



DRCOG FY2022-2025 TIP – Douglas County Subregion
Subregional Share Air Quality/Multimodal (AQ/MM)
Application Programming Federal Fiscal Years 2023-2025

APPLICATION OVERVIEW

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

Funding Available: \$161,292,000 overall. Target of \$16,726,000 for Douglas County (estimated as of the open date)

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

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

Call Opens: May 2, 2022

Call Closes: June 24, 2022, 3 pm

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

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

Other Notable items:

- **TIP Trainings:** To be eligible to submit an application, at least one person from your agency must have attended one of the two mandatory TIP training workshops ([February 10](#) and [February 16, 2022](#))
- **CDOT/RTD Concurrence:** If required, [CDOT and/or RTD concurrence](#) must be provided with the application submittal. The CDOT/RTD concurrence request is due to CDOT/RTD no later than May 13, 2022, with CDOT/RTD providing a response no later than June 10, 2022. Submit requests to the following: CDOT Region 1 – JoAnn Mattson, joann.mattson@state.co.us; CDOT Region 4 – Josie Hadley, josie.hadley@state.co.us; RTD – Chris Quinn, chris.quinn@rtd-denver.com
- **If a submitted application in Call #1 was not funded,** and you wish to resubmit the same application for this call, please contact DRCOG at tipapplications@drcog.org. In these cases, we can unlock the application, change the title, and save the applicant work in the resubmittal process.
- **Application Data:** To assist sponsors in filling out the application, DRCOG has developed a TIP Data Tool to streamline quantitative analyses requested in the application. A link to the TIP Data Tool and instructions on how to use it are available on the [TIP Data Hub](#). Additionally, sponsors may download datasets to run their own analyses from this same site. Requests for additional data or calculations from DRCOG staff should be submitted to tipapplications@drcog.org no later than June 3, 2022
- **Project Affirmation:** The application must be affirmed by either the applicant’s City or County Manager, Chief Elected Official (Mayor or County Commission Chair) for local governments, or agency director or equivalent for other applicants
- **TIP Policy:** Further details on project eligibility, evaluation criteria, and the selection process are defined in the [Policies for TIP Program Development](#) document (a [quick-guide](#) is also available for reference)
- **Evaluation Process:** DRCOG staff will review submittals for eligibility and post to the DRCOG website (June 27-July 1). Applications and scoring sheets will then be provided to the individual subregional forums no later than July 1. The forums will then review, score, discuss, and rank the applications and provide a recommended funding list within the funding available by August 5. The forums’ recommendations will then be forwarded to the DRCOG committee process for incorporation into the adopted TIP
- If you have any questions or need assistance, reach out to us at tipapplications@drcog.org

APPLICATION FORMAT

The AQ/MM Subregional Share application contains two parts: *project information* and *evaluation questions*.

Project Information

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

Evaluation Questions

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

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

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

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

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

Section B. Metro Vision Regional Transportation Plan Priorities50%

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

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

Section C. Project Leveraging (“overmatch”) 10%
 Scores are assigned based on the percent of other funding sources (non-Subregional Share funds).

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

Section D. Project Readiness 10%

Be sure to answer ALL questions. While “Yes” answers will generally reflect greater readiness, opportunities are given to provide additional details to assist reviewers in fully evaluating the readiness of your project.

5	Substantial readiness is demonstrated and all known obstacles that are likely to result in project delays have been mitigated.
4	Significant readiness is demonstrated and several known obstacles that are likely to result in project delays have been mitigated.
3	Moderate readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
2	Slight readiness is demonstrated and some known obstacles that are likely to result in project delays have been mitigated.
1	Few mitigation or readiness activities have been demonstrated.
0	No mitigation or readiness activities have been demonstrated.

Project Information

1. Project Title		County Line Road Shared Use Path Connections	
2. Project Location <i>Provide a map, as appropriate (see Page 1)</i>		Start point: Broadway End point: Trail intersection of High Line Canal Trail and Centennial (C-470) Trail OR Geographic Area:	
3. Project Sponsor <i>(entity that will be financially responsible for the project)</i>		City of Littleton	
4. Project Contact Person:			
Name	Aaron Heumann, PE, PTOE	Title	Transportation Engineering Manager
Phone	303-795-3867	Email	aheumann@littletongov.org
5. Required CDOT and/or RTD Concurrence: Does this project touch CDOT Right-of-Way, involve a CDOT roadway, access RTD property, or request RTD involvement to operate service?			<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <i>If yes, provide applicable concurrence documentation</i>
6. What planning document(s) identifies this project? <i>Provide link to document(s) and referenced page number if possible, or provide documentation in the supplement</i>	<input type="checkbox"/> DRCOG 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) Provide MVRTP staging period, if applicable capital project:		
	<input type="checkbox"/> Local/Regional plan:	Planning Document Title: Adopting agency (local agency Council, CDOT, RTD, etc.): Provide date of adoption by council/board/commission, if applicable:	
	Please describe public review/engagement to date:		
	Other pertinent details:	Previous public commentary regarding multimodal connectivity in the City of Littleton has indicated a need for improved north/south multimodal connections through the City.	
7. Identify the project's key phases and the anticipated schedule of phase milestones. (phases and dates should correspond with the Funding Breakdown table below)			
Phases to be included:	Major phase milestones:		Anticipated completion date (based on 9/21/2022 DRCOG approval date): (MM/YYYY)
<u>FOR ALL PHASES</u>	Intergovernmental Agreement (IGA) executed (with CDOT/RTD; assumed process is 4-9 months)		03/2023
<input checked="" type="checkbox"/> Design	Design contract Notice to Proceed (NTP) issued (if using a consultant):		03/2023
	Design scoping meeting held with CDOT (if no consultant):		
<input checked="" type="checkbox"/> Environmental	Environmental contract Notice to Proceed (NTP) issued (if using a consultant):		03/2023
	Environmental scoping meeting held with CDOT (if no consultant):		
<input checked="" type="checkbox"/> Right-of-Way	Initial set of ROW plans submitted to CDOT:		11/2023

	ROW acquisition completed: Estimated number of parcels to acquire: 3	09/2024
<input checked="" type="checkbox"/> Construction	FIR (Field Inspection Review):	09/2023
	FOR (Final Office Review):	04/2024
	Required clearances:	
	Project publicly advertised:	09/2024
<input type="checkbox"/> Study	Kick-off meeting held after consultant NTP (or internal if no consultant):	
<input type="checkbox"/> Bus Service	Service begins:	
<input type="checkbox"/> Equipment Purchase (Procurement)	RFP/RFQ/RFB (bids) issued:	
<input type="checkbox"/> Other:	First invoice submitted to CDOT/RTD:	

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

The City of Littleton is committed to improving access and multimodal connectivity to existing facilities across the city. The C-470 Trail provides an important regional east-west connection for bicyclists and pedestrians. There is an effort to improve connections to the C-470 Trail from several existing facilities. Existing improved bicycle facilities along Southpark Lane/Windermere Street provide an important north-south connection to County Line Road, allowing riders to travel north on Windermere Street through the City of Littleton (a key north-south corridor) north of Belleview Avenue into the City of Englewood. Currently there are no well-defined connections to the C-470 Trail between the Mary Carter Greenway (South Platte River) and University Boulevard, a distance of over 4 miles.

There is currently no clear bike connection between where the bike lane ends at the Southpark Lane and County Line Road intersection to the High Line Canal Trailhead southwest of that intersection. This trailhead provides access to the High Line Canal Trail and the C-470 Trail. Additionally, enhanced multimodal improvements are planned for Southpark Lane (protected bike lane) and Broadway (shared use path), but there is a need for a defined and safe facility along County Line Road between the two roadways and to provide a connection to the High Line Canal Trailhead for multimodal users. This expanded multimodal facility along County Line Road will also support multimodal access to planned recreational facilities (pickleball courts) on adjacent properties owned by the South Suburban Parks and Recreation District.

The existing intersection of the High Line Canal Trail and the C-470 Trail is in need of safety improvements. Trail conditions have deteriorated, users must navigate challenging horizontal and vertical trail geometrics, and speed differentials exist for bicyclists traveling in varying directions.

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

Roadway

Operational Improvements

Grade Separation

Roadway

Railway

Bicycle

Pedestrian

Regional Transit¹

Rapid Transit Capacity (2050 MVRTTP)

Mobility Hub(s)

Transit Planning Corridors

Transit Facilities/Service (Expansion/New)

Safety Improvements

Active Transportation Improvements

Bicycle Facility

Pedestrian Facility

Air Quality Improvements

Improvements Impacting Freight

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

Complete Streets Improvements

Study

Other, briefly describe:

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

10. Define the scope and specific elements of the project (including any elements checked in #9 above).

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

The project includes the following pedestrian and bicyclist safety and accessibility elements along County Line Road and the High Line Canal Trail:

- Design and construction of a shared use path on the south side of County Line Road between Broadway and the High Line Canal Trailhead.
- Design and construction of intersection improvements at the intersection of Southpark Lane and County Line Road to facilitate bike movements in all directions.
- Design and construction for paving the High Line Canal Trail between the High Line Canal Trailhead and the C-470 Trail along the west side of the High Line Canal, including improvements to the intersection of the High Line Canal Trail with the C-470 Trail.
- Design and construction for improving and paving an old and unmaintained track path along the east side of the High Line Canal, including improvements to this path's intersection with the C-470 Trail.
- Improving drainage and addressing maintenance issues associated with the area to the southwest of the High Line Canal Trailhead parking lot, including providing a safe and accessible route for maintenance vehicles.

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 by Littleton in an effort to improve overall connectivity for bicyclists and pedestrians. During an effort to engage the community in long range planning (Envision Littleton), the public raised the need for additional north-south bike connectivity.

Coordination has occurred with multiple agencies to garner project support and align this effort with any future visions. The agencies include: High Line Canal Conservancy, South Suburban Parks and Recreation District, CDOT, Douglas County, and the Highlands Ranch Metro District. Based on these conversations, several technical elements were discussed that will be addressed as part of this project. These items include:

- Concerns about the difference in speeds between downhill and uphill users near where the C-470 and High Line Canal trails intersect
- Maintenance accessibility
- Drainage issues across the trail
- Lack of connectivity across and along County Line Road
- Connection to future pickleball courts
- Creating a safer parking area to discourage crime
- Improved north-south connection throughout Littleton

Agency letters of support for this project are included in this application.

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: The following funding amounts could be removed, corresponding to the items listed below: 1) \$600,000, 2) \$500,000, and 3) \$560,000.

Outline the differences between the scope outlined above and the reduced scope: The reduced scope is flexible and, if necessary, one of the following elements could be removed 1) the paving of the second trail connection (the track road east of the High Line Canal), 2) the improvements to the existing trail (anything west of the High Line Canal Trailhead), or 3) design.

Project Financial Information and Funding Request

(All funding amounts in \$1,000s)

<p>Total amount of Subregional Share Funding Request (in \$1,000's) <i>(No less than \$100,000 and not to exceed 90% of the total project cost)</i></p> <p><input type="checkbox"/> Check box if requesting only state MMOF funds (requires minimum 50% local funds)¹</p>	<p>\$2,993</p>	<p>89.88% of total project cost</p>
<p>Match Funds (in \$1,000's) List each funding source and contribution amount.</p>	<p>Contribution Amount</p>	<p>% Contribution to Overall Project Total</p>
<p>3</p>	<p>\$337</p>	<p>10%</p>

	\$	0%
	\$	0%
	\$	0%
	\$	0%
	\$	0%
Total Match <i>(private, local, state, another subregion, or federal)</i>	\$337	10.12%
Project Total		\$3,330
Notes:	<p>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.</p>	

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

	FY 2023	FY 2024	FY 2025	Total
DRCOG Requested Funds	\$500	\$133	\$2,360	\$2,993
CDOT or RTD Supplied Funds²	\$	\$	\$	\$0
Local Funds (Funding from sources other than DRCOG, CDOT, or RTD)	\$60	\$17	\$260	\$337
Total Funding	\$560	\$150	\$2,620	\$3,330
Phase to be Initiated	Design	ROW	Construction	
Notes:	<ol style="list-style-type: none"> 1. Fiscal years are October 1 through September 30 (e.g., FY 2023 is October 1, 2022 through September 30, 2023). The proposed funding plan is not guaranteed if the project is selected for funding. While DRCOG will do everything it can to accommodate the applicants' request, final funding will be assigned at DRCOG's discretion within fiscal constraint. Funding amounts must be provided in year of expenditure dollars using a recommended 3% inflation factor. 2. Only enter funding in this line if CDOT and/or RTD specifically give permission via concurrence letters or other written source. 			
Affirmation:	By checking this box, the applicant's Chief Elected Official (Mayor or County Commission Chair/City or County Manager/Agency Director) has certified it allows this application to be submitted for potential DRCOG-allocated funding and will follow all local, DRCOG, state, and federal policies and regulations if funding is awarded. <input checked="" type="checkbox"/>			

Evaluation Questions

A. Subregional Impact of Proposed Project

WEIGHT

30%

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

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

The proposed project has subregional benefits by providing connections between the High Line Canal Trail and C-470 Trail. The High Line Canal and C-470 Trails are well established throughout the region and provide miles of north-south and east-west connectivity throughout the Denver metro area. The proposed project elements will connect riders to a proposed north-south bicycle connection along Windermere Street. The Littleton Transportation Master Plan recommends a buffered bike lane on Windermere Street, which will connect to the bike lane that exists on Southpark Lane and ultimately will connect to County Line Road. The proposed project elements will help connect the expanding bicycle network in the City of Littleton and the greater regional network. The proposed project will provide a strong north-south connection to the C-470 Trail approximately equidistant between the existing connections at the Mary Carter Greenway (South Platte River) and University Boulevard. In addition, the trailhead parking provided and maintained by the Highlands Ranch Metro District is the only such lot along C-470 accommodating High Line Canal and C-470 Trail users from surrounding areas.

County Line Road experiences approximately 10,000-16,000 vehicles per day, which is why safe bicycle and pedestrian facilities along and crossing the road are needed for pedestrians and bicyclists to utilize to connect to local facilities, local businesses and amenities, and regional trails.

The proposed project elements provide new and improved pedestrian and bicyclist connections within a DRCOG-defined urban center - Highlands Ranch Town Center. The project elements are in defined pedestrian focus areas and will implement the Regional Complete Streets Toolkit with strategies consistent with the Regional Connect Street.

Additional access is provided to RTD's bus Route 0, which serves Broadway between Downtown Denver and Highlands Ranch. Broadway is a part of the DRCOG-defined regional BRT proposed network and is where most bus stops are located near the project area. Pre-pandemic service for Route 0 provided weekday peak period frequencies as short as 7.5 minutes and up to 30 minutes. Weekday non-peak period frequencies ranged from 10 to 30 minutes. Average weekday boardings from 2017 were 9,420 for the entire corridor; the stops located adjacent to County Line Road reported 21 average weekday boardings from 2019.

This project will benefit existing trail users, as well as provide an important connection to people not currently using the trail. Recent bicycle counts were taken in 2022 immediately within the project area. In a 24-hour period, the Southpark Lane on-street bike lane experienced 20 daily bicyclists. The High Line Canal Trail just west of the project area at trail mile 16 near County Line Road experienced 151 daily pedestrians. Another location along the High Line Canal Trail west of the project area at Lucent Boulevard experienced 232 bicyclists from a count in 2017.

There are two future projects identified within this area that, in conjunction with this project, will also support overall subregional connections: a grade separated pedestrian crossing of the C-470 Trail on the north side of the C-470 interchange at Broadway and a future recreational facility on the southwest corner of the Broadway and County Line Road intersection. South Suburban Parks and Recreation is planning a pickleball court with a parking lot, and this project would provide a pedestrian/bicyclist connection to this future recreational facility.

The proposed project will also address drainage issues within the project area, where unmanaged stormwater runoff has caused washouts along the soft surface trail. Making improvements to the existing drainage issues will create improved conditions for future flooding events once the drainage is improved in the area. There is also an

opportunity for stormwater to run into the canal. Initial review of the model indicates that there are not any constraints at this location.

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 a missing connection for bicyclists between the planned improvements on Southpark Lane/Windermere Street and Broadway. The project will also improve connections, for both bicyclists and pedestrians, to the High Line Canal Trail and C-470 Trail. Improving trail conditions along the High Line Canal Trail could also increase use of the trail and become a more attractive option for connecting to the C-470 Trail.

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 residents, employees, and visitors of multiple municipalities including: City of Littleton, Highlands Ranch, Douglas County, Arapahoe County, and the larger Denver Metro Region. The project provides connections to major regional trails like the C-470 and High Line Canal Trail to Windermere Street via Southpark Lane, which is a recommended north-south bike connection.

Highlands Ranch Metro District, South Suburban Parks and Recreation, and the High Line Canal Conservancy provided support letters for the proposed project. While these agencies will not provide funding to the project, they each have a defined interest in the project area and own some maintenance responsibilities for the multimodal facilities in the project area. Through meetings with each of them, the project's benefits were discussed, and each agency concurred with the value that this project would provide to regional multimodal users (both recreational users and commuters).

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

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

	DI and EJ Population Groups	Number within ½ mile	% of Total	Regional %
Use 2015-2019 American Community Survey Data (In the TIP Data Tool, use a 0.5 mile buffer)	a. Total population	11,160	-	-
	b. Total households	4,165	-	-
	c. Individuals of color	2,124	19%	33%
	d. Low-Income households	281	7%	9%
	e. Individuals with limited English proficiency	69	1%	3%
	f. Adults age 65 and over	2,020	18%	13%
	g. Children age 5-17	1,653	15%	16%
	h. Individuals with a disability	303	3%	9%
	i. Households without a motor vehicle	78	2%	5%
	j. Households that are housing cost-burdened	890	21%	32%

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

Describe how this project will improve access and mobility for each of the applicable groups, *including the required quantitative analysis*: Within the one-half mile of the project elements, there are over 2,000 adults age 65 or older (18%) and 1,600 children age 5-17 (15%), groups which often have fewer mobility options than adults age 18-64. Given the project location with higher percentages of these two groups, there are opportunities for more bicycling and walking.

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

- Improve the diversity and livability of communities. Within one-half mile of the proposed project elements, there are vulnerable populations of over 2,000 people over the age of 65, almost 2,200 individuals of color, over 300 individuals with a disability, and over 1,600 children ages 5-17. Providing improved accessibility to existing transit and trail systems will improve opportunities for these traditionally underserved populations.
- Contain urban development in locations designated for urban growth and services. The project area is within two different zoning districts: Business Center/Planned Overlay District and Corridor Mixed/Planned Overlay District.
- Increase housing and employment in urban centers. Although there is not an urban center within the project area, there is one within a half mile (Highlands Ranch Town Center). Connections to existing bicycle facilities increase access to employment areas for those who do not own cars and increase access to transit.
- Improve and expand the region's multimodal transportation system, services, and connections. Improving trail crossings and multimodal crossings will increase user comfort and may attract more people to use the system, resulting in higher numbers of users accessing more places by bike or foot safely.
- Operate, manage, and maintain a safe and reliable transportation system. Creating a separate shared use path that allows room for bicyclists on County Line Road will improve safety that allows more space to be shared with pedestrians and completely separate from vehicles. Improvements to trail and bike lane connections as part of the project will reduce the potential for unsafe use of these regional multimodal facilities.
- Improve air quality and reduce greenhouse gas emissions. The proposed new facilities provide important connections for bicyclists and pedestrians in the various locations. In addition to providing facilities for walking and biking trips, these connections provide important connections to transit routes, which can more easily substitute longer vehicle trips, opposed to walking and bicycling trips. Based on the calculations completed as part of the active transportation section, there is a daily estimated reduction of 96 single occupancy vehicle trips. The vast majority of the reduction is occurring from the bicyclist use potential, at 57 daily trips. The remaining 39 are estimated from the pedestrian perspective.
- Connect people to natural resource and recreational areas. The proposed project will increase trail use and increase use of regional trails and local recreation areas and other surrounding natural areas. Increased access to regional trails will give users the opportunity to traverse recreational areas across the entire Denver Metropolitan area. In addition to access to existing areas, there are future plans for a recreational facility just southwest of County Line Road and Broadway.
- Reduce the risk of hazards and their impact. The proposed project will address drainage issues within the project area, which have historically resulted in washout issues with the soft surface trail. Making improvements to the drainage conditions will create improved conditions for future flooding events once the drainage is improved in the area.
- Increase access to amenities that support healthy, active choices. The proposed project elements are in defined pedestrian focus areas, highlighting the opportunities to shift travel to active transportation modes with enhanced connections. The increased access to regional trail amenities and bicycle facilities will encourage use of active transportation options that support healthy, active choices.
- Improve transportation connections to health care facilities and service providers. The project provides direct improved access to the Highlands Ranch Healthcare Plaza located on County Line Road, which provides a number of different health care services. Continuing the bike facilities from Southpark Lane would also improve access to the many health care facilities located within the Southpark development.
- Diversify the region's housing stock. The project will provide an improved pedestrian connection and create a bicycle connection to the Bluffs at Highlands Ranch, which is a medium-density residential development. This improves access to multifamily housing options.
- Improve access to opportunity. The project area is located near a number of commercial and retail businesses given the close proximity to Southpark Lane and Broadway. Creating a connection along County Line Road to existing facilities on Southpark Lane and Broadway expands different modes of

travel for people visiting or working at these businesses. This connection also completes a gap in the bike and pedestrian trail network to allow people to access Broadway (and RTD's 0 bus route) and provides access to Downtown Denver.

- Improve the region’s competitive position. Improving bicycle and pedestrian connections is consistently a top priority for businesses determining where to locate to attract a desirable workforce.

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: [Highlands Ranch Town Center](#)
- 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?*
- Bus stop: Yes No If yes, how many? [19](#)
- Rail station: Yes No If yes, how many?
- Is the project in a locally-defined priority growth and development area?
- Yes No
- If yes, provide a link to the relevant planning document:
- If yes, provide how the area is defined in the relevant planning document:
- Is the project in an area with zoning that supports compact, mixed-use development patterns and a variety of housing options?
- Yes No If yes, please provide the zoning district designation(s): [The project area is within two different zoning districts: Business Center/Planned Overlay District and Corridor Mixed/Planned Overlay District.](#)

Provide households and employment data*	2020	2050
Households within ½ mile	4,165	4,757
Jobs within ½ mile	20,263	22,580
Household density (per acre) within ½ mile	1.38	1.59
Job density (per acre) within ½ mile	9.62	10.63

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

The proposed project elements provide new and improved pedestrian and bicyclist connections within one DRCOG-defined urban center - Highlands Ranch Town Center. There are 19 bus stops within a half-mile of the project elements. As noted above, one of the transit routes is the Route 0 (South Broadway), which provides service between Downtown Denver and Highlands Ranch. This is a highly utilized bus route within the region, with 15-minute frequency throughout the day. Not only does this route provide service to the many business locations along Broadway, but this bus line also serves the I-25 and Broadway Station that provides connection to the light rail system and additional bus routes.

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**.**

The surrounding land uses around the County Line Road, Southpark Lane, and Broadway corridors generate demand for walking and biking trips, including residential areas; employment centers such as Highlands Ranch Town Center and Littleton Adventist Hospital; community hubs such as the commercial areas between County Line Road and Mineral Avenue on Broadway, near Broadway/Centennial Boulevard, and in Southpark; and

recreational amenities such as Chatfield Reservoir, South Platte River, and numerous nearby trailheads and local parks.

Because many of the origins and destinations of these trips are occurring in an area where motor vehicles are the primary choice of transportation, conflicts occur due to insufficient pedestrian/bicycle facilities. Bicyclist and pedestrian access to trails and open spaces is impeded by the lack of accessible connections along and across the County Line Road corridor.

The proposed project elements provide new and improved pedestrian and bicyclist connections within one-defined DRCOG urban center - Highlands Ranch Town Center. The trail improvements and a new shared use path along County Line Road are in a defined pedestrian focus area, highlighting the opportunities that can be addressed with the enhanced pedestrian and bicycle connections.

This project will benefit existing trail users, as well as provide an important connection to people not currently using the trail. Recent bicycle counts were taken in 2022 immediately within the project area. In a 24-hour period, the Southpark Lane on-street bike lane experienced 20 daily bicyclists. The High Line Canal Trail just west of the project area at trail mile 16 near County Line Road experienced 151 daily pedestrians. Another location along the High Line Canal Trail just west of the project area at Lucent Boulevard experienced 232 bicyclists from a count in 2017.

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.): [The project includes the following pedestrian and bicyclist safety and accessibility elements along County Line Road and the High Line Canal Trail:](#)
 - Design and construction of a shared use path on the south side of County Line Road between Broadway and the High Line Canal Trailhead.
 - Design and construction of intersection improvements at the intersection of Southpark Lane and County Line Road to facilitate bike movements in all directions.
 - Design and construction for paving the High Line Canal Trail between the High Line Canal Trailhead and the C-470 Trail along the west side of the High Line Canal, including improvements to the intersection of the High Line Canal Trail with the C-470 Trail.
 - Design and construction for improving and paving an old and unmaintained track path along the east side of the High Line Canal, including improvements to this path's intersection with the C-470 Trail.
 - Improving drainage and addressing maintenance issues associated with the area to the southwest of the High Line Canal Trailhead parking lot.
- Will the completed project be a complete street as described in the [Regional Complete Streets Toolkit](#)? [This data is available in the TIP Data Tool](#).
 Yes No If yes, describe how it implements the Toolkit's strategies in your response.
- Does this project improve travel time reliability?
 Yes No
- Does this project improve asset management of active transportation facilities and/or transit vehicle fleets?
 Yes No
- Does this project implement resilient infrastructure that helps the region mitigate natural and/or human-made hazards?
 Yes No

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

[The proposed project elements will provide connections to the High Line Canal Trail west and south of County Line Road and the C-470 Trail south of County Line Road. Creating this connection will improve accessibility to](#)

regional open space/recreational areas such as Chatfield Reservoir. Proposed project elements will also connect residents and commuters to Highlands Ranch Town Center and surrounding commercial/office areas.

The new shared use path on County Line Road will implement the Regional Complete Streets Toolkit with strategies consistent with the Regional Connector Street. The improved pedestrian and bicyclist facilities will enhance overall mobility within the County Line Road corridor, increasing safe 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	NO _x	VOCs	PM 10
	0.77	0.05	0.05	0.01

Use the [FHWA CMAQ Calculators](#) or a similar reasonable methodology to determine emissions reduced. Base your calculations on the year of opening. Please attach a screenshot of your work (such as the FHWA calculator showing the inputs and outputs) as part of your submittal packet.

Note: if not using the FHWA Calculators, please note your methodology in your narrative below.

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

The proposed new facilities provide important connections for bicyclists and pedestrians in the various locations. In addition to providing facilities for walking and biking trips, these connections provide important connections to transit routes, which can more easily substitute longer vehicle trips, opposed to walking and bicycling trips.

Based on the calculations completed as part of the active transportation section, there is a daily estimated reduction of 96 single occupancy vehicle trips. The vast majority of the reduction is occurring from the bicyclist use potential, at 57 daily trips. The remaining 39 are estimated from the pedestrian perspective.

**Regional
Transit**

Expand and improve the region’s transit network.

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

Examples of Project Elements: transit lanes, station improvements, new/expanded service, etc.

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

How does this project improve connections to or expand the region’s transit system, as outlined in the [2050 MVRTP](#)? Note that rapid transit improvements must be on the [Regional Rapid Transit System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project implement a portion of the [regional bus rapid transit \(BRT\) network](#)?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project involve a [regional transit planning corridor](#)?*
 Yes No If yes, which specific corridor will this project focus on?
- Does this project implement a mobility hub as defined in the [2050 MVRTP](#)?
 Yes No
- Does this project improve connections between transit and other modes?
 Yes No If yes, please describe in your response.
- Is this project adding new or expanded transit service?
 Yes No If yes, who will operate the service?
- Does this project add and/or improve transit service to or within a DRCOG-defined urban center?*
 Yes No If yes, provide the name of the urban center:

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

The proposed project elements create a connection for pedestrians and bicyclists to RTD's bus Route 0, which serves Broadway between Downtown Denver and Highlands Ranch. Broadway is a part of the DRCOG-defined regional BRT proposed network and is where most bus stops are located near the project area. Pre-pandemic service for Route 0 provided weekday peak period frequencies as short as 7.5 minutes and up to 30 minutes. Weekday non-peak period frequencies ranged from 10 to 30 minutes. Average weekday boardings from 2017 data were 9,420 for the entire corridor, for bus stops located near the project area average weekday boardings from 2019 were 21.

Safety **Increase the safety for all users of the transportation system.**
 (drawn from [2050 MVRTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT Strategic Transportation Safety Plan](#), & [federal safety performance measures](#))
 Examples of Project Elements: bike/pedestrian crossing improvements, vehicle crash countermeasures, traffic calming, etc.

How does this project implement safety improvements (roadway, active transportation facility, etc.), particularly improvements in line with the recommendations in [Taking Action on Regional Vision Zero](#)? Note that any improvements on roadways must be on the DRCOG [Regional Roadway System](#). Items marked with an asterisk (*) below are available in the TIP Data Tool.

- Does this project address a location on the [DRCOG High-Injury Network or Critical Corridors](#) or corridors defined in a local Vision Zero or equivalent safety plan?*
 Yes No
- Does this project implement a safety countermeasure listed in the [countermeasure glossary](#)?
 Yes No

Provide the current number of crashes involving motor vehicles, bicyclists, and pedestrians* <i>(using the 2015-2019 period – in the TIP Data Tool, use a 0.02 mile buffer of your project)</i> <i>NOTE: if constructing a new facility, report crashes along closest existing alternative route</i>		Sponsor must use industry accepted crash reduction factors (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).
Fatal crashes	0	
Serious Injury crashes	2	
Other Injury crashes	41	
Property Damage Only crashes	157	
Estimated reduction in crashes <u>applicable to the project scope</u> <i>(per the five-year period used above)</i>		Provide the methodology below:
Fatal crashes reduced	0.00	
Serious Injury crashes reduced	0.00	
Other Injury crashes reduced	0.00	
Property Damage Only crashes reduced	0.00	

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

The proposed project elements provide new and improved pedestrian and bicyclist connections along and crossing County Line Road. The project elements along County Line Road include safety countermeasures identified in the DRCOG Taking Action on Regional Vision Zero plan. These countermeasures will be refined during design.

Creating a defined and separate space for pedestrians and bicyclists along County Line Road creates a safer transportation system by reducing serious injuries of pedestrians and bicyclists moving along the corridor and increases the level of service and capacity for accessible pedestrian and bicyclist travel within the corridor.

Safety and capacity improvements and new connections along High Line Canal/C-470 Trail will reduce pedestrian and bicyclist conflicts.

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

[Does not apply.](#)

Active Transportation	Expand and enhance active transportation travel options. <small>(drawn from 2050 MVRTP priorities; Denver Regional Active Transportation Plan; & Metro Vision objectives 10 & 13) Examples of Project Elements: shared use paths, sidewalks, regional trails, grade separations, etc.</small>
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How does this project help expand the active transportation network, close gaps, improve comfort, and/or improve connections to key destinations, particularly improvements in line with the recommendations in the [Denver Regional Active Transportation Plan](#)? Items marked with an asterisk (*) below are available in the TIP Data Tool.

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

Bicycle Use

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

1. Current Average Single Weekday Bicyclists:	252	
Bicycle Use Calculations	Year of Opening	2050 Weekday Estimate
2. Enter estimated additional average weekday one-way bicycle trips on the facility after project is completed.	164	213
3. Enter number of the bicycle trips (in #2 above) that will be diverting from a different bicycling route. <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	82	107
4. = Initial number of new bicycle trips from project (#2 – #3)	82	106
1. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	25.00	32.00
5. = Number of SOV trips reduced per day (#4 - #5)	57.00	74.00
6. Enter the value of {#6 x 2 miles} . (= the VMT reduced per day) <i>(Values other than 2 miles must be justified by sponsor on line 10 below)</i>	115.00	149.00
7. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	109.25	141.55
8. If values would be distinctly greater for weekends, describe the magnitude of difference: Based on the counts along the High Line Canal Trail, the values on the weekends are slightly more, ranging from approximately 20-33% depending on location.		
9. If different values other than the suggested are used, please explain here:		

Pedestrian Use

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

2. Current Average Single Weekday Pedestrians (including users of non-pedaled devices such as scooters and wheelchairs):	171	
Pedestrian Use Calculations	Year of Opening	2050 Weekday Estimate
3. Enter estimated additional average weekday pedestrian one-way trips on the facility after project is completed	52	68
4. Enter number of the new pedestrian trips (in #2 above) that will be diverting from a different walking route <i>(Example: {#2 X 50%} or other percent, if justified on line 10 below)</i>	26	34
5. = Number of new trips from project (#2 – #3)	26	34
6. Enter number of the new trips produced (from #4 above) that are replacing a trip made by another non-SOV mode (bus, carpool, vanpool, bike, etc.). <i>(Example: {#4 X 30%} or other percent, if justified on line 10 below)</i>	8.00	10.00
7. = Number of SOV trips reduced per day (#4 - #5)	18.00	24.00

8. Enter the value of {#6 x .4 miles}. (= the VMT reduced per day) (Values other than .4 miles must be justified by sponsor on line 10 below)	7.00	9.00
9. = Number of pounds GHG emissions reduced (#7 x 0.95 lbs.)	6.65	8.55
10. If values would be distinctly greater for weekends, describe the magnitude of difference: Based on the counts along the High Line Canal Trail, the values on the weekends are slightly more, ranging from approximately 20-33% depending on location.		
11. If different values other than the suggested are used, please explain here:		

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

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

This project will benefit existing trail users, as well as provide an important connection to people not currently using the trail. Recent bicycle counts were taken in 2022 immediately within the project area. In a 24-hour period, the Southpark Lane on-street bike lane experienced 20 daily bicyclists. The High Line Canal Trail just west of the project area at trail mile 16 near County Line Road experienced 151 daily pedestrians. Another location along the High Line Canal Trail west of the project area at Lucent Boulevard experienced 232 bicyclists from a count in 2017.

The proposed project elements will connect local bicycle facilities to regional trails such as the High Line Canal Trail and C-470 Trail. The project will create a new shared use path along County Line Road from the High Line Canal Trailhead to Broadway providing a comfortable and more defined facility for bicyclists and pedestrians. The proposed project will improve intersections by creating safer crossings for pedestrians and bicyclists. The project will also improve trail conditions on the High Line Canal Trail through paving, making it more accessible for all users.

The proposed project elements will connect riders to an existing bike lane and future proposed north-south bicycle connection along Windermere Street. The Littleton Transportation Master Plan recommends a buffered bike lane on Windermere Street, which will connect to the bike lane that exists on Southpark Lane, and ultimately connect to County Line Road. The proposed project elements will help connect the growing bicycle network in the City of Littleton and the greater regional network.

C. Project Leveraging	WEIGHT	10%
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What percent of outside funding sources (non-Subregional Share funding) does this project have? <i>(number will automatically calculate based on values entered in the Funding Request table)</i>	10.12%	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
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D. Project Readiness	WEIGHT	10%
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Provide responses to the following items to demonstrate the readiness of the project. DRCOG is prioritizing those projects that have a higher likelihood to move forward in a timely manner and are less likely to experience a delay.

Section 1. Avoiding Pitfalls and Roadblocks

a. Has a licensed engineer (CDOT, consultant, local agency, etc.) reviewed the impact the proposed project will have on utilities, railroads, ROW, historic and environmental resources, etc. and have those impacts and pitfalls been mitigated as much as possible to date before this submittal?
 Yes No N/A (for projects which do not require engineering services)

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

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

- Utilities: The project site contains some visible evidence of buried utilities as well as overhead facilities. Project elements should require only minor utility coordination and relocations as needed.
- Railroad: N/A
- Right-of-Way: Supporting public agencies own most of the adjacent right-of-way, and potential impacts to private right-of-way are minor.
- Environmental/Historic: Existing wetland areas adjacent to the trailhead parking lot and trail are able to be mitigated if impacted. High Line Canal Conservancy noted the ability of the project to utilize the canal for water quality treatment.
- Other:

b. Is this application for a single project phase only (i.e., design, environmental, ROW acquisition, construction only, study, bus service, equipment purchase, etc.)?
 Yes No

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

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

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

d. Based on the current status provided in Project Information, question 11, do you foresee being able to execute your IGA by October 1 of your first year of funding (or if requesting first year funding, beginning discussions on your IGA as soon as possible), so you can begin your project on time?
 Yes No

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

If yes, are they knowledgeable with the federal-aid process? Yes No

e. Have other stakeholders in your project been identified and involved in project development?
 Yes No N/A
If yes, who are the stakeholders? Douglas County, High Line Canal Conservancy, Highlands Ranch Metro District, South Suburban Parks and Recreation District, and CDOT

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:
The City of Littleton is committed to adding this to the City's CIP if awarded this grant. The City's CIP funding is flexible and can be committed once grant funding is secured. The City has a set-aside of \$1,000,000 per year for local matches related to grant projects.

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

Please describe:
The City of Littleton is committed to adding this to the City's CIP if awarded this grant. The City's CIP funding is flexible and can be committed once grant funding is secured. The City has a set-aside of \$1,000,000 per year for local matches related to grant projects.

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

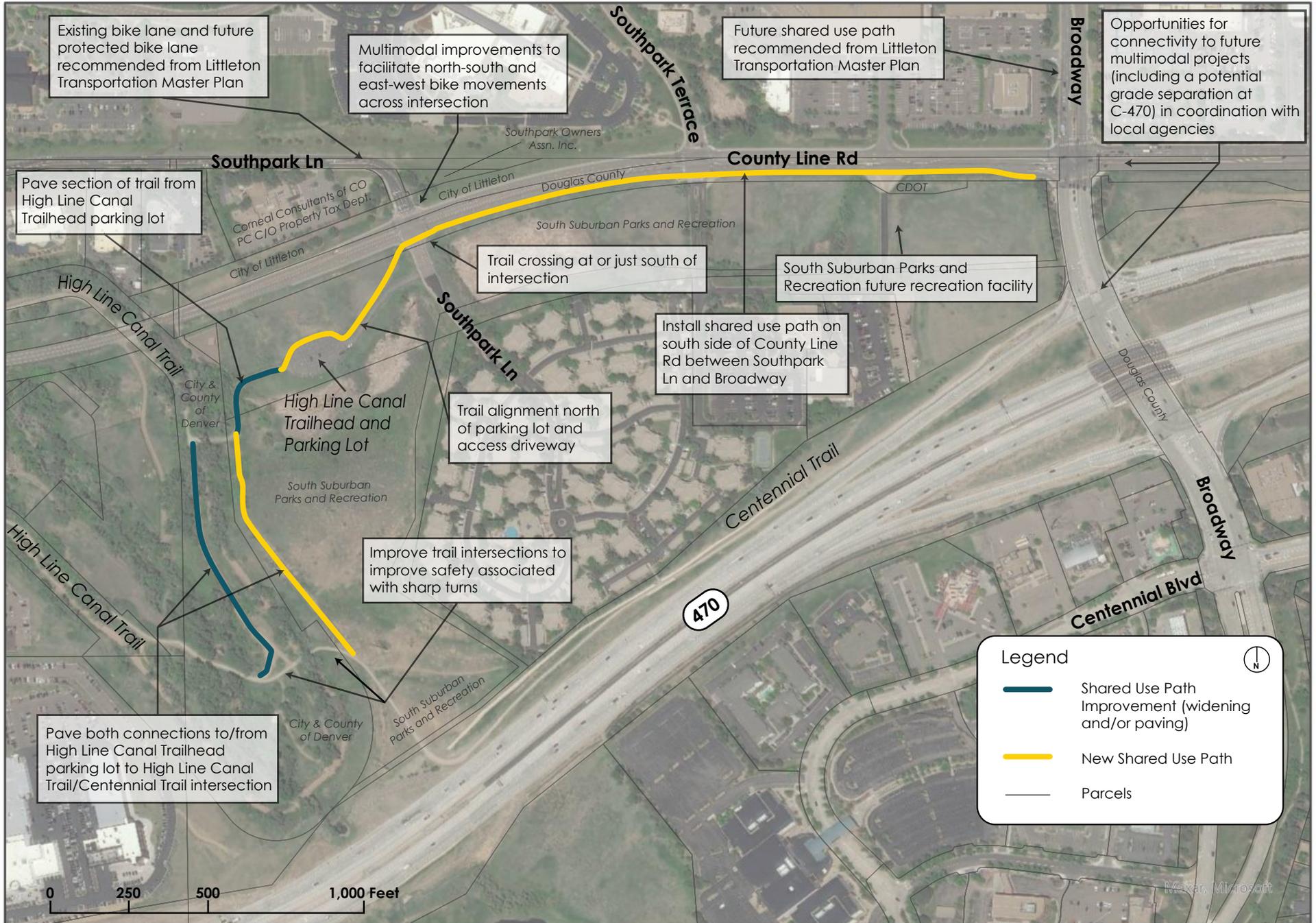
Please describe:
This project originated based on comments received from Envision Littleton, the City's long term planning effort to create a vision for the future. Members of the public specifically asked for improved north-south connections throughout the community. Public involvement will be part of the design process to make sure community feedback is integrated into the project elements.

c. Have any adjacent property owners to the proposed project been contacted and provided with the initial project concept?
 Yes No N/A

Please provide any additional details on the items in Section 3, if applicable.
Adjacent property owners (agencies) have been contacted and a high level overview of the project has been provided. Ideas and improvement details have been discussed and integrated into the project elements as part of this application. The agencies include: Highlands Ranch Metro District, South Suburban Parks and Recreation, and Douglas County.

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

Project Area Map



OPINION OF PROBABLE CONSTRUCTION COST
TIP APPLICATION - CONCEPTUAL COST

PREPARED BY: DAVID EVANS AND ASSOCIATES
 PREPARED FOR: CITY OF LITTLETON
 DATE: 6/22/2022

PROJECT NAME
COUNTY LINE ROAD SHARED USE PATH CONNECTIONS

A - MAJOR CONSTRUCTION ITEMS					
PAY ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	EXTENDED COST
201-00000	Clearing and Grubbing	L S	1	\$ 10,000.00	\$ 10,000.00
202-00206	Removal of Concrete Curb Ramp	SY	600	\$ 35.00	\$ 21,000.00
608-00000	Concrete Sidewalk	SY	92	\$ 80.00	\$ 7,360.00
608-00010	Concrete Curb Ramp	SY	540	\$ 200.00	\$ 108,000.00
608-00020	Concrete Bikeway	SY	5905	\$ 100.00	\$ 590,500.00
609-21020	Curb and Gutter Type 2 (Section II-B)	LF	240	\$ 37.00	\$ 8,880.00
Bid Items Subtotal =					\$ 745,740.00
Contingency =			25% of Bid Items Subtotal		\$ 186,435.00
A - MAJOR CONSTRUCTION ITEMS SUBTOTAL (Bid Items Subtotal + Contingency) =					\$ 932,175.00
B - MINOR CONSTRUCTION ITEMS & UNLISTED ITEMS					
DRAINAGE & WATER QUALITY		4%		of Total Construction Bid Items (A)	
				\$ 37,287.00	
SIGNING AND STRIPING		2%		of Total Construction Bid Items (A)	
				\$ 18,643.50	
SWMP		2%		of Total Construction Bid Items (A)	
				\$ 18,643.50	
TRAFFIC SIGNALS		28%		of Total Construction Bid Items (A)	
				\$ 350,000.00	
UTILITIES/SUE		6%		of Total Construction Bid Items (A)	
				\$ 55,930.50	
B - MINOR CONSTRUCTION ITEMS & UNLISTED ITEMS SUBTOTAL=					\$ 480,504.50
C - MOBILIZATION			8% of Major and Minor Construction Items (A + B)		\$ 113,014.36
D - TOTAL OF CONSTRUCTION BID ITEMS (A + B + C)					\$ 1,525,693.86
E - FORCE ACCOUNTS					
E - FORCE ACCOUNT SUBTOTAL =					\$ 150,000.00
F - TOTAL CONSTRUCTION ITEMS (D + E) =					\$ 1,675,693.86
G - PRECONSTRUCTION, CONSTRUCTION ENGINEERING, & INDIRECTS					
DESIGN ENGINEERING, CONSTRUCTION ENGINEERING, AND ENVIRONMENTAL CLEARANCE				\$ 560,000.00	
RIGHT OF WAY				\$ 150,000.00	
G - PROJECT COSTS =					\$ 710,000.00
H - TOTAL PROJECT COST (F + G) =					\$ 2,385,693.86
ROUNDED PROJECT TOTAL=					\$ 2,400,000.00
ASSUMPTIONS:				2022 Dollars	\$ 2,400,000.00
ASSUMED ESCALATION:				2023 Dollars	\$ 2,700,000.00
10.0%				2024 Dollars	\$ 3,000,000.00
				2025 Dollars	\$ 3,300,000.00

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?

(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
15860	15764	96

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

Trip Distance Source

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

Typical Trip Distance (miles one way)	Distribution of Trip Distances (daily fraction per mileage bin)					Sum
	$x < 1$	$1 \leq x < 2$	$2 \leq x < 3$	$3 \leq x < 4$	$4 \leq x \leq 5$	
2.494	19.90%	20.40%	21.30%	17.20%	21.20%	100.0%

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total
Carbon Monoxide (CO)	0.773
Particulate Matter <2.5 μm (PM _{2.5})	0.002
Particulate Matter <10 μm (PM ₁₀)	0.009
Nitrogen Oxide (NO _x)	0.051
Volatile Organic Compounds (VOC)	0.046
Carbon Dioxide Equivalent (CO ₂ e)	75.483
Total Energy Consumption (MMBTU/day)	0.982

*Units in kg/day unless otherwise noted

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: Douglas County Local Agency: High Line Canal Conservancy

10. Contact person at supporting forum/agency: Tracy Young
Title: Chief Operating Officer Email: tracy@highlinecanal.org Phone: 720-767-2452

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: Tracy Young

Date: 6/17/22



TO: City of Littleton

FROM: High Line Canal Conservancy
Harriet Crittenden LaMair, Executive Director

DATE: June 17th, 2022

SUBJECT: High Line Canal Conservancy Letter of Support for County Line Road Shared Use Path Connections DRCOG TIP Subregional Call FY22-FY25

The Organization

The High Line Canal Conservancy is a nonprofit organization whose mission is to preserve, protect and enhance the 71-mile long High Line Canal in partnership with the public. The Conservancy was formed in 2014 by a passionate coalition of private citizens to provide leadership and harness the region's commitment to protecting the future of the Canal--a 100-foot corridor comprising the canal channel, trail and adjacent vegetation. With support from local jurisdictions and in partnership with Denver Water, the Conservancy is working to ensure that the Canal is protected and enhanced as a natural and recreational corridor for future generations.

Community Outreach

Beginning in 2016, the Conservancy and Denver Water, in close collaboration with a host of regional partners, has engaged with over 5,000 people in a far-reaching community outreach process to envision the future of the High Line Canal. The result was a Community Vision Plan and a subsequent framework plan, The Plan for the High Line Canal. Through this process, the public and partners have focused on a vital future for the Canal as a recreational and environmental resource for people that prioritizes improved connectivity and access along the Canal.

The Resource

The High Line Canal Trail connects eleven different governmental jurisdictions and sees more than a million users annually. As it traverses the Denver metro area, the Canal beckons walkers, equestrians, families, nature-lovers, bicyclists and neighbors to recreate along its tree-lined banks. Today, the Canal is in a time of transition as Denver Water reduces its reliance on the Canal for irrigation delivery. The Conservancy has spent the last four years leading robust planning efforts, creating a community vision and a framework plan that envision a connected corridor for all communities. We are pleased to write this letter of support, lending our endorsement to this critical trail connectivity project.



The Project

The City of Littleton is home to one of the best used sections of the High Line Canal. Conservancy user counts in Littleton have recorded more than 100,000 annual users, demonstrating significant regular use of the trail by bicyclists and pedestrians within the community. The City of Littleton's shared use path connections project will expand access to the Canal along County Line Road between Broadway and the High Line Canal trailhead, enhance the safety of the High Line Canal trail juncture with County Line Road and improve drainage while addressing maintenance challenges around the trail and trailhead. These access, connectivity, safety and maintenance improvements are all consistent with The Plan for the High Line Canal and have the support of the Conservancy.

During the development of The Plan for the High Line Canal, improved connectivity was a key theme, with community members expressing significant interest in improving safety and providing seamless connections across the region. With high levels of use on the Canal trail in the Littleton community and the importance of providing safe access to the trail, the Conservancy is pleased to support Littleton's efforts to ensure that the High Line Canal is connected and accessible to the public. We also look forward to participating in the project as part of the project team reviewing deliverables and design. We hope that you will consider this critical project for funding and move forward these efforts to connect people, nature and communities from the foothills to the plains.

Thank you for your consideration and please feel free to contact me with any additional questions or comments at harriet@highlinecanal.org or 720-217-2056.

Sincerely,

A handwritten signature in black ink, appearing to read "Harriet Crittenden LaMair".

Harriet Crittenden LaMair, Executive Director
High Line Canal Conservancy

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: Douglas County Local Agency: Highlands Ranch Metro District

10. Contact person at supporting forum/agency:
Title: Manager of Email: FDykstra@highlandsranch.org Phone: 303-791-0430
Engineering

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: Forrest Dykstra

Date: 6/22/2022

June 12, 2022

Aaron Heumann, PE, PTOE
Transportation Engineering Manager
City of Littleton
2255 West Berry Avenue
Littleton, CO 80120

RE: Highlands Ranch Metro District Support for County Line Road Shared Use Path Connections DRCOG TIP Subregional Call FY22-FY25

Dear Mr. Heumann,

This letter is to show Highlands Ranch Metro District 's support for the County Line Road Shared Use Path Connections project submitted as part of the DRCOG TIP Subregional Call FY22-FY25.

The project includes the following pedestrian and bicyclist safety and accessibility elements along County Line Rd and the High Line Canal Trail:

- Design and construction of a shared use path on the south side of County Line Rd between Broadway and the High Line Canal Trailhead
- Design and construction of intersection improvements at the intersection of Southpark Ln and County Line Rd to facilitate bike movements in all directions
- Design and construction for paving the High Line Canal Trail between High Line Canal Trailhead and the Centennial Trail along the west side of the High Line Canal, including improvements to the intersection of the High Line Canal Trail with the Centennial Trail
- Design and construction for improving and paving an old and unmaintained track path along the east side of the High Line Canal, including improvements to this path's intersection with the Centennial Trail
- Improving drainage and addressing maintenance issues associated with the area to the southeast of the High Line Canal Trailhead parking lot

Highlands Ranch Metro District is looking forward to actively participating in the project as part of the project team reviewing deliverables and design.

Please let us know if you have any questions.

Sincerely,



Forrest Dykstra
Manager of Engineering
Highlands Ranch Metro District

cc: Tammy Tucker, Director of Parks, Recreation and Open Space
Jeff Case, Director of Public Works

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: Douglas County 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: 06-17-2022

June 17, 2022

Aaron Heumann, PE, PTOE
Transportation Engineering Manager
2255 West Berry Avenue
Littleton, CO 80120

RE: South Suburban Park and Recreation District Support for County Line Road Shared Use Path Connections DRCOG
TIP Subregional Call FY22-FY25

Dear Mr. Heumann,

This letter is to show our agency's support for the County Line Road Shared Use Path Connections project submitted as part of the DRCOG TIP Subregional Call FY22-FY25.

The project includes the following pedestrian and bicyclist safety and accessibility elements along County Line Rd and the High Line Canal Trail:

- Design and construction of a shared use path on the south side of County Line Rd between Broadway and the High Line Canal Trailhead
- Design and construction of intersection improvements at the intersection of Southpark Ln and County Line Rd to facilitate bike movements in all directions
- Design and construction for paving the High Line Canal Trail between High Line Canal Trailhead and the Centennial Trail along the west side of the High Line Canal, including improvements to the intersection of the High Line Canal Trail with the Centennial Trail
- Design and construction for improving and paving an old and unmaintained track path along the east side of the High Line Canal, including improvements to this path's intersection with the Centennial Trail
- Improving drainage and addressing maintenance issues associated with the area to the southeast of the High Line Canal Trailhead parking lot

We are also happy to actively participate in the project as part of the project team reviewing deliverables and design.

Please let us know if you have any questions.

Sincerely,



Rob Hanna
Executive Director