL SHARE AIR QUALITY/CONGESTION MITIGATION PROJECT APPLICATION FOR ARAPAHOE COUNTY SANTA FE BOULEVARD MULTIMODAL PROJECTS

Dear Mr. Katzer:

This letter serves to confirm the city of Englewood's support for the above-referenced project. The city's commitment to this multi-jurisdictional project application within the DRCOG Transportation Improvement Program (TIP) is based on our discussions and understanding that Arapahoe County will be submitting a $9.9 Million project of which the local match for the entire project is approximately $1,000,000.

The city has not yet committed funding for this project but will consider funding, in the amount of approximately $250,000, during the 2023 budget cycle which will begin in mid-2022. This is also dependent on the level of committed funding from other local agencies.

The City of Englewood looks forward to working with Arapahoe County and other local agencies on this important project. If you have any questions or require further documentation, please contact me at mdandrea@englewoodco.gov or 303-762-2506.

Sincerely,

City of Englewood

Maria D'Andrea, P.E.
Director of Public Works

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.

☒ 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: Araphoe County Local Agency: Arapahoe County, Englewood, Littleton, Sheridan	
2. Project Sponsor: Arapahoe County	3. Current Supporting Agency(ies): Englewood, Littleton, Sheridan, Douglas County
4. Contact Person: Jim Katzer Email: jkatzer@arapahoegov.com	Title: Transportation Division Manager Phone: 720-874-6837

PROJECT DESCRIPTION		
5. Project Title: Arapahoe County Santa Fe Multimodal Projects		
Project Location: Santa Fe		Project Limits: (mileposts, intersecting roads, rivers, etc.) County line to Jewell
County: Arapahoe	Municipality(ies): Englewood, Littleton, Sheridan	Project Length: NA

Brief Description of Project: The project includes the following regional pedestrian, bicyclist, and transit safety and accessibility elements along the Santa Fe Drive, Southwest LRT Line, and Mary Carter Greenway/South Platte River Trail corridors:

- Design and construction of Mineral Station Area Improvements – path improvements from LRT station bridge to the Mary Carter Greenway Trail and bike facilities along Platte River Parkway and Carson Drive to the Mary Carter Greenway Trail at South Platte Park.
- Design and construction of Oxford Avenue Bike Lanes – new bike lanes along Oxford Avenue to connect Mary Carter Greenway Trail across Santa Fe Drive to the Oxford-City of Sheridan LRT Station and to existing bike lanes on Oxford Avenue east of Santa Fe Drive.
- Design of Pedestrian/Bicyclist Grade Separation at Englewood Station - new pedestrian/bicyclist grade separation of Santa Fe between the South Platte River Trail, residential, and commercial areas west of Santa Fe Drive and the Englewood LRT Station, east of Santa Fe Drive.
- Design and construction of Santa Fe Sidewalk Improvements on the west side of Santa Fe Drive between Weaver Avenue and Church Avenue.
- Design and construction of Mary Carter Greenway Trail Improvements from River Run Park to US 285, including under the US 285 bridge.

SUPPORT REQUEST

6. Based on who is requesting support (see #1), whom are you are requesting support from? *If you are requesting support from multiple forums or local agencies, please fill out and send a separate form to each*.

   ☒ Subregional Forum, Specify: Douglas County and Denver
   ☒ Local Agency, Specify: Douglas County and Denver

7. Type of Support Requested:

   ☒ Support Only
   ☐ Financial Pledge: ☐ Subregional Funds: Amount:
   ☐ Local (non-DRCOG) Funds: Amount:

8. Please type your name and date below which certifies the above information is accurate and complete:

Name: Jim Katzer	Date: 2/14/2022

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: Local Agency: South Suburban Park and Recreation District
10. Contact person at supporting forum/agency: Melissa Reese-Thacker Title: Planning Manager Email: melissar@ssprd.org Phone: 303-483-7023
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: $ Fiscal year(s) funds are provided in: 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: Melissa Reese-Thacker Date: March 15, 2022