



2025 CENTENNIAL CAPITAL IMPROVEMENT PROGRAM

TEN YEAR CAPITAL IMPROVEMENT PROGRAM

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Introduction

Centennial is committed to being a good steward of the public's funds through the long-range planning of infrastructure improvements. The repair and improvement of the City's streets, sidewalks, traffic signals, and bridges must keep pace with the changing population and ensure the overall utility, efficiency, and safety of the City's infrastructure.

The Capital Improvement Program (CIP) sets the general schedule for public improvements to be designed and constructed. The program as presented in this document is organized into three timeframes. The first two years reflect the adopted budget for Fiscal Years 2025 and 2026. The first five years represent a schedule and estimate of future capital needs that may be funded with a reasonable level of certainty. The last five years represent the City's long-term goals. As the Program looks further into the future, the chance of unforeseen events influencing the City's budget levels and overall priorities increases, therefore the final five years outlined in this document should serve more as guidelines for the City's decision makers than as a literal schedule for project implementation. The ten year CIP builds from the project priorities established in the 2040 Transportation Master Plan (TMP) (adopted in May 2022), and does not necessarily represent the budget as projects may span multiple years.

The CIP draws from four sources of funding to implement projects:

- ▶ Street Fund
- ▶ Capital Improvement Fund
- ▶ Open Space Fund
- ▶ Conservation Trust Fund

The Street Fund is used to accept revenues from restricted City and State sources as well as transfers from the General Fund, grants and/or developer contributions or other revenues to fund the design and construction of the City's transportation and safety infrastructure. The following revenues are assigned to the Street Fund: Sales Tax, Motor Vehicle Use Tax, Highway Users Tax Fund (HUTF), Road and Bridge shareback and pavement degradation fees. The Capital Improvement Fund (CIF) is used to fund the major maintenance of all facilities (such as the Civic Center) that are owned by the City. The Open Space Fund and the Conservation Trust Fund work in tandem to fund the maintenance and enhancement of the City's network of parks, open space, and trails. It should be noted that the Open Space Fund is generated by the Arapahoe County Open Space Tax, which restricts how it may be used; the Fund's availability is contingent on the continuation of the tax as a funding source. The Conservation Trust Fund is funded by the state lottery program and is also restricted in its uses. This document treats these funding sources separately since, in many cases, resources in a given fund cannot be used to fund proposed projects in another.

Overview

The City of Centennial CIP provides four primary functions for the efficient use of funds.

1. Develop a ten year plan to meet the needs for development of new infrastructure and replacement of existing infrastructure which are funded through taxes, fees, special revenues and supplementary funding sources. All projects within the first two years of the ten year plan are included in the biennial budget for 2025 and 2026.
2. Provide direction, oversight, and quality assurance for the annual implementation of projects in the CIP.
3. Respond to citizen comments and questions regarding current and future capital improvement projects.
4. Prepare applications for grants and intergovernmental agreements to assist in funding capital improvement projects.

Resources to provide the above functions are drawn from both the Public Works and Community Development Departments. Appendix E of the 2040 TMP includes an all-encompassing list of capital projects eligible for funding under the CIP. It is important to note that this list was generated during the development of the 2040 TMP, independent of budgetary considerations. The projects in Appendix E of the TMP are ranked according to their potential benefits. Projects receiving the highest rankings become the building blocks of the Ten Year Constrained List.

Ten Year Constrained List

The Ten Year Constrained List is a strategic plan for allocating capital improvement funds over the next ten years. The ten years covered in this list are divided into three time periods: the adopted 2025 and 2026 budget for capital improvements, medium term scheduling through 2029, and long-term guidance and recommendations through 2034. The primary considerations in forming this strategic plan are:

- ▶ The amount of funds allocated for capital projects in a given year as well as across the entire ten year span covered by the list. The constrained budget accounts for other funding sources on some projects from grants and other sources such as metro districts.
- ▶ The impact of the project on public safety and its ability to enhance the lives of the citizens of Centennial.
- ▶ The impacts of the project to the economic health and long-term viability of the City.
- ▶ The availability of supplemental funding through grants, intergovernmental cooperation, etc.

Ultimately, this ten year constrained list provides guidance for future planning.

Goals

Comprehensive Plan

In November 2018, the City approved Centennial NEXT, the City-wide Comprehensive Plan. The Plan promotes quality of life, a sense of community, economic vitality, supporting infrastructure, and responsible government that will leave a legacy for future generations. The Centennial NEXT Goals and Strategies provide direction to turn the Plan Vision into reality and are found within the Plan's four themes:

- ▶ Our NEXT Places
- ▶ Our NEXT Economy
- ▶ Our NEXT Innovation
- ▶ Our NEXT Community

Transportation Master Plan



The City of Centennial adopted the 2040 Transportation Master Plan (TMP) in May 2022. The TMP is based on a set of seven goals that support the transportation needs, community values and the City's vision. The City's transportation-focused goals are as follows:

- ▶ **Safety:** Transportation-related fatalities and injuries are rare, and people feel safe walking, bicycling, driving, riding public transportation, or using a mobility device.
- ▶ **Flexible Mobility:** People of all ages, abilities, and social identities have convenient and affordable mobility options and freedom of choice to use the travel mode that best meets their needs.
- ▶ **Innovation:** Transportation infrastructure and policies prepare for mobility technologies that enhance the user experience and reduce transportation-related emissions and environmental impacts.
- ▶ **Fiscal Responsibility:** Transportation infrastructure is designed and maintained to optimize public benefit, and investments leverage funding opportunities and demonstrate good stewardship of public funds.
- ▶ **Efficiency and Reliability:** The transportation network is optimized to minimize congestion and offer reliable travel times for people traveling in and through Centennial.
- ▶ **Regionalism and Partnerships:** Centennial is a leader in working with neighboring communities and regional partners to build cohesive regional networks for all modes of transportation.
- ▶ **Economic and Community Vitality:** The City's streetscapes and transportation system support economic vitality, connect neighborhoods, and promote a vibrant community identity.

The City has established both the biennial CIP budget and this ten year CIP to achieve goals established in both Centennial NEXT and the TMP.

Funding Strategy

The 2040 TMP establishes a funding strategy to optimize the use of available revenues and respond to the community's desire for a balanced approach to transportation investments. The TMP funding strategy recommends:

Safety & Mobility Infrastructure

- ▶ Continuing to take care of the existing system by focusing on operations, maintenance, and road and bridge rehabilitation
- ▶ Placing emphasis on addressing congestion and safety at intersection bottlenecks and leveraging technology to improve the efficiency of major corridors
- ▶ Increasing funding levels (compared to historic levels) for sidewalks and other bicycle and pedestrian projects to encourage active transportation modes
- ▶ Continuing to support roadside improvements and embracing opportunities to further Centennial's branding through entry monumentation and wayfinding

Funding & Partnership Opportunities

- ▶ Funding studies in partnership with regional and local entities to explore enhanced transit service
- ▶ Dedicating funds to partner on advanced mobility and electrification projects such as mobility hubs, microtransit, connected and automated vehicles, and EV charging stations
- ▶ Pursuing additional revenue sources through federal, state, and other grant opportunities
- ▶ Support community growth through public-private partnerships

Annual Refinement and Budgeting Process

The purpose of this document is to assist the City with short term and mid-term planning for implementation of needed infrastructure improvements. It is a dynamic document that may be updated every year as priorities, needs, and available funding change. To be most useful to the City, the CIP allows for some flexibility to respond to changing conditions and opportunities. During the budgeting process for each upcoming year, the CIP will be used as the primary source for identifying top priority projects. The CIP project lists may be refined based on new or updated information related to:

- ▶ Critical issues that need immediate attention (particularly in the areas of safety, the environment, or the economy)
- ▶ Level of supplemental funding available
- ▶ Opportunities for quick implementation (e.g., combining a bike project with an ongoing maintenance project, or leveraging partnership opportunities)
- ▶ Project cost, feasibility and ease of implementation





CIP Development Process




Prioritization Methodology

Project Evaluation

With limited funding available, the process of prioritizing projects must be comprehensive and strive to identify those projects that will most effectively move the City's transportation system toward achieving the transportation goals. The project prioritization process was developed as part of the 2040 TMP and is structured to identify those projects that will provide the greatest contribution toward meeting the seven transportation goals. The seven transportation goals were used as the basis for a data-driven project evaluation for Multimodal Roadway, Sidewalk, and Other Bicycle & Pedestrian projects. **Table 1** provides an overview of the metrics used for each criterion. Scores for each goal area/criterion are on a 0–1 scale, with 0 being the least favorable and 1 being the most favorable.

TABLE 1: PROJECT EVALUATION CRITERIA

Goal Area		Evaluation Criteria	
		Multimodal Roadway Projects	Sidewalk, Other Bicycle & Pedestrian Projects
	Safety	<ul style="list-style-type: none"> • Will the project provide proactive safety improvements? • Will it reduce injury and fatal crashes? • Will users feel more comfortable? 	<ul style="list-style-type: none"> • Will the project provide safety improvements? • Will it reduce bicycle and/or pedestrian crashes? • Will users feel more comfortable?
	Flexible Mobility	<ul style="list-style-type: none"> • Will the project improve or add new mode choices and opportunities? • Will it help address the needs of underserved and overburdened communities within the project area? 	<ul style="list-style-type: none"> • Will the project enhance bicycle and/or pedestrian access to a school, park or open space, or transit stop/station? • Will it help address the needs of underserved and overburdened communities within the project area?
	Innovation	<ul style="list-style-type: none"> • Does the project include advanced mobility elements and/or will the project reduce transportation-related emissions? 	
	Efficiency and Reliability	<ul style="list-style-type: none"> • Is the project located on a road that is currently congested or expected to experience congestion in the future? • Will the project optimize corridor operations and reduce congestion (e.g., through capacity expansion and/or fiber communications)? 	<ul style="list-style-type: none"> • Is the project located along or close to an area with high volumes of short trips (indicating a high potential for mode shift)?

Goal Area		Evaluation Criteria	
		Multimodal Roadway Projects	Sidewalk, Other Bicycle & Pedestrian Projects
	Regionalism and Partnerships	<ul style="list-style-type: none"> • Does the project include potential funding partners? • Are there opportunities to leverage partnerships to expand the scope and complete larger, more robust projects? 	
	Economic and Community Vitality	<ul style="list-style-type: none"> • Does the project improve Centennial's image or invigorate vitality and positive growth and development? • Is the project located along one of the City's five designated retail corridors or within a Spotlight area from Centennial Next? • How many residents and employees will directly benefit from the project? 	<ul style="list-style-type: none"> • Will the project allow a resident to walk to an ice cream shop (is the project within a 10-minute walk of neighborhood commercial)? • Is the project located along one of the City's five designated retail corridors or in a Spotlight area? • How many residents and employees will directly benefit from the project?
	Fiscal Responsibility	<ul style="list-style-type: none"> • How does the cost of the project compare to the benefits? 	

The relative importance of the seven goals varies; therefore, weights are assigned to each goal category and corresponding evaluation criteria, as shown in **Table 2**. The project score (0–1) for each goal is multiplied by the corresponding weight (as developed in the 2040 TMP), resulting in a total project score ranging from 0 to 100.

TABLE 2: WEIGHTS BY GOAL AREA/EVALUATION CRITERION

Goal Area	Weight
Safety	24%
Efficiency and Reliability (Congestion Reduction)	16%
Economic and Community Vitality	15%
Flexible Mobility (Freedom of Choice)	14%
Fiscal Responsibility	12%
Innovation	11%
Regionalism and Partnerships	8%
Total	100%

Funding Sources

Project revenues for design and construction could potentially come from one or more of the following sources:

- ▶ City of Centennial General Fund and Street Fund
- ▶ General obligation bonds
- ▶ Additional sales tax revenues or a sales tax increase
- ▶ Regional Transportation Authority (RTA)
- ▶ Regional Transportation Improvement Funding (RTIF)
- ▶ Transportation Utility Funding
- ▶ Transportation Improvement Program (TIP) through DRCOG
- ▶ Partnership with other agencies or communities

Street Fund

Ten Year Constrained Project List

The Capital Projects are divided into the following categories:

- ▶ Roadway Projects
- ▶ Arterial Sidewalk Projects
- ▶ Other Bike/Ped Projects
- ▶ Traffic Program
- ▶ Studies
- ▶ Citywide Projects

Estimated annual funding has been allocated to the high priority projects in each category, and the resulting ten year fiscally constrained projects are listed in **Table 3** through **Table 9**. The tables include the anticipated year of expenditure (YOE) (the year the project is expected to be built), the YOE cost (the project cost for the year of construction), and the annual funding allocation. A full listing of capital projects eligible for CIP funding is provided in Appendix E of the 2040 TMP.

Table 3. Roadway Projects

ID	Location	Description	Year of Expenditure		Funding Allocation										Total City Funding (2025-2034)		
			YOE	YOE Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034			
113	County Line Road from University Boulevard to Broadway	Widen to 4 lanes and signalize County Line Road and Clarkson	2025	\$20,000,000	\$2,243,000												\$2,243,000
532	Colorado Boulevard from Dry Creek Road to Arapahoe Road	Early action street reconfiguration to three-lane section with bicycle and pedestrian accommodation behind the curb	2026	\$12,278,200		\$2,872,200											\$2,872,200
143	Havana Street at Easter Avenue	Reconstruct - Continuous Flow Intersection and bike/ped improvements	2027	\$20,645,456			\$8,000,000										\$8,000,000
475	Peoria Street at Caley Avenue	Intersection improvements such as roundabout to improve safety	2027	\$2,150,000		\$150,000	\$2,000,000										\$2,150,000
Roadway Projects Total					\$2,243,000	\$3,022,200	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,265,200

Table 4. Arterial Sidewalk Projects

ID	Location	Description	Year of Expenditure		Funding Allocation										Total City Funding (2025-2034)		
			YOE	YOE Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034			
329, 333, 343, 345	Arapahoe Road between I-25 and Parker Road	Sidewalk infill project	2026	\$6,400,000		\$1,400,000											\$1,400,000
Arterial Sidewalk Projects TOTAL					\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000

Table 5. Other Bicycle/Pedestrian Projects

ID	Location	Description	Year of Expenditure		Funding Allocation										Total City Funding (2025-2034)		
			YOE	YOE Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034			
359	Lone Tree Creek Trail at Arapahoe Road*	Phase III Trail Construction - underpass *City portion of project is funded through Open Space Fund	2025	\$6,277,538	\$1,831,000												\$1,831,000
353	High Line Canal Trail at Broadway (south of Arapahoe Road)*	DRCOG Call 2 Underpass *City portion of project is partially funded through Open Space Fund	2027	\$18,000,000	\$200,000	\$178,650	\$1,300,000										\$1,678,650
Other Bicycle/Pedestrian Projects TOTAL					\$2,031,000	\$178,650	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,509,650

Table 6. Traffic Program

ID	Location	Description	Year of Expenditure		Funding Allocation										Total City Funding (2025-2034)	
			YOE	YOE Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034		
N/A	Citywide	Traffic Program (Signal Replacements)	Ongoing													
N/A	Buckley Rd & Crestline Ave	New Signal	2025	\$850,000	\$800,000											\$800,000
N/A	Dry Creek Rd & Holly St	Span to mast conversion	2025	\$1,597,500	\$138,279											\$138,279
N/A	NDST Priority 1 Replacements	Signal Pole replacements at the following locations: Dry Creek Rd and Willow Way (4 poles), Dry Creek Road and Monaco (3 poles), Dry Creek Road and Quebec St (2 poles), and Easter Ave and Peoria (1 pole)	2025	\$2,250,000	\$2,000,000											\$2,000,000
N/A	Dry Creek Rd & Inverness Blvd	Modular to mast conversion	2026	\$850,000		\$800,000										\$800,000
N/A	Dry Creek Rd & Inverness Dr E	Modular to mast conversion	2026	\$850,000		\$800,000										\$800,000
N/A	Himalaya St & Chenango Dr	Span to mast conversion	2026	\$2,618,900		\$181,486										\$181,486
N/A	NDST Priority 2 Replacements	Signal Pole replacements at the following locations: Arapahoe Road and Race St (2 poles), Dry Creek Road and Adams St (2 poles), Easter Ave and Lima St (1 pole), Buckley Road and Orchard Road (4 poles).	2026	\$2,040,000		\$1,950,000										\$1,950,000
N/A	Colorado Blvd & Euclid Ave	Modifications tbd	2027	\$2,500,000		\$100,000	\$2,000,000									\$2,100,000
N/A	Arapahoe Rd & Franklin St	Span to mast conversion	2027	\$895,000			\$800,000									\$800,000
N/A	Dry Creek Rd & Franklin St	Span to mast conversion	2027	\$895,000			\$800,000									\$800,000
N/A	Dry Creek Rd & Clarkson St	Span to mast conversion	2027	\$895,000			\$800,000									\$800,000
N/A	Quebec St & Caley Ave	Modular to mast conversion	2028	\$992,500			\$92,500	\$900,000								\$992,500
N/A	Quebec St & Peakview Ave	Modular to mast conversion	2028	\$992,500			\$92,500	\$900,000								\$992,500
N/A	TBD	Continuing program with approximately 1 signal designs and 1 signal constructions per year at locations TBD	Ongoing					\$90,000	\$1,100,000	\$1,150,000	\$1,200,000	\$1,250,000	\$1,300,000	\$1,360,000		\$7,450,000
N/A	Citywide	Traffic Program (Other)	Ongoing		\$1,177,500	\$1,177,500	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$10,355,000
Traffic Program TOTAL						\$4,115,779	\$5,008,986	\$5,585,000	\$2,890,000	\$2,100,000	\$2,150,000	\$2,200,000	\$2,250,000	\$2,300,000	\$2,360,000	\$28,021,486

Table 7. Studies

ID	Location	Description	Year of Expenditure		Funding Allocation										Total City Funding (2025-2034)	
			YOE	YOE Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034		
N/A	Citywide	Emerald Ash Borer ROW Investigation	2025	\$30,000	\$30,000											\$30,000
N/A	Citywide	IMS Pavement Analysis	Ongoing	\$150,000	\$150,000			\$75,000		\$150,000		\$75,000		\$150,000		\$600,000
N/A	Citywide/School	School Safety Study	2025	\$150,000	\$150,000											\$150,000
Studies TOTAL					\$330,000	\$0	\$75,000	\$0	\$150,000	\$0	\$75,000	\$0	\$150,000	\$0	\$780,000	

Table 8. Citywide Programs

ID	Location	Description	Year of Expenditure		Funding Allocation										Total City Funding (2025-2034)	
			YOE	YOE Cost	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034		
N/A	Citywide	Major Structures	Ongoing		\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$7,000,000
N/A	Citywide	Minor Structures	Ongoing		\$650,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$1,100,000
N/A	Citywide	Neighborhood Traffic Management & Livable Streets Programs	Ongoing		\$400,000	\$400,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$2,400,000
N/A	Citywide	Street Rehabilitation	Ongoing		\$12,500,000	\$13,125,000	\$6,200,000	\$4,850,000	\$4,500,000	\$3,600,000	\$2,400,000	\$1,300,000	\$0	\$0	\$0	\$48,475,000
N/A	Citywide	Building Maintenance and Improvements	Ongoing		\$1,030,000	\$500,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$2,730,000
N/A	Citywide	Undergrounding Reserve	Ongoing		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,000,000
N/A	Citywide	Emergency Capital Repairs	Ongoing		\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,000,000
N/A	Citywide	Street Lights	Ongoing		\$6,025,000	\$1,600,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$18,025,000
N/A	Citywide	Bus Transit & Shelter	Ongoing		\$300,000	\$300,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$1,400,000
Citywide Programs TOTAL					\$21,805,000	\$16,875,000	\$8,900,000	\$7,550,000	\$7,200,000	\$6,300,000	\$5,100,000	\$4,000,000	\$2,700,000	\$2,700,000	\$83,130,000	

Table 9. Summary

Program	Funding Allocation										Total City Funding (2025-2034)				
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034					
Roadway Projects	\$2,243,000	\$3,022,200	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,265,200
Arterial Sidewalk Projects	\$0	\$1,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400,000
Other Bicycle/Pedestrian Projects	\$2,031,000	\$178,650	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,509,650
Traffic Program	\$4,115,779	\$5,008,986	\$5,585,000	\$2,890,000	\$2,100,000	\$2,150,000	\$2,200,000	\$2,250,000	\$2,300,000	\$2,360,000	\$2,360,000	\$2,360,000	\$2,360,000	\$2,360,000	\$28,021,486
Studies	\$330,000	\$0	\$75,000	\$0	\$150,000	\$0	\$75,000	\$0	\$150,000	\$0	\$150,000	\$0	\$150,000	\$0	\$780,000
Citywide Programs	\$21,805,000	\$16,875,000	\$8,900,000	\$7,550,000	\$7,200,000	\$6,300,000	\$5,100,000	\$4,000,000	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000	\$2,700,000	\$83,130,000
Grand Total	\$30,524,779	\$26,484,836	\$25,860,000	\$10,440,000	\$9,450,000	\$8,450,000	\$7,375,000	\$6,250,000	\$5,150,000	\$5,060,000	\$5,060,000	\$5,060,000	\$5,060,000	\$5,060,000	\$132,106,336