



# 2026-2029 Transportation Improvement Program

Adopted April 16, 2025





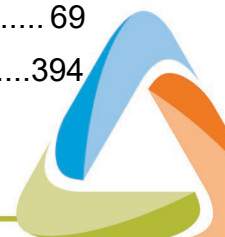
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## Abstract

**Title:** 2026-2029 Transportation Improvement Program

**Author:** DRCOG

**Subject:** Four-year multimodal Transportation Improvement Program

**Date:** Adopted April 16, 2025

**Document:** This document describes the 2026-2029 Transportation Improvement Program as adopted by the DRCOG Board of Directors April 16, 2025.

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**Abstract:** The Transportation Improvement Program identifies all federally and state-funded surface transportation projects, in addition to locally funded projects which are regionally significant for air quality, anticipated for funding in the Denver region during federal fiscal years 2026-2029. The multimodal program includes projects located on roadways, active transportation facilities, transit (capital and operating) and travel demand management, in addition to studies.

Preparation of this report has been financed in part through grants from the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation.



# Transportation Improvement Program: Introduction, relationships and requirements

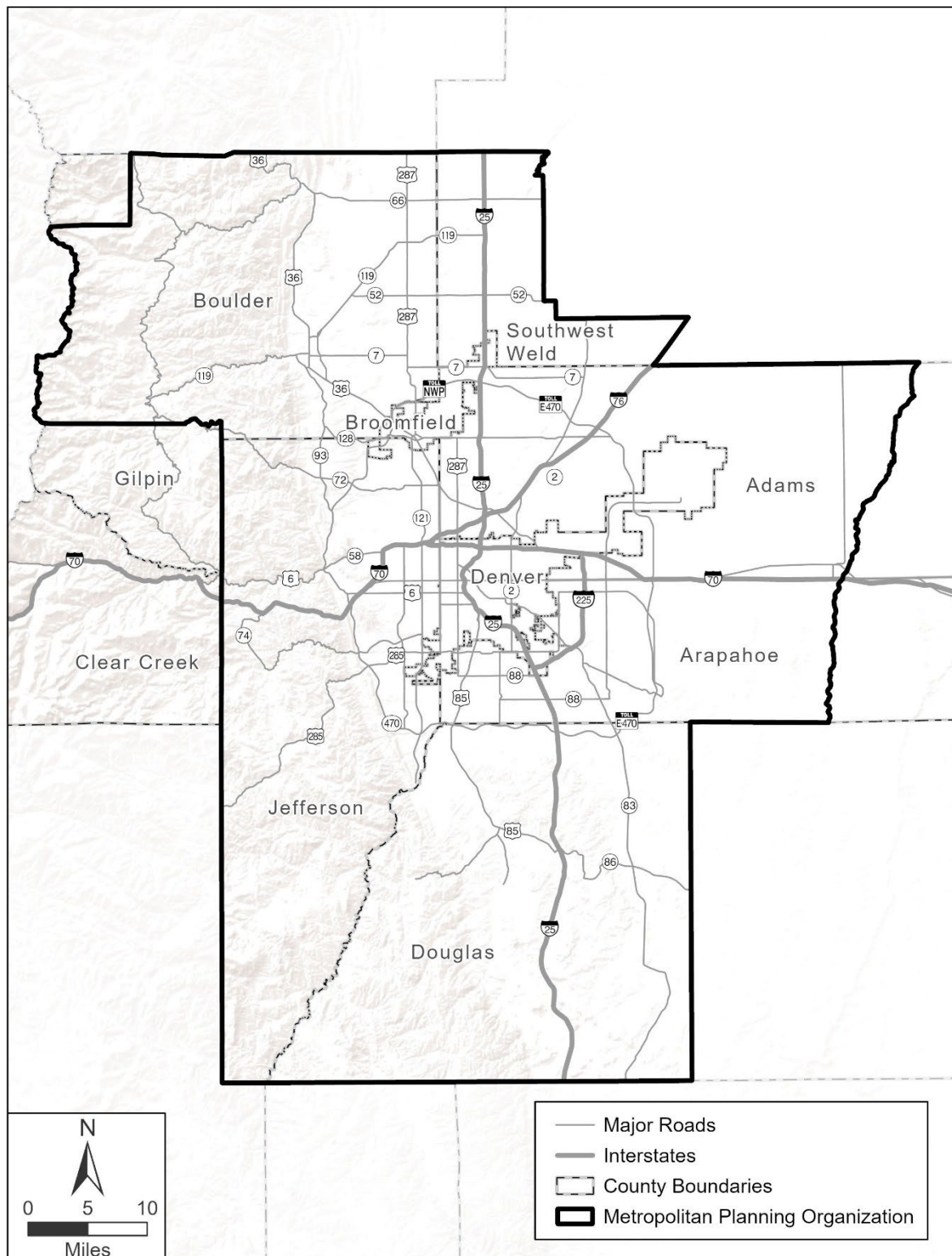
## Introduction

The Transportation Improvement Program, known as the TIP, is a federally required program which identifies federal, state and some locally funded surface transportation projects anticipated to be implemented in the Denver region during federal fiscal years 2026 through 2029. It was developed under federal guidance and requirements contained within the Infrastructure Investment and Jobs Act, the current federal transportation law.

The Denver Regional Council of Governments, commonly called DRCOG, the region's metropolitan planning organization, is responsible for preparing the TIP in cooperation with local governments, the Colorado Department of Transportation, also known as CDOT, and the Regional Transportation District, also known as RTD. The geographic area covered by the TIP includes all or portions of Adams, Arapahoe, Boulder, Broomfield, Denver, Jefferson, Douglas and Weld counties, as described in the map in Figure 1.



**Figure 1. Geographic area of the TIP**





To develop the TIP, multiple agencies select projects through cooperative processes, considering submittals from local governments, CDOT, RTD and other eligible agencies. The [Policies for TIP Program Development](#), adopted January 19, 2022, by the DRCOG Board of Directors, provides the basis for the submittal, evaluation, ranking and selection of the DRCOG-selected projects. A majority of the DRCOG-selected projects contained in the 2026-2029 TIP were selected through previous calls for projects conducted as part of the creation of previous TIP documents. DRCOG's Board of Directors will consider the 2026-2029 TIP for adoption on April 16, 2025.

The 2026-2029 TIP fulfills the following purposes:

- Serves as a short-range implementation tool to address the goals of the regional long-range transportation plan.
- Provides continuity for current projects with those identified in previous TIPs.
- Identifies transportation projects recommended for implementation by transportation mode, type of improvement, funding source(s), year of anticipated funding and geographic area.
- Estimates the costs of proposed projects and ensures allocations are consistent with the funds reasonably anticipated to be available.
- Prioritizes projects to effectively use funds as they become available.
- Identifies and implements projects that will maintain the system, improve safety, improve air quality and reduce emissions, reduce vehicle miles traveled and congestion, and enhance the transportation system.

## Relationship with DRCOG plans

The adopted [Metro Vision Regional Transportation Plan](#), or RTP, identifies the long-range transportation vision and needs for the metropolitan area. It includes project and program investment priorities that contribute to achieving regional transportation goals. The following investment priorities were part of the criteria used to evaluate, recommend and approve DRCOG-selected projects included within the 2026-2029 TIP. Each DRCOG-funded project selected for funding meets one or multiple goals.

### Safety

- Objective: Increase safety for all users of the transportation system.
- Drawn from [RTP priorities](#), [Taking Action on Regional Vision Zero](#), [CDOT's Strategic Transportation Safety Plan](#) and [federal performance measures](#).

### Air quality

- Objective: Improve air quality and reduce emissions.
- Drawn from [RTP priorities](#), [federal performance measures](#), [state greenhouse gas rulemaking](#) and [Metro Vision objectives 2, 4 and 6a](#).

### Regional transit

- Objective: Expand and improve the region's transit network.



- Drawn from [RTP priorities](#), [Coordinated Transit Plan](#) and [Regional Bus Rapid Transit Feasibility Study](#).

### ***Multimodal mobility***

- Objective: Provide improved travel options for all modes.
- Drawn from [RTP priorities](#), [federal performance measures](#), [Metro Vision objective 4](#) and [Regional Complete Streets Toolkit](#).

### ***Active transportation***

- Objective: Expand and enhance active transportation travel options.
- Drawn from [RTP priorities](#), [Denver Regional Active Transportation Plan](#) and [Metro Vision objectives 10 and 13](#).

### ***Freight***

- Objective: Maintain efficient movement of goods within and beyond the region.
- Drawn from [RTP priorities](#), [Regional Multimodal Freight Plan](#), [Colorado Freight Plan](#), [federal performance measures](#) and [Metro Vision objective 14](#).

## **Federal requirements**

The DRCOG TIP is federally required to contain elements as outlined below.

### ***Conformity finding***

The impact of transportation on the Denver region's air quality is considered in DRCOG's regional planning efforts. Under Section 176(c) of the Clean Air Act, as amended in 1990, a metropolitan planning organization that includes an air quality non-attainment area is required to show conformity of its TIP with the State Implementation Plan for air quality before it can be adopted.

The 2026-2029 TIP is consistent with air quality conformity requirements by ensuring all regionally significant projects (refer to Table 3) are contained within the applicable staging period of the adopted RTP. Technical documents that present the conformity findings can be found on [DRCOG's website](#). For the 2026-2029 TIP cycle, all budgets have been passed, meaning the TIP complies with all air quality conformity requirements.

### ***Financial constraint***

Current federal transportation legislation requires the TIP to include a financial plan demonstrating how the projects can be implemented. The financial plan for the 2026-2029 TIP can be found in Appendix A.

### ***Project management***

The implementation status of major projects funded in the previous TIP is presented in Appendix B. It shows major projects (those with costs greater than \$50 million) either under construction or that have been constructed. It also lists major projects delayed, resulting in major elements having been moved into the 2026-2029 TIP horizon.



### ***National Environmental Policy Act review***

Under the National Environmental Policy Act, all projects selected for federal funding must go through environmental analysis and public involvement prior to construction. Projects shown in the TIP contain the best information available at the time of submittal. Before construction begins, final details related to alignment, design, multimodal treatments, and environmental mitigation, minimization or abatement strategies are determined through a project-level National Environmental Policy Act environmental review process.

### ***Public involvement***

Public involvement is a continual process for DRCOG, and input is considered during five phases of TIP development, as outlined in Appendix D.

### ***Transportation performance measures***

Under rules set forth within the current federal transportation legislation, agencies such as metropolitan planning organizations, among others, are required to set targets and report on progress toward achieving targets for several categories in support of a performance-based approach to transportation planning and programming. Performance management increases accountability and transparency in transportation decision making and provides a framework to support improved investment decisions through a focus on data-driven performance outcomes for key national transportation goals. Performance measures for the 2026-2029 TIP are included in Appendix E.



## The TIP investment process

Funding decisions outlined in the 2026-2029 TIP are made by staff at DRCOG, CDOT, RTD and local agencies through the region's metropolitan planning organization planning process. Each agency follows its own specific project selection procedures and federal guidelines for selecting projects to include in the TIP. Each agency's process is outlined in this section.

### The DRCOG TIP selection process

DRCOG typically conducts calls for projects every other TIP cycle (every four years). Previous calls, which concluded in 2023, programmed DRCOG funds through fiscal year 2027. Given that, DRCOG staff developed the 2026-2029 TIP without holding new calls for projects associated with it. The information in this section outlines the typical process conducted to program funds when a call for projects is held.

Before any call for projects can occur for funding types that DRCOG is authorized to allocate, staff estimate available funding by source and year, considering control totals provided by CDOT and other sources. The total four-year program includes the funding for all previous commitments and set-aside programs, in addition to any new funding requests. Any DRCOG TIP document typically includes a mixture of new and previously selected ongoing projects that have not been closed out per federal or state regulations.

In selecting new projects, DRCOG follows eligibility and evaluation criteria defined in the [Policies for TIP Program Development](#) adopted on January 19, 2022.

The DRCOG process consists of two project selection elements – the Regional Share and Subregional Share. In the Regional Share, DRCOG awards funding to projects with a regional benefit and that have competed against projects from throughout the entire region. Within the Subregional Share, DRCOG proportionately targets funds for planning purposes to predefined geographic units (counties) for project prioritization and recommendation. Each county subregion convenes a forum, made up of representatives of counties and incorporated municipalities within that subregion. The forum may add additional criteria specific to their subregional application, accounting for local values.

For each call, project sponsors submit applications in year-of-expenditure dollars using an appropriate inflation rate (a minimum of 3% per year as designated by CDOT, though most project inflation rates have recently been higher). DRCOG staff screened all projects for eligibility, then reviewed and scored the applications based on adopted policy and criteria. A panel of regional representatives (in the Regional Share) or the subregional forums (in the Subregional Share) then recommended project lists within financial constraint funding limits to include in the TIP. All the DRCOG-selected projects were recommended by its committees and approved by the Board of Directors. To develop the 2026-2029 TIP, all appropriate projects were transferred from the previous 2024-2027 TIP.



Each call selects projects in different ways:

- **Regional Share (20% of available funding):** Individual sponsors submit applications on behalf of and in concurrence with the subregional forums, CDOT and RTD, respectively. DRCOG permitted a maximum of three submittals from each subregion, as well as two each from RTD and CDOT. After receiving the applications, DRCOG staff reviewed eligibility and scored each application.

A project review panel (one technical representative from each of the eight subregions, one CDOT representative, one RTD representative and three regional subject matter experts) convened to discuss and prioritize eligible projects for a funding recommendation to the DRCOG Board. The panel forwarded its recommendation through the metropolitan planning organization planning process to incorporate the Regional Share projects into the draft TIP.

- **Subregional Share (80% of available funding; proportionately targeted for planning purposes to each forum):** Applicants individually submitted applications to county forums, and each forum scored, deliberated on and recommended projects. Similar to the Regional Share process, each forum submitted its recommended projects through the metropolitan planning organization committee process for ultimate approval by the DRCOG Board and inclusion into the draft TIP.

Additional DRCOG-allocated funds may become available for programming through project close-outs or year-end funding reconciliations. In that event, projects may be selected from among those on an appropriate wait list. The wait lists and protocol are contained within Appendix G.

## **The CDOT TIP selection process**

CDOT has primary responsibility for selecting projects that use federal National Highway System, Freight, Safety, Transportation Alternatives (that are not metropolitan planning organization-allocated) and Transit funding for small urban areas, rural areas, and for older adults and people with disabilities. CDOT also has primary responsibility for selecting projects to be funded through the Transportation Commission's Regional Priority Program and Funding Advancements for Surface Transportation and Economic Recovery (known as FASTER) programs, which include state funds and some of Colorado's share of federal surface transportation funds. The Bridge and Tunnel Enterprise Board selects projects using FASTER bridge funds. CDOT holds county meetings per its Project Priority Programming Process to solicit comments and suggestions, prior to selecting projects, as well as ongoing meetings with jurisdictions to discuss changing needs.

For projects that are not regionally significant from an air quality conformity perspective, CDOT adopted a philosophy of displaying such funds in pools in the TIP. For pools such





as Hot Spots, Hazard Elimination and Traffic Signals, CDOT does not identify the specific projects to use those funds. For pools allocated entirely to CDOT (such as Federal Bridge and Surface Treatment), or projects where sponsors may be entities other than CDOT (such as Bridge Off-System), the TIP simply lists the projects CDOT intends to fund, at such time as those decisions are made.

## **The RTD TIP selection process**

More than 20 years ago, voters in the RTD service area endorsed FasTracks, a multibillion-dollar transit implementation program, by approving a 0.4% cent sales tax increase. The current FasTracks financial plan assumes a variety of funding sources beyond the regional sales tax, including federal funds and local contributions. Although a majority of the FasTracks system has been completed, any remaining corridors with current funding are included in the 2026-2029 TIP.

Besides the FasTracks projects, the TIP reflects other projects using federal funds included in RTD's Five-Year Financial Forecast. The Five-Year Financial Forecast is an overview of the operating and capital improvement programs for RTD, updated and published annually and is fiscally constrained. RTD has primary responsibility for selecting projects in the Transit Formula and Discretionary Grants (Fixed Guideway, New Bus and New Starts) federal funding categories and ensures all projects are in its Five-Year Financial Forecast and have fiscal support.

To identify projects to include in the Five-Year Financial Forecast, RTD staff review current and future service needs, the capital improvements required to sustain those needs and the revenue resources as well as input from RTD departments and local governments. RTD staff consider both project priority and estimates of historical federal funding levels. RTD's Board of Directors approves the Five-Year Financial Forecast in an open meeting process.

## **Interagency coordination**

While the three agencies' selection processes are conducted separately, they all take steps to ensure proper project-level coordination.

- All three agencies are represented on the DRCOG Transportation Advisory Committee, Regional Transportation Committee, and Board of Directors.
- RTD and DRCOG actively participated in CDOT's county hearings.
- RTD's Five-Year Financial Forecast development is a public process.
- The DRCOG TIP Policy, including any changes in the selection process, is reviewed by the metropolitan planning organization committees before adoption by the DRCOG Board of Directors.
- Representatives from all three agencies discuss the potential relationships (synergies or conflicts) among their respective projects.



- The entire DRCOG selection process is transparent, with briefings at metropolitan planning organization committees on progress and tentative decisions.
- All three agencies participate as non-voting members in each of the eight subregional forums.
- DRCOG convenes monthly Agency Coordination Team meetings. The Agency Coordination Team includes representatives from CDOT, RTD, the Federal Highway Administration, and the Federal Transit Administration to discuss interagency issues in the metropolitan planning process.



## TIP funding decisions

This section provides a detailed synopsis of the projects programmed within the metropolitan planning organization boundary during the timeframe of the 2026-2029 TIP adoption. To aid the reader, projects are presented in several formats:

- **Funding and project summaries** (Tables 1 and 2) – These tables summarize the total funding amounts and number of projects by certain agencies, and a listing of project numbers, sponsors and project names and types, to complement the project maps and descriptions (figures 2 to 5 and Appendix F) at the time of TIP adoption.
- **Projects designated as regionally significant** (Table 3) – Includes regionally significant projects recognized in the air quality conformity determination documents. All projects are part of the conformity network and are in the applicable staging periods of the current 2050 RTP.
- **Project maps** (Figures 2 to 5) – Presents the geographic location of the DRCOG-selected projects by project type. The maps were originally developed for the 2024-2027 TIP when DRCOG calls for projects were carried out. The majority of projects have been carried forward to the 2026-2029 TIP. Project details are available through the [web map](#).

**Table 1. Total funding and number of projects by selection agency**

Selection agency	Total funding amount	Total number of projects
<b>DRCOG</b>	\$617,889,000	182
<b>CDOT</b>	\$786,448,000	56
<b>RTD</b>	\$684,043,000	5
<b>Other</b>	\$471,212,000	33
<b>Total</b>	<b>\$2,559,592,000</b>	<b>276</b>

As some projects receive funding selected by multiple agencies, the sum of the total individual totals by selection agency may not match the total project numbers or funding in the TIP.

**Table 2. 2026-2029 TIP project list, organized by project name**

Project number	Project sponsor	Project name	Project type
<b>2022-051</b>	Thornton	100th Ave Multi-Use Path: Riverdale to Forest Circle	Active transportation
<b>2020-033</b>	Thornton	104th Widening: Colorado to US85 - Precon	Roadway capacity
<b>2020-031</b>	Commerce City	120th/US85 Interchange Improvements - Precon	Roadway capacity
<b>2024-015</b>	Thornton	124th Multimodal Improvements: Claude to Colorado	Active transportation



Project number	Project sponsor	Project name	Project type
<b>2024-020</b>	Aurora	13th Ave Multimodal Improvements: Yosemite to High Line Canal Trail - Precon	Active transportation
<b>2024-061</b>	Boulder	28th St Multi-use Path: Fourmile Canyon Creek to Jay	Active transportation
<b>2024-086</b>	DRCOG	303 Artway and Montbello Loop Implementation Plan	Study
<b>2024-026</b>	Boulder	30th St Multimodal Improvements: Colorado to Baseline	Multimodal
<b>2022-073</b>	Wheat Ridge	32nd/I-70 Bike Lanes: Wright to Zinnia	Active transportation
<b>2024-042</b>	Wheat Ridge	35th Ave Multimodal Improvements: Sheridan to Wadsworth - Precon	Active transportation
<b>2020-090</b>	Boulder	47th/BNSF Missing Sidewalks	Active transportation
<b>2022-010</b>	Castle Rock	5th St Operational Improvements: Woodlands to Ridge	Roadway operational improvements
<b>2022-048</b>	Commerce City	64th Corridor Study: CO2 to Quebec	Study
<b>2024-051</b>	Arvada	64th Multimodal Improvements: CO93 to Virgil Way	Active transportation
<b>2022-049</b>	Commerce City	88th Ave Multimodal Improvements: 176 to CO2	Active transportation
<b>2020-032</b>	Commerce City	88th Widening: 176 to CO2	Roadway capacity
<b>2024-088</b>	DRCOG	92nd Avenue Corridor Study	Study
<b>2024-012</b>	Adams County	Adams County Comprehensive Safety Action Plan	Safety
<b>2016-002</b>	Regional Air Quality Council	Air Quality Improvements Set-Aside	Air quality improvement projects
<b>2022-038</b>	Broomfield	Airport Creek Trail Underpass at BNSF	Active transportation
<b>2024-045</b>	Denver	Alameda Underpass Improvements: Kalamath to Cherokee - Precon	Roadway reconstruction
<b>2022-082</b>	Boulder	Arapahoe Ave Multimodal Improvements: 28th to Foothills - Precon	Roadway operational improvements
<b>2026-001</b>	Arapahoe County	Arapahoe County Transit and Micromobility Pilot	Transit Service
<b>2022-055</b>	Arapahoe County	Arapahoe County Transit and Micromobility Study	Study
<b>2022-058</b>	Centennial	Arapahoe Sidepath Improvements: I25 to Parker Rd	Active transportation
<b>2024-079</b>	Aurora	Aurora Communications Infrastructure Improvements	Traffic signals/intelligent transportation systems



Project number	Project sponsor	Project name	Project type
<b>2020-009</b>	Aurora	Aurora Missing Sidewalk Program	Active transportation
<b>2022-045</b>	Aurora	Aurora Multimodal Access Improvements	Active transportation
<b>2022-056</b>	Aurora	Aurora Multimodal Transportation Master Plan	Study
<b>2024-072</b>	Aurora	Aurora Traffic Management Center	Traffic signals/intelligent transportation systems
<b>2024-083</b>	Aurora	Aurora Traffic Signal Equipment Upgrade	Traffic signals/intelligent transportation systems
<b>2022-062</b>	Boulder	Baseline Multimodal Improvements: 30th to Foothills	Multimodal
<b>2022-046</b>	Bennett	Bennett Kiowa Creek Trail	Active transportation
<b>2024-016</b>	Thornton	Big Dry Creek Trail: 136th to 144th	Active transportation
<b>2024-109</b>	DRCOG	Bike Plus Data Fusion	Other
<b>2022-036</b>	Denver	Bike/Ped Bridge over Santa Fe: Jewell to Evans Station	Active transportation
<b>2024-078</b>	Boulder	Boulder Communications Network and Signal System Performance Enhancement	Traffic signals/intelligent transportation systems
<b>2024-096</b>	Boulder County	Boulder County Electric Vehicle Charging Infrastructure	Other
<b>2024-028</b>	Boulder County	Boulder County Vision Zero SRTS Action Plan	Study
<b>2024-025</b>	Littleton	Bowles Corridor Study: Sheridan to Santa Fe	Study
<b>2024-103</b>	Aurora	Box Elder Creek Erosion and Flood Protection	Other
<b>2024-087</b>	DRCOG	Brighton Core City Circulation Plan	Study
<b>2022-060</b>	Englewood	Broadway Complete Streets Improvements: Hampden to Belleview	Multimodal
<b>2024-080</b>	Littleton	Broadway Signal Interconnect (Phase 2)	Traffic signals/intelligent transportation systems
<b>2020-076</b>	Broomfield	Broomfield FlexRide	Transit service
<b>2020-072</b>	Broomfield	Broomfield Transit Needs Assessment and Pilot Project	Study





Project number	Project sponsor	Project name	Project type
<b>2022-035</b>	Denver	Buchtel Complete Street/Evans Intersection Improvements: University to Colorado	Roadway operational improvements
<b>2022-068</b>	Castle Rock	Castle Rock Industrial Tributary Trail: Plum Creek to Plum Creek Trail	Active transportation
<b>2008-105</b>	CDOT Division of Transit and Rail	CDOT FASTER Transit Pool	Transit operational improvements
<b>2020-080</b>	CDOT Division of Transit and Rail	CDOT Trust Settlement Pool	Transit vehicles
<b>2024-120</b>	DRCOG	City of Sheridan Housing and Transportation Strategies Study	Study
<b>2024-085</b>	CDOT	Clean Transit Enterprise Pool	Transit operational improvements
<b>2020-001</b>	RTD	CO119 BRT Enhancements in Boulder and Longmont	Transit operational improvements
<b>2020-081</b>	CDOT Region 4	CO119 Operational Improvements: Boulder to Longmont	Roadway operational improvements
<b>2024-041</b>	Louisville	CO42 Bike/Ped Underpass at South St	Active transportation
<b>2020-040</b>	Louisville	CO42 Multimodal Improvements: Empire/Lock to CO7 - Precon	Multimodal
<b>2024-039</b>	Erie	CO52 Intersection Safety Improvements: WCR5 to WCR7 - Precon	Roadway operational improvements
<b>2024-038</b>	Longmont	CO66 Multi-Use Path: Hover to Main	Active transportation
<b>2020-029</b>	Mead	CO66/WCR7 Pedestrian Underpass	Active transportation
<b>2024-092</b>	Erie	CO7 Corridor Multimodal Improvements	Roadway operational improvements
<b>2020-007</b>	Broomfield	CO7 Corridor Multimodal Improvements: Foothills Pkwy to Brighton - Precon	Roadway operational improvements
<b>2024-006</b>	Boulder County	CO7 Transit Service: Boulder to Brighton	Transit service
<b>2022-018</b>	CDOT Region 4	CO7/95th Intersection Improvements	Roadway operational improvements
<b>2020-064</b>	Douglas County	CO83 Safety Improvements: Bayou Gulch to El Paso County	Roadway operational improvements
<b>2020-051</b>	Castle Rock	CO86/5th and Founders/Ridge Intersection Operational Improvements	Roadway operational improvements
<b>2022-063</b>	Boulder	CO93/Table Mesa and Regent Intersection Improvements	Multimodal



Project number	Project sponsor	Project name	Project type
<b>2020-026</b>	Golden	Colfax Complete Streets: Violet to I70	Active transportation
<b>2024-055</b>	Douglas County	Colorado Blvd Bike/Ped Bridge over C470 - Precon	Active transportation
<b>2024-023</b>	Centennial	Colorado Blvd Multimodal Improvements: Arapahoe to Dry Creek	Active transportation
<b>2024-017</b>	Thornton	Colorado Blvd Separated Bike Facility: 88th to E470 - Precon	Active transportation
<b>2022-074</b>	CDOT Region 1	Colorado Boulevard Bus Rapid Transit - Precon	Rapid transit
<b>2024-102</b>	CDOT Region 1	Coordinated Adaptive Ramp Metering Expansion	Traffic signals/intelligent transportation systems
<b>2020-035</b>	Douglas County	County Line Capacity Improvements: Broadway to University	Roadway capacity
<b>2022-070</b>	Littleton	County Line Shared Use Path: Broadway to High Line Canal Trail	Active transportation
<b>2022-009</b>	Longmont	County Line/WCR 1 Buffered Bike Lanes: 17th to CO66	Active transportation
<b>2024-069</b>	Northeast Transportation Connections	Creating the Commerce City Connector	Air quality improvement projects
<b>2024-112</b>	Denver	Curbside Digital Twin	Other
<b>2024-093</b>	Colorado State University	Denver Area Hydrogen Fueling Stations: FHWA CFI Grant	Other
<b>2024-077</b>	Denver	Denver V2X Communications Devices	Traffic signals/intelligent transportation systems
<b>2022-069</b>	Douglas County	Douglas County Transit and Multimodal Feasibility Study	Study
<b>2024-054</b>	Douglas County	Douglas County Transit Pilot Projects	Transit service
<b>2020-015</b>	Nederland	Downtown ADA Sidewalk Connections: Jackson, 1st, Jefferson	Active transportation
<b>2024-115</b>	DRCOG	Downtown Boulder Garage Mobility Hub Concept Planning	Study
<b>2024-003</b>	DRCOG	DRCOG Community Mobility Planning Set-Aside - Community-Based Transportation Plans	Study



Project number	Project sponsor	Project name	Project type
<b>2024-004</b>	DRCOG	DRCOG Community Mobility Planning Set-Aside - Livable Centers Small-Area Planning	Study
<b>2024-005</b>	DRCOG	DRCOG Innovative Mobility Set Aside	Multimodal
<b>2012-010</b>	DRCOG	DRCOG Second Commitment to FasTracks	Transit operational improvements
<b>2024-002</b>	DRCOG	DRCOG Transportation Corridor Planning Set Aside	Study
<b>2020-057</b>	Arapahoe County	Dry Creek Operational Improvements: I25 to Inverness Dr East	Roadway operational improvements
<b>2024-071</b>	DRCOG	E Colfax BRT Extension Corridor Plan: I225 to E470	Study
<b>2024-064</b>	Denver Streets Partnership	E Colfax Mobility Benefits District	Air quality improvement projects
<b>2022-004</b>	E-470 Authority	E470 Widening: 104th to US85	Roadway capacity
<b>2022-002</b>	E-470 Authority	E470 Widening: I70 to 104th	Roadway capacity
<b>2022-005</b>	E-470 Authority	E470/88th New Interchange	Roadway capacity
<b>2022-003</b>	E-470 Authority	E470/I70 Interchange Improvements	Roadway capacity
<b>2022-031</b>	Denver	East Colfax Bus Rapid Transit: Civic Center Station to Yosemite	Rapid transit
<b>2024-119</b>	DRCOG	East Midtown Centennial Small Area Plan	Study
<b>2024-019</b>	Arapahoe County	Easter Trail Study: Cherry Creek Trail to Parker Rd	Study
<b>2024-121</b>	DRCOG	Edgewater Sheridan Corridor Livable Center	Study
<b>2012-107</b>	CDOT Division of Transit and Rail	Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - CDOT)	Transit operational improvements
<b>2022-025</b>	DRCOG	Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - DRCOG)	Transit operational improvements
<b>2024-108</b>	CDOT Region 1	Equitably Restoring Colfax and Federal Mobility and Land Use	Roadway operational improvements
<b>2024-037</b>	Erie	Erie FlexRide	Transit service
<b>2007-050</b>	RTD	FasTracks Northwest Rail Corridor: Downtown Longmont Station	Rapid transit
<b>2024-008</b>	CDOT	Federal Blvd Bus Rapid Transit: Englewood Station to Wagon Road Park-n-Ride - Precon	Rapid transit
<b>2020-049</b>	Denver	Federal Blvd Transit Improvements: Floyd to 54th	Transit operational improvements



Project number	Project sponsor	Project name	Project type
<b>2024-059</b>	Westminster	Federal Pkwy Multimodal Improvements: 120th to 122nd	Roadway operational improvements
<b>2024-116</b>	DRCOG	Fitzsimons Innovative Transportation Solutions Study	Study
<b>2024-110</b>	DRCOG	Florida Corridor Improvements Study	Study
<b>2024-027</b>	Boulder	Folsom Multimodal Study: Pine to Colorado	Study
<b>2024-111</b>	DRCOG	Golden Docked Bike Share Feasibility Analysis	Study
<b>2024-050</b>	Golden	Golden Free Transit Program	Transit service
<b>2024-021</b>	Aurora	Gun Club Multimodal Capacity Improvements: Quincy to Aurora Pkwy - Precon	Roadway capacity
<b>2024-068</b>	Boulder Transportation Connections	Gunbarrel On-Demand Microtransit Shuttle Service Marketing Campaign	Air quality improvement projects
<b>2022-059</b>	Englewood	Hampden Complete Streets: Broadway to Lafayette	Multimodal
<b>2024-024</b>	Centennial	Havana/Easter Intersection Operational Improvements	Roadway operational improvements
<b>2022-054</b>	Arapahoe County	High Line Canal Trail Underpass at Broadway - Precon	Active transportation
<b>2024-013</b>	Arapahoe County	High Line Canal Trail Underpass at Colfax	Active transportation
<b>2024-046</b>	Denver	High Line Canal Trail Underpass at Yale	Active transportation
<b>2020-079</b>	DRCOG	Human Services Transportation/FASTER Set-Aside	Transit service
<b>2024-022</b>	Aurora	I225 and Alameda Bridge Replacement - Precon	Roadway - bridge
<b>2024-094</b>	CDOT Region 1	I25 Greenland Wildlife Overpass	Other
<b>2022-076</b>	CDOT Region 1	I25 Improvements: 84th to 104th - Precon	Roadway operational improvements
<b>2024-035</b>	Erie	I25 Interchange Study: CO52 to Erie Pkwy	Study
<b>2024-097</b>	CDOT Region 1	I25 Resurfacing: Mile Post 208 to 214	Roadway reconstruction
<b>2022-080</b>	CDOT Region 4	I25 Segment 5: CO66 to WCR38	Roadway capacity
<b>2016-021</b>	Denver	I25/Broadway Station Interchange Improvements	Roadway capacity
<b>2022-067</b>	Castle Pines	I25/Castle Pines Pkwy Bike/Ped Overpass - Precon	Active transportation
<b>2018-015</b>	CDOT Region 4	I25/CO119 Transit Facility Improvements	Transit passenger facilities

Project number	Project sponsor	Project name	Project type
<b>2024-095</b>	CDOT Region 1	I25/CO7 Interim Transit Improvements	Transit operational improvements
<b>2020-097</b>	Castle Rock	I25/Crystal Valley New Interchange	Roadway capacity
<b>2022-023</b>	Castle Pines	I25/Happy Canyon Interchange - Precon	Roadway operational improvements
<b>2024-053</b>	Lone Tree	I25/Lincoln Multimodal Connections	Active transportation
<b>2020-062</b>	Lone Tree	I25/Lincoln Traffic and Mobility Improvements	Roadway operational improvements
<b>2022-075</b>	CDOT Region 1	I25/Speer and 23rd Interchange Reconstructions	Roadway reconstruction
<b>2020-068</b>	CDOT Region 1	I270 Corridor Improvements: I70 to I25	Roadway operational improvements
<b>2022-020</b>	CDOT Region 1	I70 Floyd Hill Improvements: JC65 to Genesee Park	Roadway operational improvements
<b>2020-098</b>	CDOT Region 1	I70 Region 1 Noise Walls	Other
<b>2024-084</b>	CDOT Region 1	I70 Resurfacing: Chief Hosa to W Colfax	Roadway reconstruction
<b>2020-099</b>	CDOT Region 1	I70 West Metro Bridges: I25 to C470	Roadway - bridge
<b>2020-053</b>	Bennett	I70/CO79 Eastbound Ramp Improvements	Roadway operational improvements
<b>2020-091</b>	Aurora	I70/Picadilly New Interchange	Roadway capacity
<b>2020-050</b>	Broomfield	Industrial and Nickel/Commerce Intersection Operational Improvements	Roadway operational improvements
<b>2020-019</b>	Broomfield	Industrial Ln. Bikeway Phase 2: Bike/Ped Bridge over BNSF to US36/Flatiron Station	Active transportation
<b>2020-066</b>	Jefferson County	JC73: CO74 to Buffalo Park Operational Improvements	Roadway operational improvements
<b>2022-040</b>	Jefferson County	Jefferson County Bicycle Plan Implementation	Active transportation
<b>2024-075</b>	Jefferson County	Jefferson County Traffic Camera System	Traffic signals/intelligent transportation systems
<b>2024-032</b>	Boulder County	Lafayette to Boulder Protected Bikeway Feasibility Study	Study
<b>2024-106</b>	Golden	Lena Gulch	Other
<b>2022-057</b>	Centennial	Lone Tree Creek Trail Underpass of Arapahoe	Active transportation
<b>2022-032</b>	Lone Tree	Lone Tree Mobility Hub at Sky Ridge Station	Transit operational improvements
<b>2022-065</b>	Longmont	Longmont Main/21st Bike/Ped Improvements - Precon	Active transportation



Project number	Project sponsor	Project name	Project type
<b>2024-091</b>	Longmont	Longmont Microtransit Vehicles	Transit vehicles
<b>2024-074</b>	Longmont	Longmont Smart Signals to Schools	Traffic signals/intelligent transportation systems
<b>2024-073</b>	Louisville	Louisville Signal Technology Upgrade	Traffic signals/intelligent transportation systems
<b>2024-043</b>	Superior	McCaslin Blvd Multiuse Underpass at Rock Creek Pkwy - Precon	Active transportation
<b>2024-014</b>	Adams County	McKay Operational Improvements: 104th to 96th - Precon	Roadway operational improvements
<b>2020-045</b>	RTD	Micro Transit Service & Mobility Options: North I25 Area	Transit service
<b>2024-044</b>	Broomfield	Midway Blvd Multimodal Improvements: Lake Link Trail to Zuni - Precon	Multimodal
<b>2022-084</b>	Littleton	Mineral Multimodal Improvements: Santa Fe to Jackass Hill/Long Ave	Multimodal
<b>2022-033</b>	Littleton	Mineral Station Area Multimodal Improvements	Active transportation
<b>2020-060</b>	Littleton	Mineral/Santa Fe Operational Improvements	Roadway operational improvements
<b>2024-117</b>	DRCOG	Mobility Needs Assessment Framework for the Boulder County Housing Authority	Study
<b>2024-113</b>	DRCOG	Near Miss Analytics	Study
<b>2020-010</b>	Aurora	Nine Mile Station Bicycle and Pedestrian Bridge over Parker Rd.	Active transportation
<b>2024-056</b>	Denver	North Central Denver Community Multimodal Improvements	Active transportation
<b>2020-012</b>	Englewood	Oxford Station Pedestrian Bridge: Over Oxford Ave	Active transportation
<b>2016-058</b>	Regional Air Quality Council	Ozone State Implementation Plan (SIP) Modeling	Air quality improvement projects
<b>2024-114</b>	DRCOG	Parker Mobility on Demand and Microtransit Feasibility Study	Study
<b>2020-070</b>	Arapahoe County	Parker Rd Multimodal Transportation and Safety Study: Mississippi to Hampden	Study
<b>2022-072</b>	Parker	Parker Rd Multi-Use Path East Side Gaps: Pine to Stroh	Active transportation

Project number	Project sponsor	Project name	Project type
<b>2020-063</b>	Parker	Parker Rd Operational Improvements: Lincoln to Pine	Roadway operational improvements
<b>2024-052</b>	Parker	Parker Rd/Mainstreet Operational Improvements - Precon	Roadway operational improvements
<b>2020-056</b>	Aurora	Parker/Quincy/Smoky Hill Intersection Operational Improvements	Roadway operational improvements
<b>2024-060</b>	Golden	Peaks to Plains Trail - Downtown Golden	Active transportation
<b>2020-002</b>	Jefferson County	Peaks to Plains Trail: CO6 from Tunnel 1 to Big Easy Trailhead	Active transportation
<b>2024-089</b>	DRCOG	Pecos Street Corridor Study	Study
<b>2024-057</b>	Denver	Peña Capacity Improvements: I70 to E470 - Precon	Roadway capacity
<b>2024-001</b>	Aurora	Peoria St Bridge Replacement: Over Sand Creek - Precon	Roadway - bridge
<b>2024-063</b>	CDOT Region 1	R1 Safe Wildlife Crossings Pool	Safety
<b>2018-001</b>	CDOT Region 1	Region 1 ADA Projects	Roadway operational improvements
<b>2007-079</b>	CDOT Region 1	Region 1 Bridge Off-System Pool	Roadway - bridge
<b>2007-078</b>	CDOT Region 1	Region 1 Bridge On-System Pool	Roadway - bridge
<b>2022-028</b>	CDOT Region 1	Region 1 Congressionally Directed Funding Pool	Other
<b>2008-103</b>	CDOT Region 1	Region 1 FASTER Bridge and Tunnel Enterprise Pool	Roadway - bridge
<b>2008-076</b>	CDOT Region 1	Region 1 FASTER Pool	Safety
<b>2007-073</b>	CDOT Region 1	Region 1 Hazard Elimination Pool	Safety
<b>2007-074</b>	CDOT Region 1	Region 1 Hot Spot Pool	Safety
<b>2016-056</b>	CDOT Region 1	Region 1 ITS Pool	Traffic signals/intelligent transportation systems
<b>2020-100</b>	CDOT Region 1	Region 1 Mobility Hub Pool	Multimodal
<b>2018-011</b>	CDOT Region 1	Region 1 Permanent Water Quality Pool	Other
<b>2022-016</b>	CDOT Region 1	Region 1 Revitalizing Main Streets Pool	Roadway operational improvements
<b>2016-057</b>	CDOT Region 1	Region 1 RPP Pool	Other
<b>2007-096</b>	CDOT Region 1	Region 1 Surface Treatment Pool	Roadway reconstruction
<b>2007-075</b>	CDOT Region 1	Region 1 Traffic Signal Pool	Safety
<b>2018-002</b>	CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	Active transportation

Project number	Project sponsor	Project name	Project type
<b>2022-079</b>	CDOT Region 1	Region 1 Vision Zero Pool	Safety
<b>2018-003</b>	CDOT Region 4	Region 4 ADA Projects	Roadway operational improvements
<b>2008-028</b>	CDOT Region 4	Region 4 Bridge Off-System Pool	Roadway - bridge
<b>2007-133</b>	CDOT Region 4	Region 4 Bridge On-System Pool	Roadway - bridge
<b>2024-090</b>	CDOT Region 4	Region 4 Congressionally Directed Funding Pool	Other
<b>2008-077</b>	CDOT Region 4	Region 4 FASTER Pool	Safety
<b>2007-094</b>	CDOT Region 4	Region 4 Hazard Elimination Pool	Safety
<b>2007-092</b>	CDOT Region 4	Region 4 Hot Spot Pool	Safety
<b>2012-121</b>	CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	Roadway operational improvements
<b>2022-077</b>	CDOT Region 4	Region 4 Revitalizing Main Streets Pool	Multimodal
<b>2007-095</b>	CDOT Region 4	Region 4 Surface Treatment Pool	Roadway reconstruction
<b>2007-091</b>	CDOT Region 4	Region 4 Traffic Signal Pool	Safety
<b>1999-097</b>	DRCOG	Regional TDM Set-Aside: TMA Partnerships	Air quality improvement projects
<b>2016-004</b>	DRCOG	Regional Transportation Operations and Technology Set-Aside	Traffic signals/intelligent transportation systems
<b>2024-098</b>	Denver	Reunited Denver Project: Globeville Elyria-Swansea	Multimodal
<b>2012-108</b>	RTD	RTD Capital Improvements: Bus and Facilities Funding	Transit vehicles
<b>1997-084</b>	RTD	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	Transit vehicles
<b>2024-034</b>	Boulder County	S Boulder Rd BRT Study: Broadway/Table Mesa to CO7/119th	Study
<b>2022-071</b>	Lone Tree	S Havana Bikeway: RidgeGate Station to Lone Tree City Limits	Active transportation
<b>2007-144</b>	CDOT	Safe Routes to School Pool	Safety
<b>2024-104</b>	Boulder	Safe Streets for Boulder	Safety
<b>2020-087</b>	CDOT Region 1	Safer Main Streets Pool	Roadway operational improvements
<b>2024-107</b>	Denver	Sanderson Gulch Resiliency	Other
<b>2024-036</b>	Boulder County	SE Boulder County SuperFlex	Transit service
<b>2024-049</b>	Lakewood	Sheridan Blvd Multimodal Path: Jewell to Iowa	Active transportation



Project number	Project sponsor	Project name	Project type
<b>2024-070</b>	DRCOG	Sheridan Corridor Plan: 52nd to Hampden	Study
<b>2022-044</b>	Aurora	Smith Rd Multimodal Improvements: Peoria to Powhatan - Precon	Active transportation
<b>2024-009</b>	Denver	South Platte River Trail Improvements: Bayaud to Phil Milstein Park	Active transportation
<b>2022-037</b>	Denver	South Platte River Trail Improvements: Mississippi to Dartmouth - Precon	Active transportation
<b>2024-058</b>	Denver	South Platte River Trail Improvements: Mississippi to Florida	Active transportation
<b>2022-012</b>	Denver	South Platte River Trail Improvements: West Virginia to W Bayaud	Active transportation
<b>2020-027</b>	Longmont	St Vrain Greenway, Phase 13: CO119 to St Vrain State Park	Active transportation
<b>2022-013</b>	Lyons	St Vrain Trail Extension: CO66 from McConnell to US36	Active transportation
<b>1999-052</b>	RTD	State of Good Repair	Transit operational improvements
<b>2020-094</b>	DRCOG	State Vulnerable and Senior Transportation Funds	Transit passenger facilities
<b>2024-099</b>	Transportation Solutions	Station Outreach for Transit Recovery	Air auality improvement projects
<b>2024-082</b>	Superior	Superior Traffic Safety and Climate Resilience	Traffic signals/intelligent transportation systems
<b>2024-010</b>	Erie	SW Weld County Transit First and Last Mile Study	Study
<b>2024-040</b>	Wheat Ridge	Tabor St Multimodal Improvements: Clear Creek Trail to I70 Frontage Rd N - Precon	Active transportation
<b>2022-050</b>	Thornton	Thornton Multimodal Trail Study and Precon	Active transportation
<b>2024-018</b>	Thornton	Thornton Pkwy Multiuse Path: I25 to Grant	Active transportation
<b>2022-052</b>	Thornton	Thornton Protected Bike Facility Study	Study
<b>2024-081</b>	Thornton	Thornton Travel Time Monitoring Expansion	Traffic signals/intelligent transportation systems

Project number	Project sponsor	Project name	Project type
<b>2018-004</b>	CDOT Division of Transit and Rail	Transit Capital Program (FTA 5339)	Transit vehicles
<b>2018-016</b>	CDOT Division of Transit and Rail	Transit Capital Program (State SB 228)	Transit operational improvements
<b>2016-065</b>	CDOT Division of Transit and Rail	Transit Operating and Capital (FTA 5311)	Transit operational improvements
<b>2024-118</b>	DRCOG	Transit Oriented Communities, Land Use, Housing Type Diversity Analysis and Housing Needs Assessment	Study
<b>2022-081</b>	CDOT Region 4	U85/168th Intersection Improvements	Roadway operational improvements
<b>2024-076</b>	CDOT Region 4	US287 and CO7 Advance Detection Expansion	Traffic signals/intelligent transportation systems
<b>2024-105</b>	CDOT Region 4	US287 Safety Median: Lafayette to Larimer County Line	Safety
<b>2020-037</b>	Golden	US6/Heritage Interchange - Precon	Roadway capacity
<b>2005-072</b>	CDOT Region 1	US6/Wadsworth Interchange Reconstruction	Roadway capacity
<b>2024-101</b>	CDOT Region 1	US85 Steep Slope Repair	Other
<b>2001-154</b>	CDOT Region 1	US85 Widening: Cook Ranch to Meadows	Roadway capacity
<b>2024-067</b>	Smart Commute	Using Data to Optimize FlexRide Services	Air quality improvement projects
<b>2024-100</b>	CDOT Region 1	Vasquez and BNSF Early Warning Detection System	Traffic signals/intelligent transportation systems
<b>2018-009</b>	CDOT Region 1	Vasquez Operational Improvements: 52nd to 64th	Roadway operational improvements
<b>2024-048</b>	Lakewood	W Colfax Safety Improvements: Teller to Sheridan	Active transportation
<b>2022-015</b>	Lakewood	Wadsworth Operational Improvements: Vassar to Woodard	Roadway operational improvements
<b>2016-020</b>	Wheat Ridge	Wadsworth Operations and Widening: 35th to I70	Roadway capacity
<b>2024-047</b>	Lakewood	Wadsworth Path Improvements: Mansfield to Bear Creek	Active transportation
<b>2022-041</b>	Wheat Ridge	Wadsworth Shared-Use Path: 32nd to 35th	Active transportation



Project number	Project sponsor	Project name	Project type
<b>2022-042</b>	Wheat Ridge	Ward Station Multimodal Access Improvements	Active transportation
<b>2022-026</b>	Denver	Washington St Improvements: 47th to 52nd	Multimodal
<b>2012-064</b>	DRCOG	Way to Go: Regional TDM Program	Air quality improvement projects
<b>2024-033</b>	Frederick	WCR13/WCR20 Intersection Operational Improvements	Roadway operational improvements
<b>2024-031</b>	Longmont	WCR26 Multi-Use Trail: Union Reservoir to St Vrain State Park	Active transportation
<b>2024-066</b>	West Corridor	Welcome Kits for Sun Valley Residents	Air quality improvement projects
<b>2018-013</b>	Westminster	Westminster Quiet Zones: BNSF Railway and Lowell, W 72nd, and Bradburn	Safety
<b>2022-051</b>	Thornton	100th Ave Multi-Use Path: Riverdale to Forest Circle	Active transportation
<b>2020-033</b>	Thornton	104th Widening: Colorado to US85 - Precon	Roadway capacity
<b>2020-031</b>	Commerce City	120th/US85 Interchange Improvements - Precon	Roadway capacity
<b>2024-015</b>	Thornton	124th Multimodal Improvements: Claude to Colorado	Active transportation
<b>2024-020</b>	Aurora	13th Ave Multimodal Improvements: Yosemite to High Line Canal Trail - Precon	Active transportation
<b>2024-061</b>	Boulder	28th St Multi-use Path: Fourmile Canyon Creek to Jay	Active transportation
<b>2024-086</b>	DRCOG	303 Artway and Montbello Loop Implementation Plan	Study
<b>2024-026</b>	Boulder	30th St Multimodal Improvements: Colorado to Baseline	Multimodal

**Table 3. 2026-2029 TIP projects designated as regionally significant**

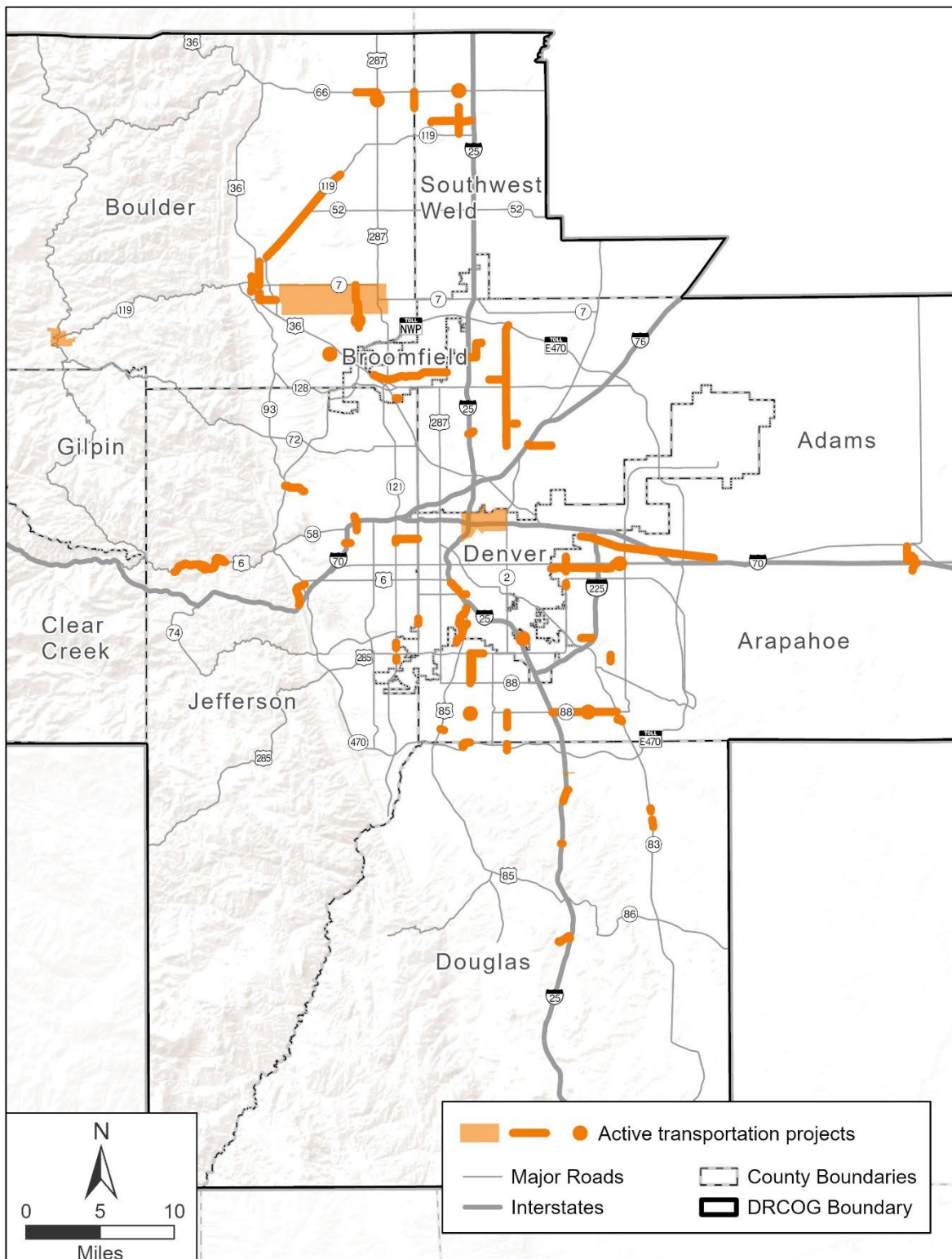
Project number	Project name
<b>2001-154</b>	US85: Cook Ranch to Meadows Widening
<b>2005-072</b>	US6: Wadsworth Interchange Reconstruction
<b>2007-050</b>	FasTracks Northwest Rail Corridor: Downtown Longmont Station
<b>2016-020</b>	Wadsworth Operations and Widening: 35 <sup>th</sup> to I70
<b>2016-021</b>	I25/Broadway Station Interchange Improvements
<b>2020-031</b>	120th/US85 Interchange Improvements - Precon
<b>2020-032</b>	88th Widening: I76 to CO2 - Precon



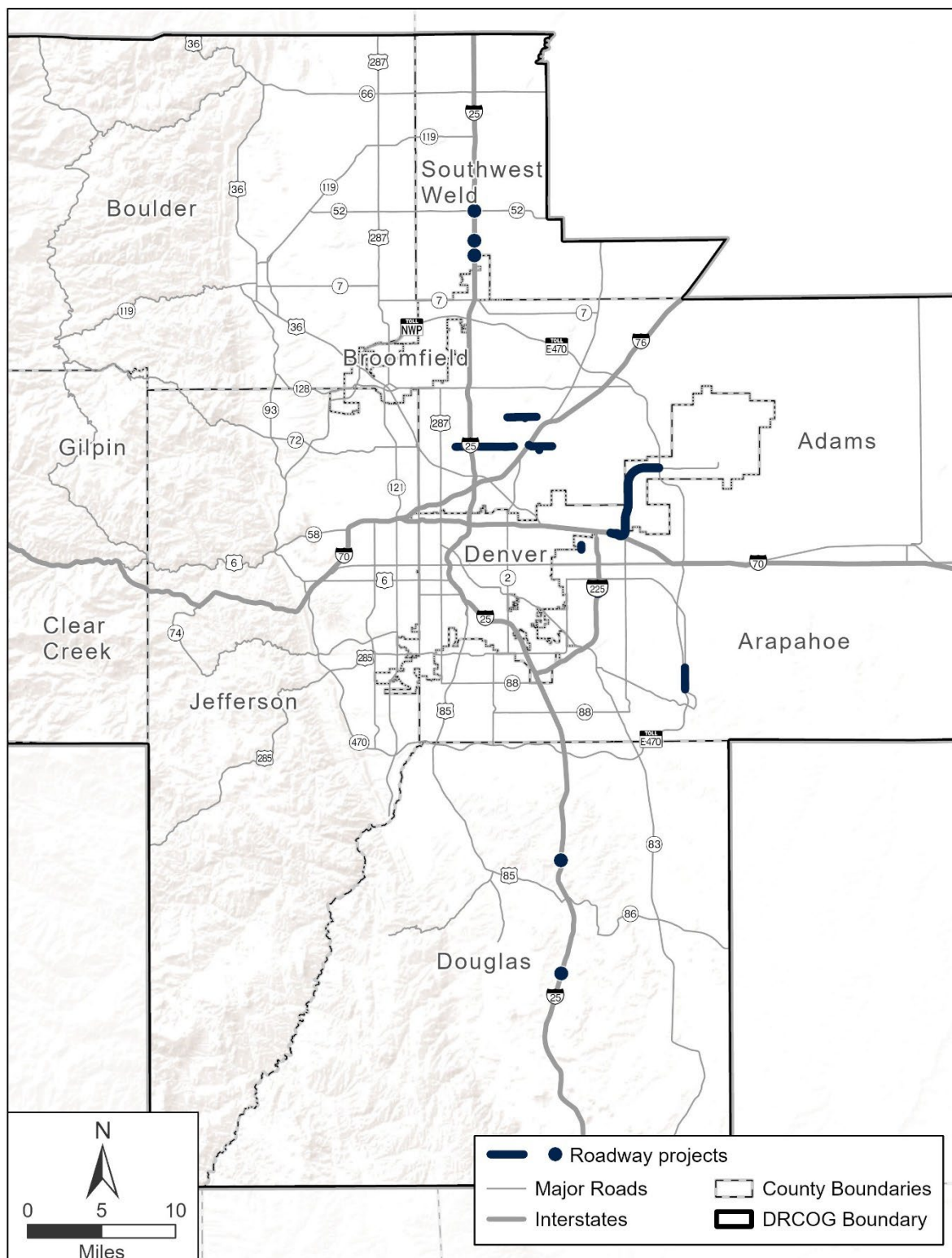
Project number	Project name
<b>2020-033</b>	104th Widening: Colorado to US85 - Precon
<b>2020-035</b>	County Line Capacity Improvements: Broadway to University
<b>2020-037</b>	US6/Heritage Interchange - Precon
<b>2020-091</b>	I70/Picadilly: New Interchange
<b>2022-002</b>	E470 Widening: I70 to 104 <sup>th</sup>
<b>2022-003</b>	E470/I70 Interchange Improvements
<b>2022-004</b>	E470 Widening: 104 <sup>th</sup> to US85
<b>2022-005</b>	E470/88 <sup>th</sup> : New Interchange
<b>2022-031</b>	East Colfax Bus Rapid Transit: Civic Center Station to Yosemite
<b>2022-074</b>	Colorado Boulevard Bus Rapid Transit - Precon
<b>2022-080</b>	I25 Segment 5: CO66 to WCR38
<b>2024-008</b>	Federal Bus Rapid Transit – Englewood Station to Wagon Road Park-n-Ride - Precon
<b>2024-021</b>	Gun Club Multimodal Capacity Improvements: Quincy-Aurora Pkwy – Precon
<b>2024-057</b>	Peña Capacity Improvements: I70 to E470 - Precon



**Figure 2. 2024-2027 TIP active transportation projects (carried forward to 2026-2029 TIP)**

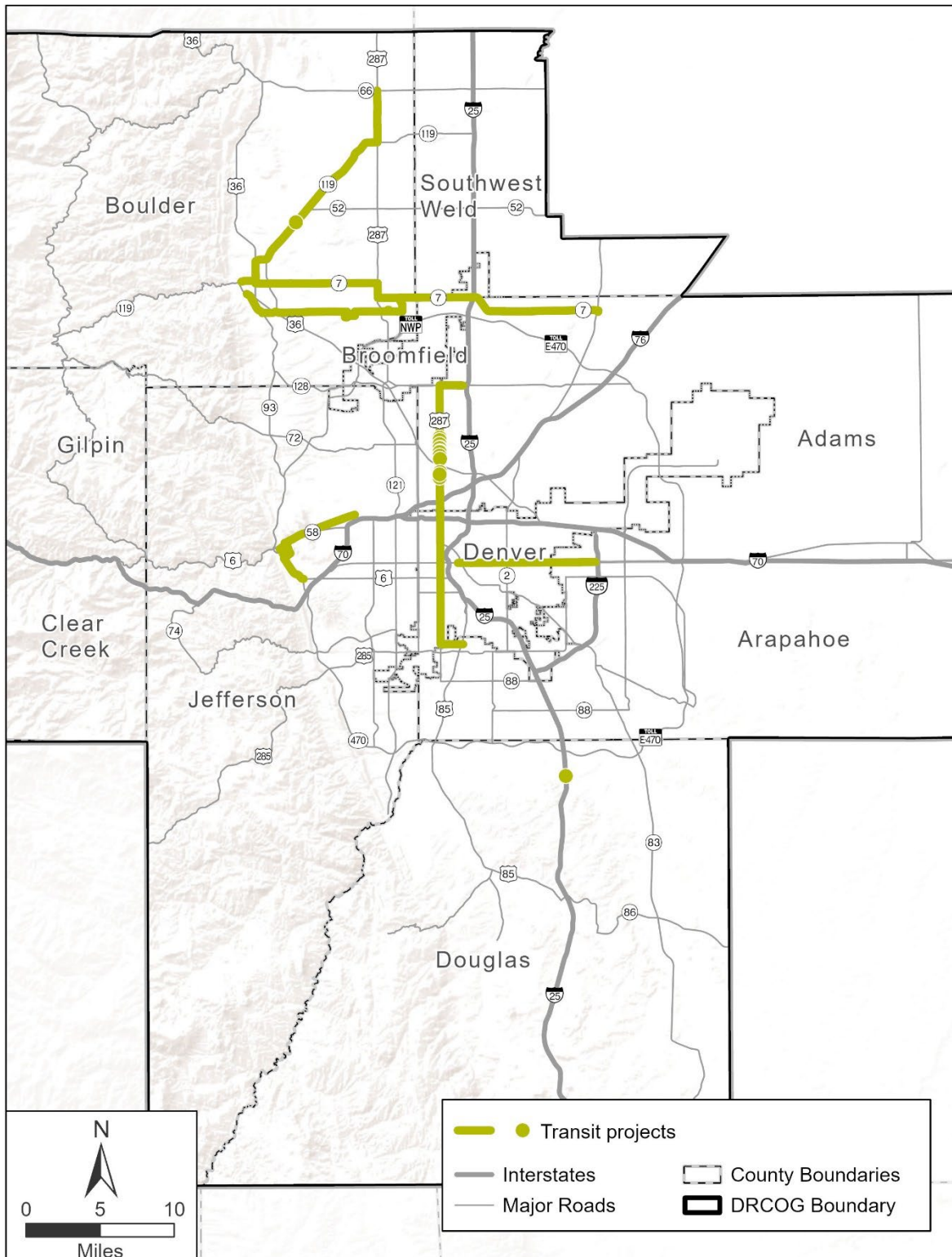


**Figure 3. 2024-2027 TIP roadway projects (carried forward to 2026-2029 TIP)**

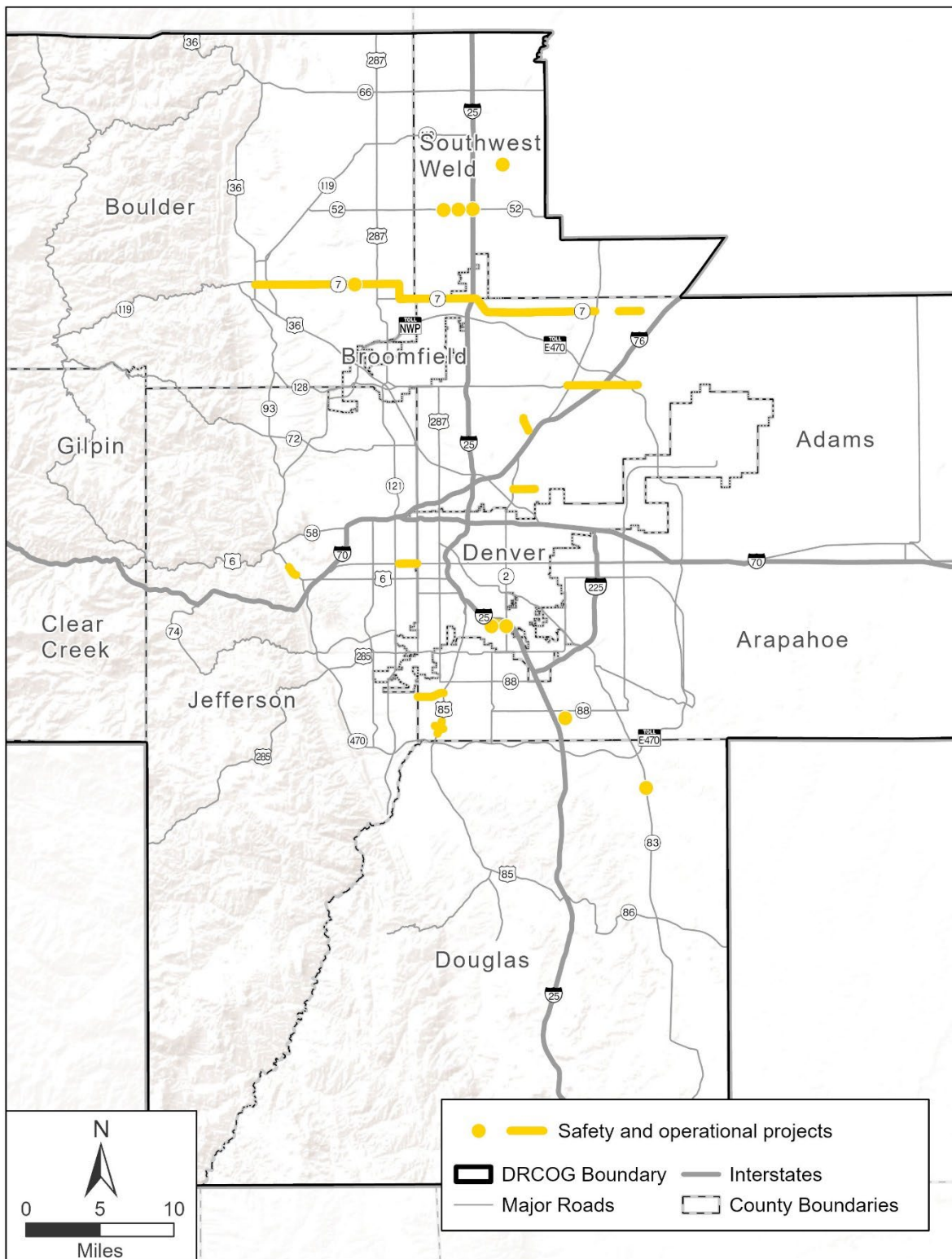




**Figure 4. 2024-2027 TIP transit projects (carried forward to 2026-2029 TIP)**



**Figure 5. 2024-2027 TIP safety and operational projects (carried forward to 2026-2029 TIP)**





## Appendix A – 2026-2029 Transportation Improvement Program financial plan

As summarized in Table 4, the Transportation Improvement Program, or TIP, is financially constrained at adoption, as there are no negative balances on any program areas or funding types. The table compares all known and projected revenues against programmed expenditures for each funding program over the four-year cycle. In some allocation sources, the “Previous TIP rolled” column shows revenues or programmed amounts from the previous four-year cycle to balance out (due to previous year over- or under-programming) a particular program.

DRCOG works cooperatively with the Colorado Department of Transportation, or CDOT, and the Regional Transportation District, or RTD, to determine reasonably expected revenues by funding category and by year for the four years of the TIP. The funds allocated by DRCOG are balanced for each four-year allocation cycle, but not necessarily by individual year, allowing for maximum flexibility for project programming and for project sponsors to complete their projects.

CDOT, RTD and other project sponsors supply project and program expenditures as part of their applications and submittals. DRCOG aligns programmed projects with funding programs based on project eligibility, sponsor requests, local match contribution, and funding availability. For each program, the cumulative four-year difference between estimated revenues and programmed costs is zero or positive, indicating the programmed projects in the 2026-2029 TIP are fiscally constrained.

Table 4 also includes system-level estimates of costs and revenue for adequately operating and maintaining the federal-aid highway and public transportation systems. Operations and maintenance costs for public transportation include a variety of ongoing costs such as staff, fuel and vehicle maintenance. For the federal-aid highway system, operations and maintenance costs include, but are not limited to, surface treatment and structure repair, traffic control operations and snow and ice removal. Table 4 displays operations and maintenance costs in year-of-expenditure dollars derived from the financial analysis contained within the Regional Transportation Plan. The programmatic categories in this table demonstrate that all incoming projected operations and maintenance revenues are used to adequately maintain the system.

**Table 4. Programming in fiscal years 2026-2029**

Funding category	Previous TIP rolled	2026	2027	2028	2029	Total
<b>CDOT (non-transit) programmatic categories</b>						
<b>Americans with Disabilities Act</b>						
Projected revenues	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
Programmed	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0

Funding category	Previous TIP rolled	2026	2027	2028	2029	Total
<b>Bridge On-System</b>						
Projected revenues	\$0	\$10,588,000	\$7,833,000	\$7,833,000	\$7,833,000	\$34,087,000
Programmed	\$0	\$10,588,000	\$7,833,000	\$7,833,000	\$7,833,000	\$34,087,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Congestion Mitigation/Air Quality - CDOT</b>						
Projected revenues	\$0	\$375,000	\$375,000	\$0	\$0	\$750,000
Programmed	\$0	\$375,000	\$375,000	\$0	\$0	\$750,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Statewide Bridge and Tunnel Enterprise</b>						
Projected revenues	\$0	\$103,650,000	\$31,500,000	\$77,850,000	\$20,000,000	\$233,000,000
Programmed	\$0	\$103,650,000	\$31,500,000	\$77,850,000	\$20,000,000	\$233,000,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>FASTER Safety</b>						
Projected revenues	\$0	\$33,480,000	\$28,300,000	\$1,000,000	\$1,000,000	\$63,780,000
Programmed	\$0	\$33,480,000	\$28,300,000	\$1,000,000	\$1,000,000	\$63,780,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Intelligent Transportation Systems</b>						
Projected revenues	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Programmed	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$400,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Legislative</b>						
Projected revenues	\$0	\$77,000,000	\$7,000,000	\$0	\$0	\$84,000,000
Programmed	\$0	\$77,000,000	\$7,000,000	\$0	\$0	\$84,000,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Permanent Water Quality</b>						
Projected revenues	\$0	\$0	\$6,999,000	\$0	\$0	\$6,999,000
Programmed	\$0	\$0	\$6,999,000	\$0	\$0	\$6,999,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Regional Priority Program</b>						
Projected revenues	\$0	\$18,455,000	\$18,466,000	\$17,966,000	\$17,966,000	\$72,853,000
Programmed	\$0	\$18,455,000	\$18,466,000	\$17,966,000	\$17,966,000	\$72,853,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Safety</b>						
Projected revenues	\$0	\$25,973,000	\$28,773,000	\$4,973,000	\$4,973,000	\$64,692,000
Programmed	\$0	\$25,973,000	\$28,773,000	\$4,973,000	\$4,973,000	\$64,692,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Strategic Safety Funds</b>						

Funding category	Previous TIP rolled	2026	2027	2028	2029	Total
Projected revenues	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Programmed	\$0	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Surface Treatment</b>						
Projected revenues	\$0	\$49,187,000	\$46,884,000	\$50,334,000	\$39,224,000	\$185,629,000
Programmed	\$0	\$49,187,000	\$46,884,000	\$50,334,000	\$39,224,000	\$185,629,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Transportation Alternatives (CDOT controlled)</b>						
Projected revenues	\$0	\$5,760,000	\$5,875,200	\$5,992,704	\$6,112,558	\$23,740,462
Programmed	\$0	\$5,760,000	\$0	\$0	\$0	\$5,760,000
Available balance	\$0	\$0	\$5,875,200	\$5,992,704	\$6,112,558	\$17,980,462
<b>CDOT subtotal</b>						
Projected revenues	\$0	\$327,593,000	\$185,130,200	\$169,073,704	\$100,233,558	\$780,030,462
Programmed	\$0	\$327,593,000	\$179,255,000	\$163,081,000	\$94,121,000	\$764,050,000
Available balance	\$0	\$0	\$5,875,200	\$5,992,704	\$6,112,558	\$17,980,462
<b>Federal discretionary allocation sources</b>						
<b>Rebuilding American Infrastructure and Sustainability (RAISE)</b>						
Projected revenues	\$0	\$7,631,000	\$0	\$0	\$0	\$7,631,000
Programmed	\$0	\$7,631,000	\$0	\$0	\$0	\$7,631,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Safe Streets and Roads for All</b>						
Projected revenues	\$0	\$3,600,000	\$8,000,000	\$7,074,000	\$2,358,000	\$21,032,000
Programmed	\$0	\$3,600,000	\$8,000,000	\$7,074,000	\$2,358,000	\$21,032,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Federal discretionary subtotal</b>						
Projected revenues	\$0	\$11,231,000	\$8,000,000	\$7,074,000	\$2,358,000	\$28,663,000
Programmed	\$0	\$11,231,000	\$8,000,000	\$7,074,000	\$2,358,000	\$28,663,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>DRCOG allocation sources</b>						
<b>Carbon Reduction Program</b>						
Projected revenues	\$0	\$5,785,194	\$5,912,469	\$5,971,593	\$6,091,025	\$23,760,281
Programmed	(\$552,337)	\$6,375,000	\$5,875,000	\$0	\$0	\$11,697,663
Available balance	\$552,337	(\$589,806)	\$37,469	\$5,971,593	\$6,091,025	\$12,062,618

Funding category	Previous TIP rolled	2026	2027	2028	2029	Total
<b>Congestion Mitigation/Air Quality</b>						
Projected revenues	\$0	\$36,467,166	\$37,269,444	\$37,642,138	\$38,394,981	\$149,773,729
Programmed	\$876,944	\$35,470,000	\$37,168,000	\$2,000,000	\$2,000,000	\$77,514,944
Available balance	(\$876,944)	\$997,166	\$101,444	\$35,642,138	\$36,394,981	\$72,258,785
<b>Multimodal Transportation and Mitigation Options Fund</b>						
Projected revenues	\$0	\$9,231,333	\$9,757,357	\$9,854,931	\$9,953,480	\$38,797,100
Programmed	\$0	\$10,886,000	\$10,441,000	\$0	\$0	\$21,327,000
Available balance	\$0	(\$1,654,667)	(\$683,643)	\$9,854,931	\$9,953,480	\$17,470,100
<b>Surface Transportation Block Grant</b>						
Projected revenues	\$0	\$41,620,795	\$42,546,598	\$42,919,151	\$43,777,534	\$170,864,078
Programmed	\$6,675,749	\$50,672,000	\$40,506,000	\$5,000,000	\$0	\$102,853,749
Available balance	(\$6,675,749)	(\$9,051,205)	\$2,040,598	\$37,919,151	\$43,777,534	\$68,010,329
<b>Transportation Alternatives</b>						
Projected revenues	\$0	\$5,123,683	\$5,234,458	\$5,347,629	\$5,454,582	\$21,160,352
Programmed	\$0	\$5,379,000	\$4,262,000	\$0	\$0	\$9,641,000
Available balance	\$0	(\$255,317)	\$972,458	\$5,347,629	\$5,454,582	\$11,519,352
<b>DRCOG subtotal</b>						
Projected revenues	\$0	\$98,228,171	\$100,720,326	\$101,735,442	\$103,671,601	\$404,355,540
Programmed	\$7,000,356	\$108,782,000	\$98,252,000	\$7,000,000	\$2,000,000	\$223,034,356
Available balance	(\$7,000,356)	(\$10,553,829)	\$2,468,326	\$94,735,442	\$101,671,601	\$181,321,184
<b>Transit funding categories</b>						
<b>FASTER Transit</b>						
Projected revenues	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
Programmed	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$12,000,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Legislative - Transit</b>						
Projected revenues	\$0	\$10,453,000	\$16,633,000	\$0	\$0	\$27,086,000
Programmed	\$0	\$10,453,000	\$16,633,000	\$0	\$0	\$27,086,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Section 5307 Urbanized Area Formula</b>						
Projected revenues	\$0	\$87,400,000	\$90,000,000	\$92,700,000	\$95,500,000	\$365,600,000
Programmed	\$0	\$87,400,000	\$90,000,000	\$92,700,000	\$95,500,000	\$365,600,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities</b>						
Projected revenues	\$0	\$2,900,000	\$2,900,000	\$2,900,000	\$2,900,000	\$11,600,000

Funding category	Previous TIP rolled	2026	2027	2028	2029	Total
Programmed	\$0	\$2,900,000	\$2,900,000	\$2,900,000	\$2,900,000	\$11,600,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Section 5311 Rural Areas Formula</b>						
Projected revenues	\$0	\$800,000	\$800,000	\$830,000	\$830,000	\$3,260,000
Programmed	\$0	\$800,000	\$800,000	\$830,000	\$830,000	\$3,260,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Section 5337 State of Good Repair</b>						
Projected revenues	\$0	\$28,900,000	\$29,800,000	\$30,694,000	\$31,615,000	\$121,009,000
Programmed	\$0	\$28,900,000	\$29,800,000	\$30,694,000	\$31,615,000	\$121,009,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Section 5339 Buses and Bus Facilities</b>						
Projected revenues	\$0	\$7,140,000	\$7,360,000	\$7,581,000	\$7,808,000	\$29,889,000
Programmed	\$0	\$7,140,000	\$7,360,000	\$7,581,000	\$7,808,000	\$29,889,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>RTD Funds Only</b>						
Projected revenues	\$0	\$8,050,000	\$0	\$0	\$0	\$8,050,000
Programmed	\$0	\$8,050,000	\$0	\$0	\$0	\$8,050,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Transit subtotal</b>						
Projected revenues	\$0	\$148,643,000	\$150,493,000	\$137,705,000	\$141,653,000	\$578,494,000
Programmed	\$0	\$148,643,000	\$150,493,000	\$137,705,000	\$141,653,000	\$578,494,000
Available balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Local Funds Only</b>						
Projected Revenues	\$0	\$35,000,000	\$51,000,000	\$50,000,000	\$15,000,000	\$151,000,000
Programmed	\$0	\$35,000,000	\$51,000,000	\$50,000,000	\$15,000,000	\$151,000,000
Available Balance	\$0	\$0	\$0	\$0	\$0	\$0
<b>Grand totals</b>						
Projected revenues	\$0	\$620,695,171	\$493,143,526	\$465,588,146	\$362,916,159	\$1,942,343,002
Programmed	\$7,000,356	\$631,249,000	\$484,800,000	\$364,860,000	\$255,132,000	\$1,743,041,356
Available balance	(\$7,000,356)	(\$10,553,829)	\$8,343,526	\$100,728,146	\$107,784,159	\$199,301,646
<b>Operations and maintenance - federal-aid highway</b>						
Projected revenues						\$1,331,250,000
Projected cost						\$1,331,250,000
Available balance						\$0
<b>Operations and maintenance - public transportation</b>						

Funding category	Previous TIP rolled	2026	2027	2028	2029	Total
Projected revenues						\$3,338,664,000
Projected cost						\$3,338,664,000
Available balance						\$0





## Appendix B – Major projects in the 2026-2029 Transportation Improvement Program

The implementation status of major projects funded in the previous Transportation Improvement Program, or TIP, is presented in Appendix B. Table 5 shows major projects (cost greater than \$50 million) either under construction or that have been constructed. Table 6 outlines major projects delayed, such that major elements have been moved into the 2026-2029 TIP horizon.

**Table 5. Major projects constructed or under construction before the 2026-2029 TIP**

Project number	Project name
<b>2001-154</b>	US85 Widening: Cook Ranch to Meadows
<b>2005-072</b>	US6/Wadsworth Interchange Reconstruction
<b>2016-020</b>	Wadsworth Operations and Widening: 35th to I70
<b>2016-021</b>	I25/Broadway Station Interchange Improvements
<b>2020-002</b>	Peaks to Plains Trail
<b>2020-081</b>	CO119 Operational Improvements: Boulder to Longmont
<b>2020-091</b>	I70/Picadilly: New Interchange
<b>2020-097</b>	I25/Crystal Valley New Interchange
<b>2022-002</b>	E470 Widening: I70 to 104 <sup>th</sup>
<b>2022-003</b>	E470/I70 Interchange Improvements
<b>2022-004</b>	E470 Widening: 104th to US85
<b>2022-031</b>	East Colfax Bus Rapid Transit: Civic Center Station to Yosemite
<b>2022-074</b>	Colorado Boulevard Bus Rapid Transit - Precon
<b>2022-080</b>	I25 Segment 5: CO66 to WCR38

**Table 6. Major projects delayed; Major elements included in 2026-2029 TIP**

Project number	Project name
<b>2008-103</b>	I25: Speer and 23 <sup>rd</sup> Bridges
<b>2020-068</b>	I270 Corridor Improvements
<b>2024-098</b>	Reunited Denver Project: Globeville Elyria-Swansea
<b>2024-008</b>	Federal Blvd Bus Rapid Transit: Englewood Station to Wagon Road Park-n-Ride

Note: Major projects reported have a total cost greater than \$50 million.



## Appendix C – Project Benefits and Burdens Analysis

### Introduction

DRCOG evaluates its project investments in the TIP through the lens of how they impact all people living in the region, including groups with particular transportation needs or demographic characteristics. The following analysis includes explanations of how DRCOG staff define marginalized communities more broadly, how project investments are evaluated, and the anticipated effects, both positive and negative, of the portfolio of investments on communities living adjacent to project sites.

DRCOG staff originally completed the analysis as part of the 2024-2027 TIP. Because no new calls for projects have occurred and many of the projects selected by DRCOG for funding at that time are still included within the 2026-2029 TIP, the analysis has been carried forward to the current TIP with no substantive change. Portions of the analysis which are no longer relevant have been removed.

#### *Nondiscrimination requirements*

DRCOG strives to improve the quality of life in the Denver region and avoid potential discriminatory impacts of its programs. As such, DRCOG adheres to federal and state nondiscrimination requirements that relate to its role as a metropolitan planning organization, among other functions. At the time of the analysis, the federal and state regulatory framework included:

- Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color or national origin.
- The Older Americans Act of 1965, which requires funding for people with the greatest economic or social need, particularly older adults of color, older adults with low incomes, older adults with limited English proficiency and older adults living in rural areas.
- The Americans with Disabilities Act of 1990, which prohibits discrimination against people with disabilities in all areas of public life.
- Colorado Revised Statutes § 43-1-128, Environmental Impacts of Capacity Projects, which requires the Colorado Department of Transportation, or CDOT, and metropolitan planning organizations to “fully evaluate the potential environmental and health impacts on disproportionately impacted communities” during the planning process.

DRCOG’s [nondiscrimination webpage](#) provides more information on DRCOG’s policies.

### Regional context

#### *DRCOG’s marginalized communities*

DRCOG staff define marginalized communities, or groups of populations experiencing discrimination and exclusion due to historical or current unequal relationships across economic, political, social and cultural dimensions, using 10 indicators:



- People of color.
- People with low incomes.
- People with limited English proficiency.
- People with a disability.
- Housing cost-burdened households.
- Older adults 60 and older.
- Youth 17 and younger.
- Households with no motor vehicle.
- People born outside the U.S.
- Single-parent households.

DRCOG derived the 10 indicator characteristics from federal and state mandates, reviews of national and peer regional demographic analyses and relevant literature, and engagement with community-based organizations in the Denver region. Each of the 10 indicators is included in the DRCOG Marginalized Communities Index.

### ***DRCOG Marginalized Communities Index***

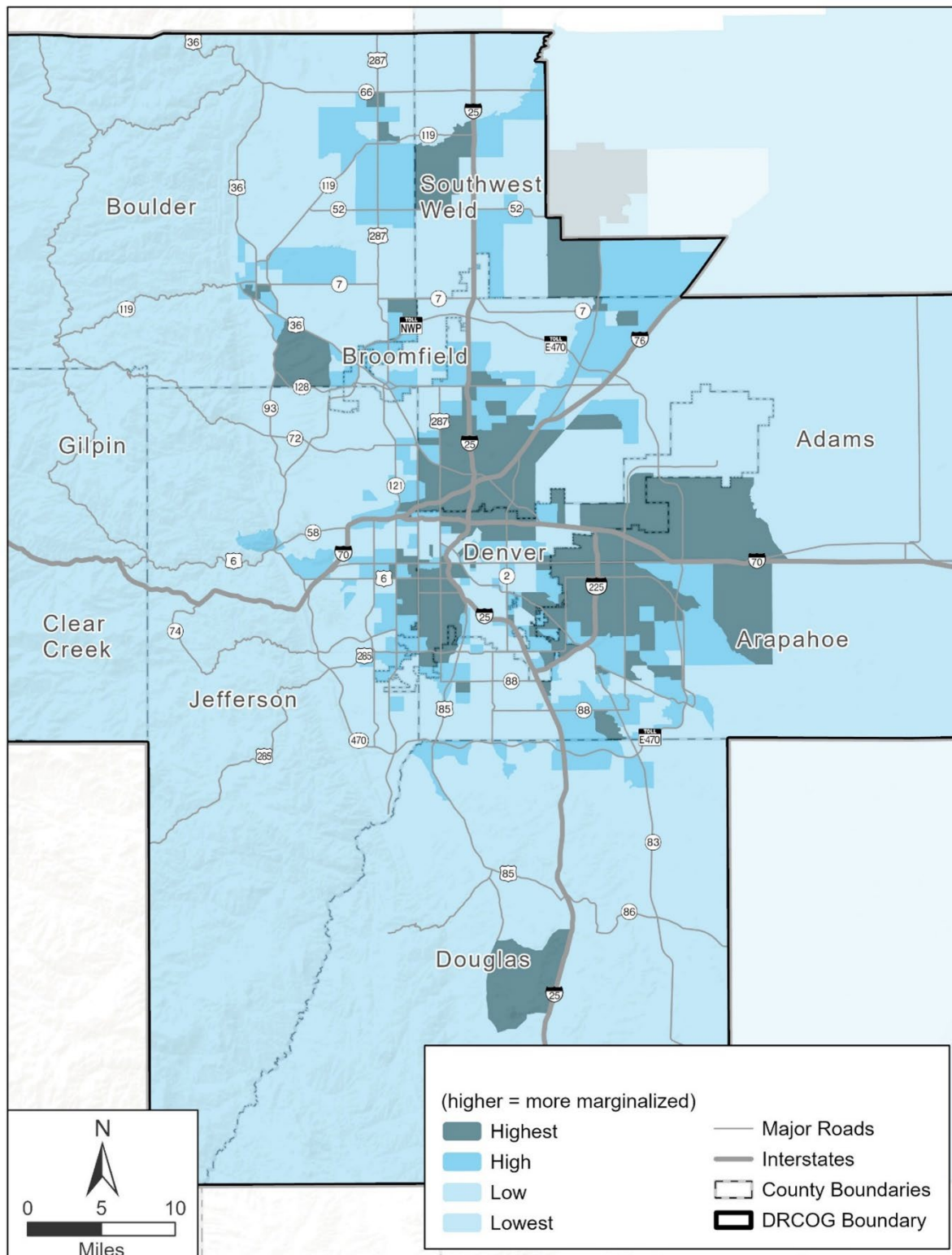
DRCOG developed an index dataset to help better understand the geography of marginalized communities in the Denver region. This index uses each of the 10 populations, characteristics or indicators included in the DRCOG definition of marginalized communities.

The index uses U.S. Census Bureau tract geography. Each tract was assigned a final index score based on the presence of marginalized communities in its population, as detailed in Figure 6. This allows for the simultaneous consideration of multiple indicators and for a measure of magnitude, rather than a binary approach.

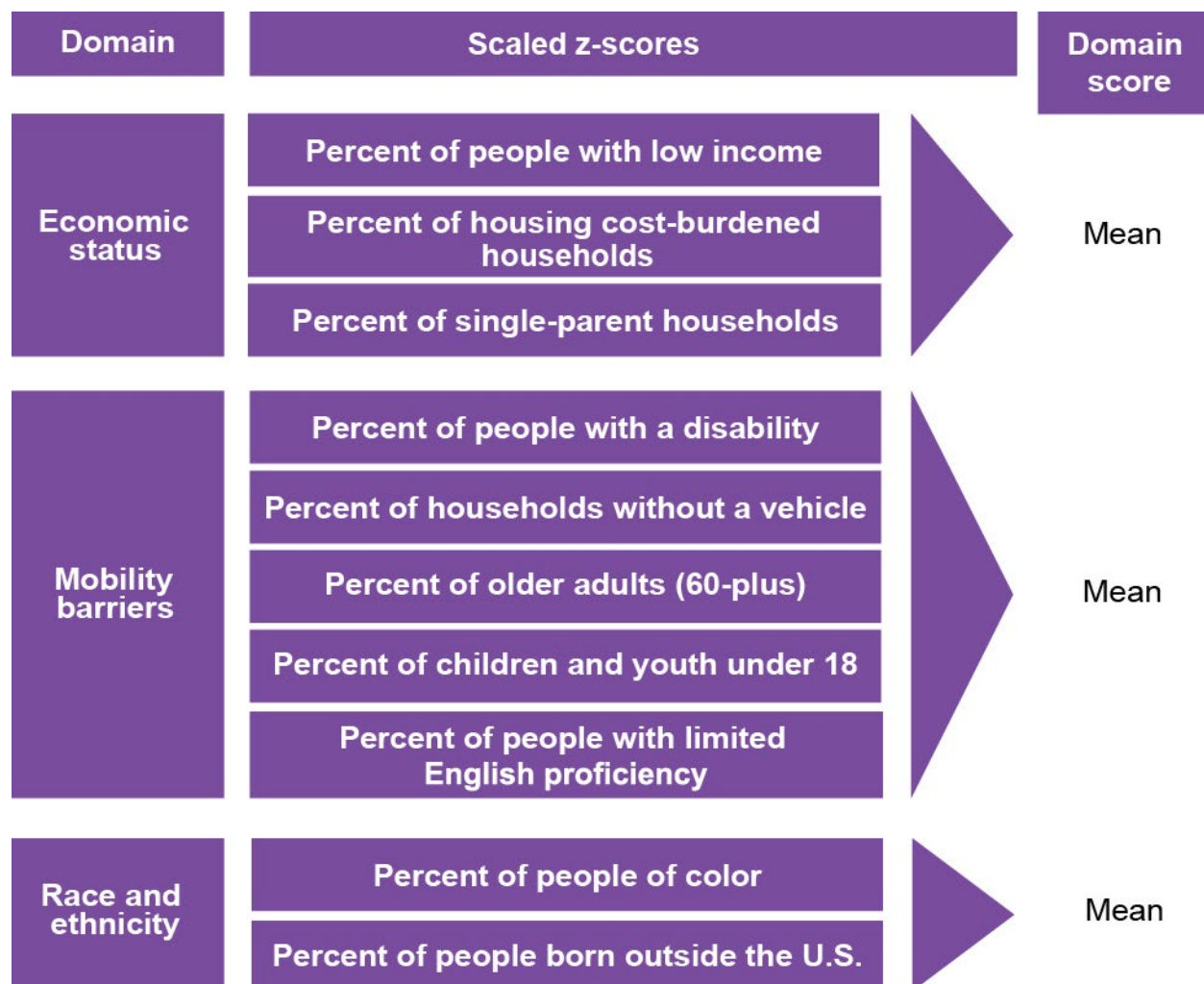
The index also groups indicators into domains based on common themes. The 10 indicators were grouped into the Economic Status, Mobility Barriers, and Race and National Origin domains as explained in Figure 7.



**Figure 6. DRCOG Marginalized Communities Index**



**Figure 7. Structure of the index**

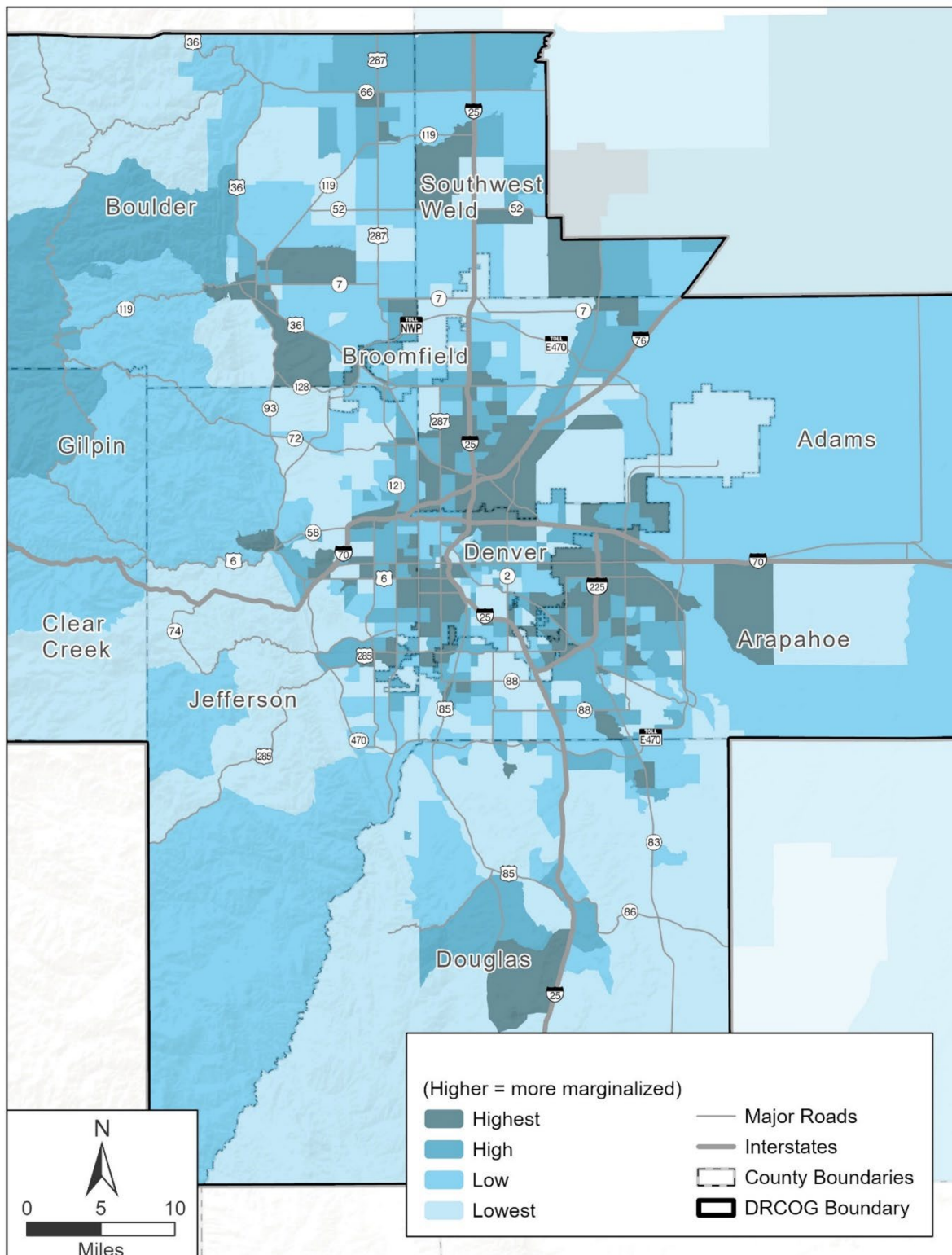


The use of domains helps keep the index balanced and ensures final scores are not overly influenced by a particular factor of marginalization simply because more indicators relate to that factor. The use of domains ensures economic status, race and national origin, and mobility barriers receive equal weight in the calculation process. Figures 8 to 10 illustrate the three domain scores for each tract in the region. More information is available in the [Index Data Guide](#).



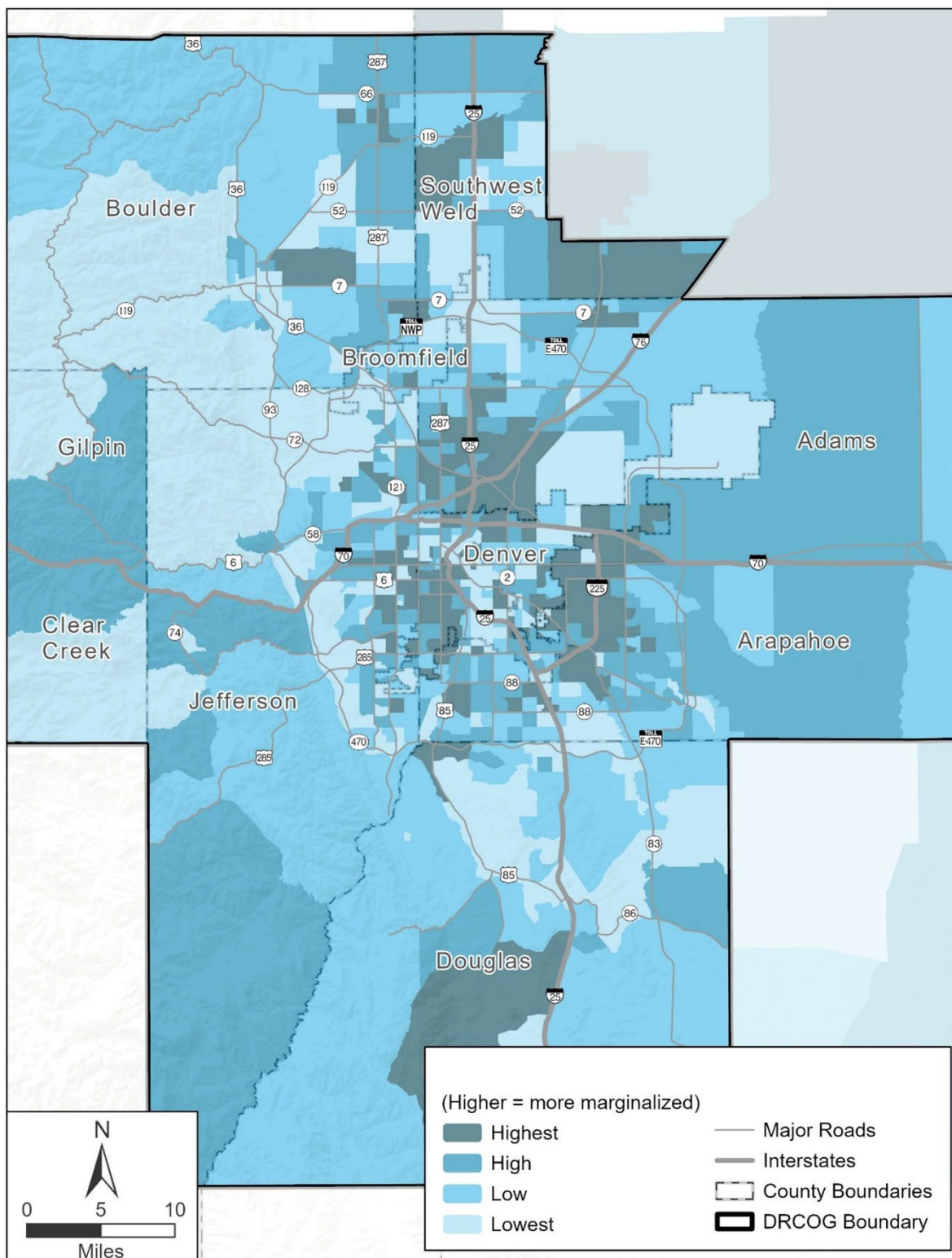


**Figure 8. DRCOG Marginalized Communities Index – Economic Status Domain**

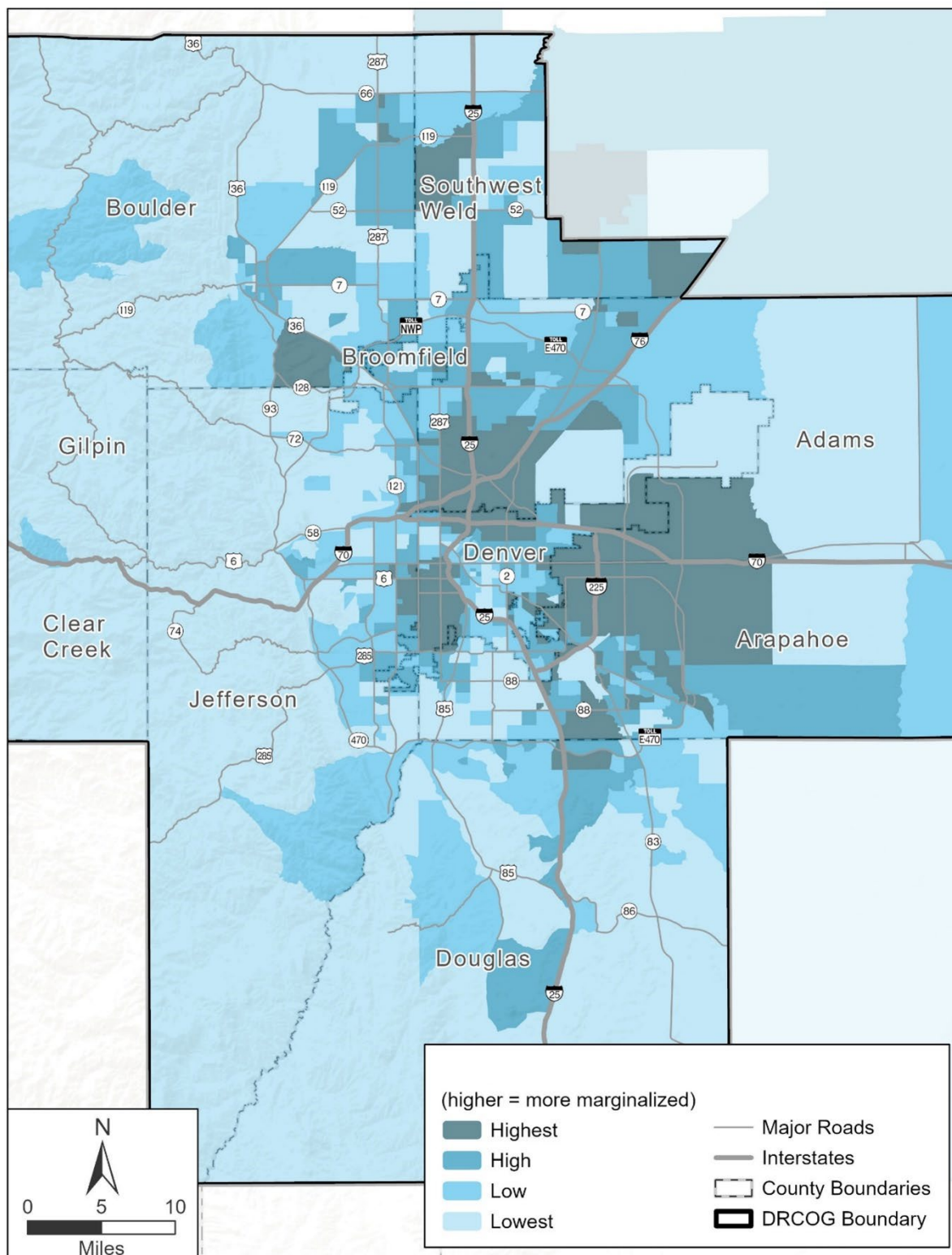




**Figure 9. DRCOG Marginalized Communities Index – Mobility Barriers Domain**



**Figure 10. DRCOG Marginalized Communities Index – Race and National Origin Domain**



### Travel characteristics

DRCOG staff conducted an evaluation of the work travel characteristics of the Denver region's people of color and people with low incomes based on U.S. Census Bureau American Community Survey data, as detailed in tables 7 and 8. By analyzing how people with various demographic characteristics move through the region, staff form a sense of the relative impact of a type of project investment on a given group. For instance, if people of color take transit at a disproportionately higher rate than white people, it is likely people of color will benefit from transit investments in their communities to a greater extent than white residents. Staff used a federal poverty threshold of 150%, rather than DRCOG's standard 200%, due to the limited availability of data from the American Community Survey. However, the results still provide a compelling view of the effect of income on travel characteristics. The "Other" category includes walking, biking, taxi, motorcycle and other means.

**Table 7. Means of transportation to work by race or ethnicity**

Race or ethnicity	Drove alone	Carpooled	Transit	Worked at home	Other
White	68.7%	5.4%	2.9%	18.4%	4.7%
People of color	68.8%	11.6%	4.6%	10.9%	4.1%

Derived from American Community Survey 2017-2021 five-year data, excluding Southwest Weld County

**Table 8. Means of transportation to work by worker earnings**

Income Level	Drove Alone	Carpooled	Transit	Worked at Home	Other
At or above 150%	69.8%	7.2%	3.1%	16.0%	4.0%
Below 150%	65.9%	11.2%	6.2%	8.9%	7.8%

Derived from American Community Survey 2017-2021 five-year data, excluding Southwest Weld County

The analysis revealed several key findings:

- Driving alone is the most prevalent travel mode to work for people in the Denver region, regardless of income or race or ethnicity. Nearly 70% of people drive alone to work in the region across all categories, although that number is slightly lower for people with low incomes.
- Carpooling is significantly more common for people of color and people with low incomes versus white people and people with higher incomes. People of color carpool at more than double the rate of white people in the Denver region.
- A larger share of people of color and people with low incomes take transit to work versus white people and people with higher incomes. The proportion of people with low incomes taking transit is double that of people with higher incomes.
- People with higher incomes and white people were significantly more likely to work from home than people of color or people with low incomes.



- People with low incomes take other means (such as biking, walking, taxi, or motorcycle) at nearly double the rate of people with higher incomes.

According to the 2017-2021 American Community Survey five-year data, more than 70,000 households throughout the Denver region did not have an automobile available, whether by choice or circumstance. To ensure that residents of these households can travel to work, school or medical care, travel options such as public transit, sidewalks and bicycle facilities should be provided.

### ***Transit accessibility***

Table 9 compares the percentage of the population in the 2020 and 2050 fiscally constrained transportation networks from the DRCOG 2050 Metro Vision Regional Transportation Plan, or RTP, that meet “good transit-job accessibility” criterion (defined as being able to reach 100,000 jobs within a 45-minute trip) for each network. A 45-minute transit trip represents the average transit trip length in the Denver region. The timeframe includes all time, door to door, associated with the trip. Accordingly, it includes walking time to and from a transit stop, though it does not include drive-access trips (such as driving to a park-and-ride). The RTP demonstrated the share of population within zones with high proportions of people with low incomes and people of color that meet the accessibility criteria in 2020 (74%) and the projected share in 2050 (78%) with the fiscally constrained multimodal transportation projects included in the plan.

Table 9 also indicates that these zones will benefit from the region’s transit investments, as their accessibility share has a similar increase and a higher total by 2050 than the entire region.

**Table 9. Percentage of population with good transit accessibility**

Estimate year	Total population	Population in zones
2020	55.2%	73.7%
2050	59.6%	77.7%

Derived from DRCOG 2050 RTP travel models: 2020 base year, year 2050

### ***Transportation information dissemination***

A key barrier limiting access to transportation for marginalized communities is the lack of information about available transportation options (or how to access such information). The [Denver Regional Mobility and Access Council](#) provides information and referral services about transportation options through a published guide, a mobile phone application, an online resource and a call center. It regularly publishes the [Getting There Guide](#), a resource guide that helps Denver region residents identify a variety of transportation options (available in print and online in English, Spanish, Arabic, Russian, Ukrainian, Dari, Pashto, Swahili and Somali and in an audio format). Also available on its website is an online database called [Transit Options](#) that helps individuals find the most appropriate transportation options for their circumstances. In addition to these two resources, it also operates an information and referral call center





that helps individuals find transportation options and hosts travel trainings to familiarize users with their options.

DRCOG's Area Agency on Aging maintains the [Aging and Disability Resource Center for Colorado](#). The program connects older adults, adults with disabilities, and their caregivers and families with information and services to help them remain in the community of their choice. Aging and Disability Resource Center staff help individuals manage their health issues, remain independent and understand long-term care support and services options, including transportation.

## Demographic and project benefit and burden analysis

The 2024-2027 TIP contains a total of 98 projects selected by DRCOG for funding, excluding those projects unable to be mapped, greater than 20 square miles in area or regional in nature, including transportation demand management marketing programs, air quality outreach programs, Way to Go (vanpool and carpool, for example), areawide transit programs (including those for older adults and people with disabilities) and some studies. Many excluded projects may provide significant benefit to marginalized communities, although it is difficult to localize their impacts as part of this analysis.

As detailed in Table 10, the 98 projects included in the 2024-2027 TIP as a whole, and by project type, tend to be located in census tracts with a higher degree of marginalization than the region as a whole (with the exception of safety and operational projects).

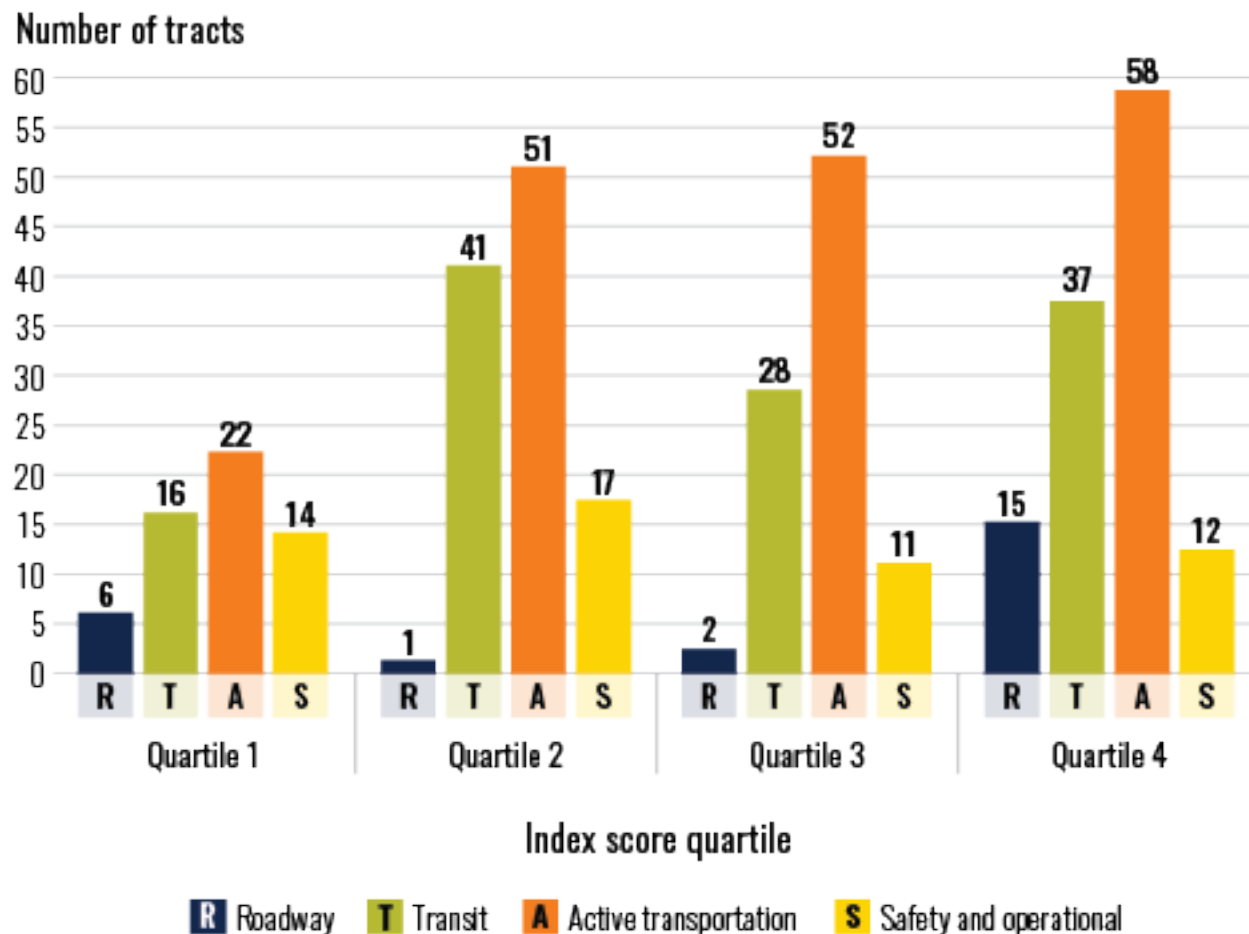
**Table 10. Proximity analysis index scores**

Project type	Mean index score	Median index score
Active transportation	28.7	24.9
Safety and operational	24.9	22.1
Roadway	33.0	38.0
Transit	27.7	23.9
All projects	<b>28.2</b>	<b>24.7</b>
Region	<b>25.7</b>	<b>23.0</b>

The same results hold true when evaluated further by using quartiles to group census tracts. Quartiles divide the census tracts in the region into four groups of equal size based on their index scores, such that the first quartile includes tracts with the lowest 25% of index scores and the fourth quartile includes tracts with the highest 25% of index scores. There are roughly 200 tracts in each quartile throughout the region. Adjacent to project locations, there are 122 tracts in the fourth quartile while only 58 tracts fall in the first quartile, indicating that projects are generally distributed in more marginalized communities, as displayed in Figure 11.



**Figure 11. Project proximity to marginalized communities**



Recognizing that “scores” derived from the index don’t provide qualitative understanding of projects’ potential positive and negative effects on surrounding communities, DRCOG staff worked with community-based organizations to identify a comprehensive list of potential benefits and burdens that could potentially affect surrounding communities because of a project’s implementation, listed in Table 11. DRCOG staff further evaluated project types to determine the magnitude of benefits and burdens and key potential benefits and burdens by project type.

In total, the 98 DRCOG-selected projects included in the 2024-2027 TIP are likely to increase access to essential opportunities and services; increase access to mobility choices; and reduce injuries, fatalities and crashes, especially for marginalized communities.





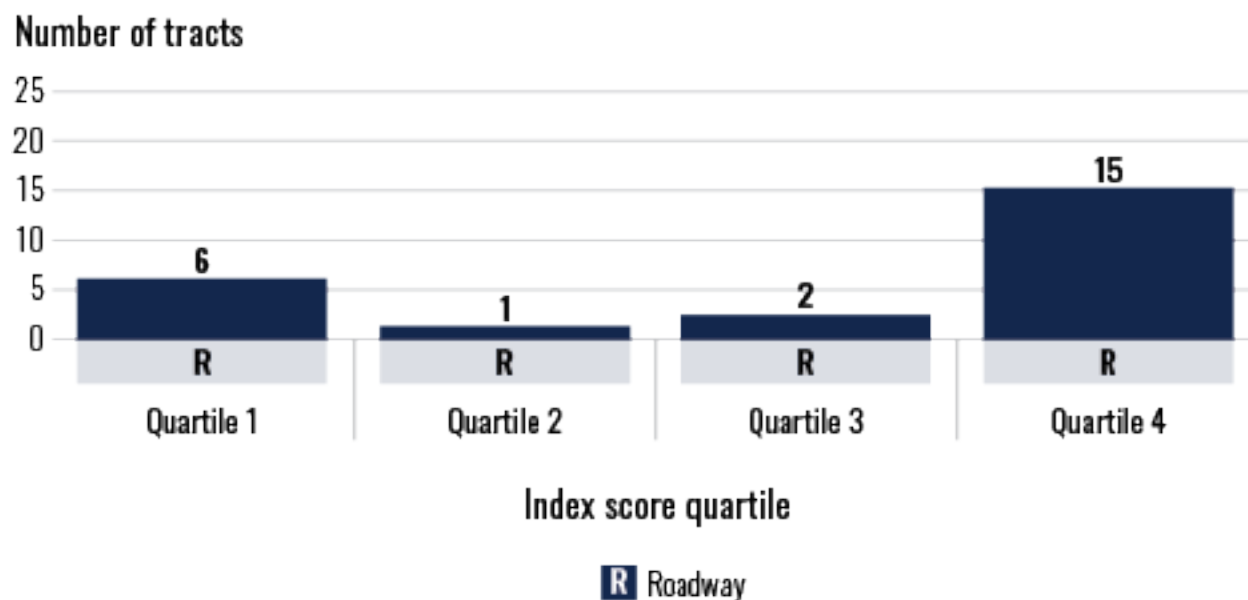
**Table 11. List of benefits and burdens**

Topic	Benefits	Burdens
Access	Increases access to opportunities and services for the communities that allow the community to thrive, often through improved connectivity or the lowering of barriers or expanding service areas; improves education.	Reduces access to opportunities and services through reductions in accessibility, including through the construction of facilities that may divide or disconnect a community.
Mobility	Increases access to high-quality mobility choices through the expansion or improved reliability of transit service, active transportation facilities or travel options; reduces costs; improves education; improves ease and comfort of use.	Creates physical, technological or financial barriers that limit or remove access to mobility choices.
Congestion	Mitigates congestion (often through increased reliability and optimized capacity).	Increases traffic congestion.
Environment and health	Reduces exposure to environmental risk factors or negative health outcomes in communities benefiting from the investment.	Increases the probability of exposure to environmental risk factors and negative health impacts (often as a result of increased emissions, noise, air toxins, particulate matter or other harmful pollutants).
Safety	Reduces injuries, fatalities and crashes in communities benefiting from the investment.	Increases the risk or frequency of injuries, fatalities and crashes due to the project (often the result of higher speeds or traffic volumes).
Resilience	Reduces the risks and effects of natural and human-created hazards on lives, property, equipment and infrastructure.	Increases the risk or frequency of loss of life, trauma or damage to property, equipment or infrastructure by building in a way that does not account for natural and human-created hazards.
Development	Encourages development that meets the needs of current residents and people of all ages, incomes and abilities.	Increases the risk of displacement of residents or businesses, prioritizes the needs of future or new residents, and may result in further concentration of poverty.



## Roadway projects

**Figure 12. Roadway projects' proximity to marginalized communities**

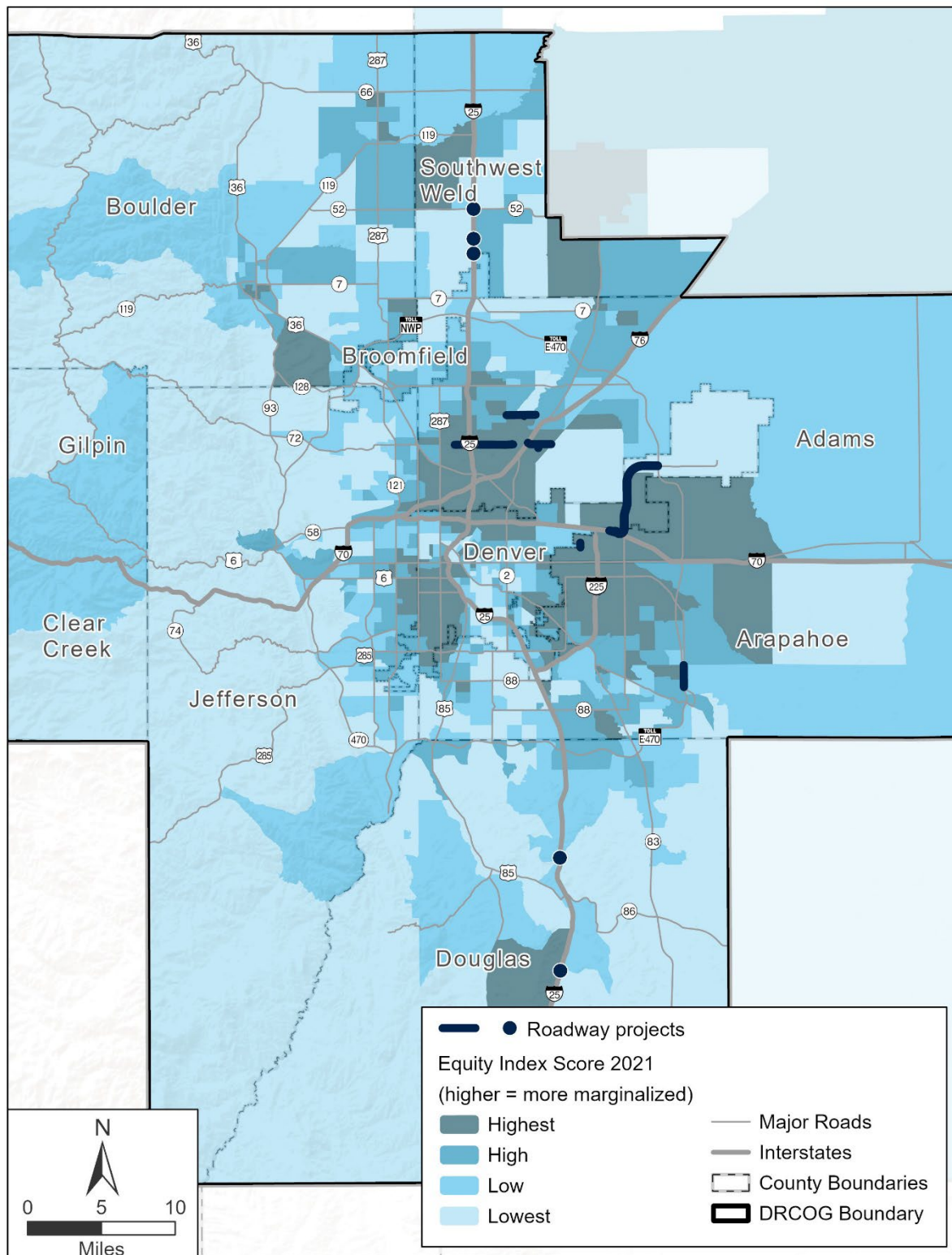


DRCOG and community-based organization feedback identified roadway projects (displayed in dark blue in figures 12 and 13) as likely to provide proportional benefits to and burdens on nearby communities. A key potential benefit of roadway projects is increasing access to essential opportunities and services for the communities that allow the community to thrive, often through improved connectivity or the lowering of barriers. Notable potential burdens include increasing exposure to environmental risk factors or negative health outcomes (often as a result of increased emissions, noise, air toxins, particulate matter or other harmful pollutants).

The 2024-2027 TIP includes 10 roadway projects. While 23 census tracts are located immediately adjacent to these 10 projects, DRCOG's analysis identified 15 as being in the most marginalized quartile. While the investment associated with these projects is primarily geared toward roadway improvements, project sponsors are also strongly encouraged through the project evaluation and selection process to include multimodal improvements that would benefit transit users, people walking and rolling, and people biking. Roadway projects are also important because the majority of residents in the Denver region travel along the region's roadways on a regular basis by car, carpool or bus. Figure 13 compares roadway projects with the index dataset.

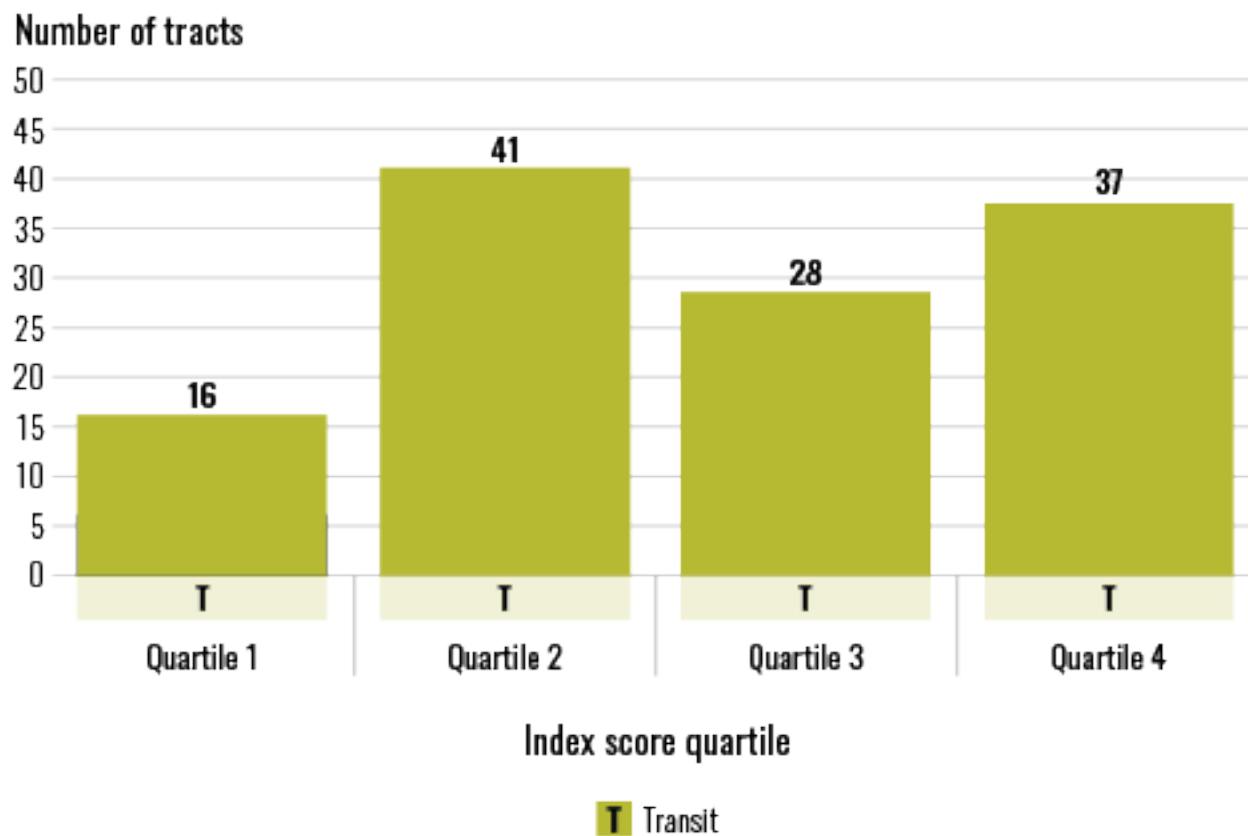


**Figure 13. Roadway projects compared to DRCOG Index**



## Transit projects

Figure 14. Transit projects' proximity to marginalized communities



DRCOG and community-based organization feedback identified transit projects (displayed in green in figures 14 and 15) as likely to provide more benefits to than burdens on nearby communities. Key potential benefits provided by transit projects include increasing access to essential opportunities and services for the communities that allow the community to thrive, often through improved connectivity or expanding service areas; and increasing access to mobility choices through the expansion or improved reliability of transit service, reduced costs, or improved ease and comfort of use.

While transit projects are likely to provide more benefits than burdens, a notable potential burden is increasing the risk of displacement of current residents or businesses or prioritizing the needs of future or new residents which may result in further concentration of poverty.

The 2024-2027 TIP includes 10 transit projects less than 20 square miles in area. The majority of the tracts adjacent to transit projects fall into the third and fourth quartiles, indicating the projects are located in tracts that are more marginalized. Transit projects are likely to provide benefits across a range of communities, especially people taking

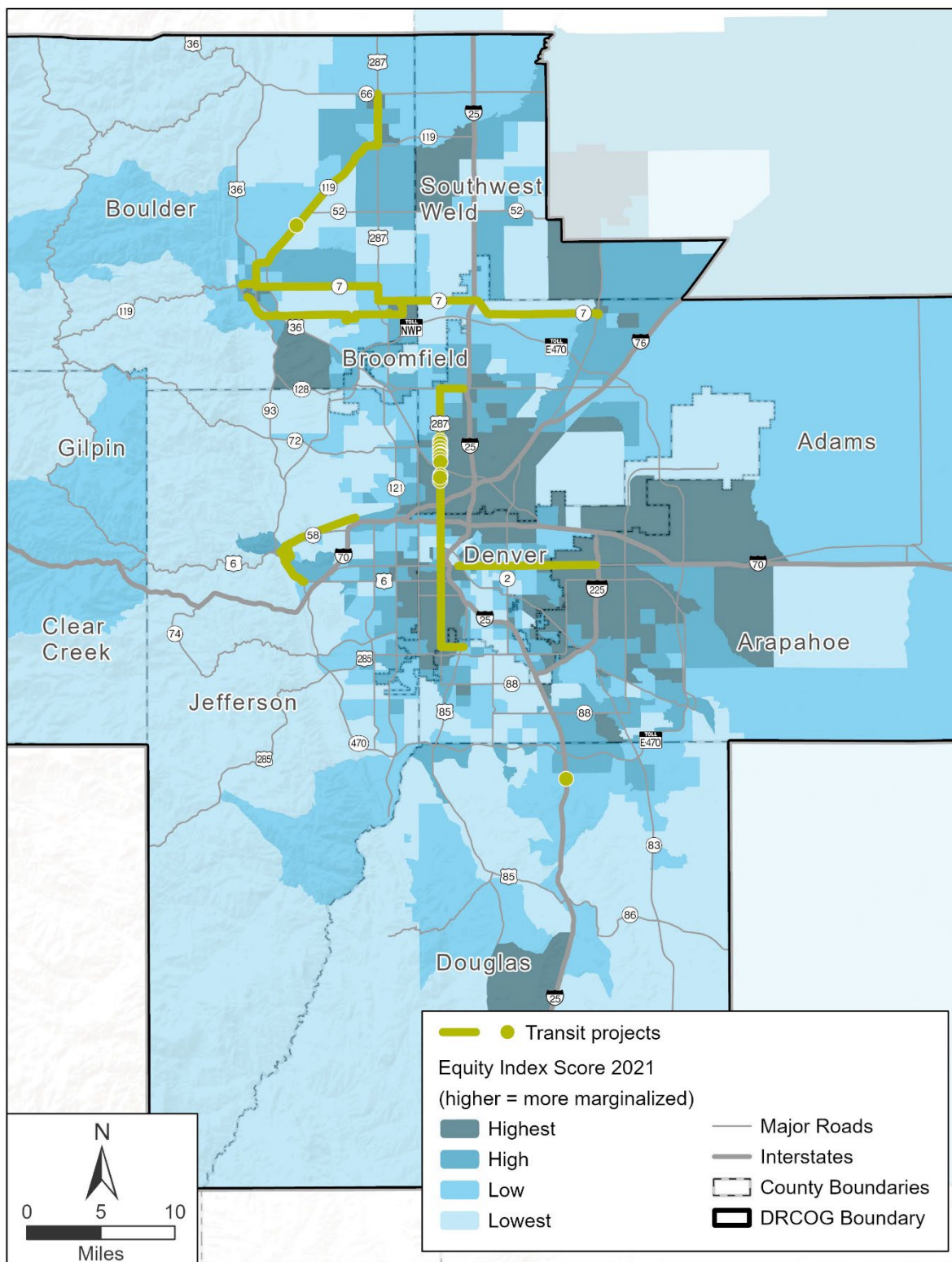


transit, older adults, children, people with a disability and people without access to a car. People of color and people with low incomes are also likely to benefit from transit projects based on their travel characteristics. Figure 15 compares transit projects with the index dataset.





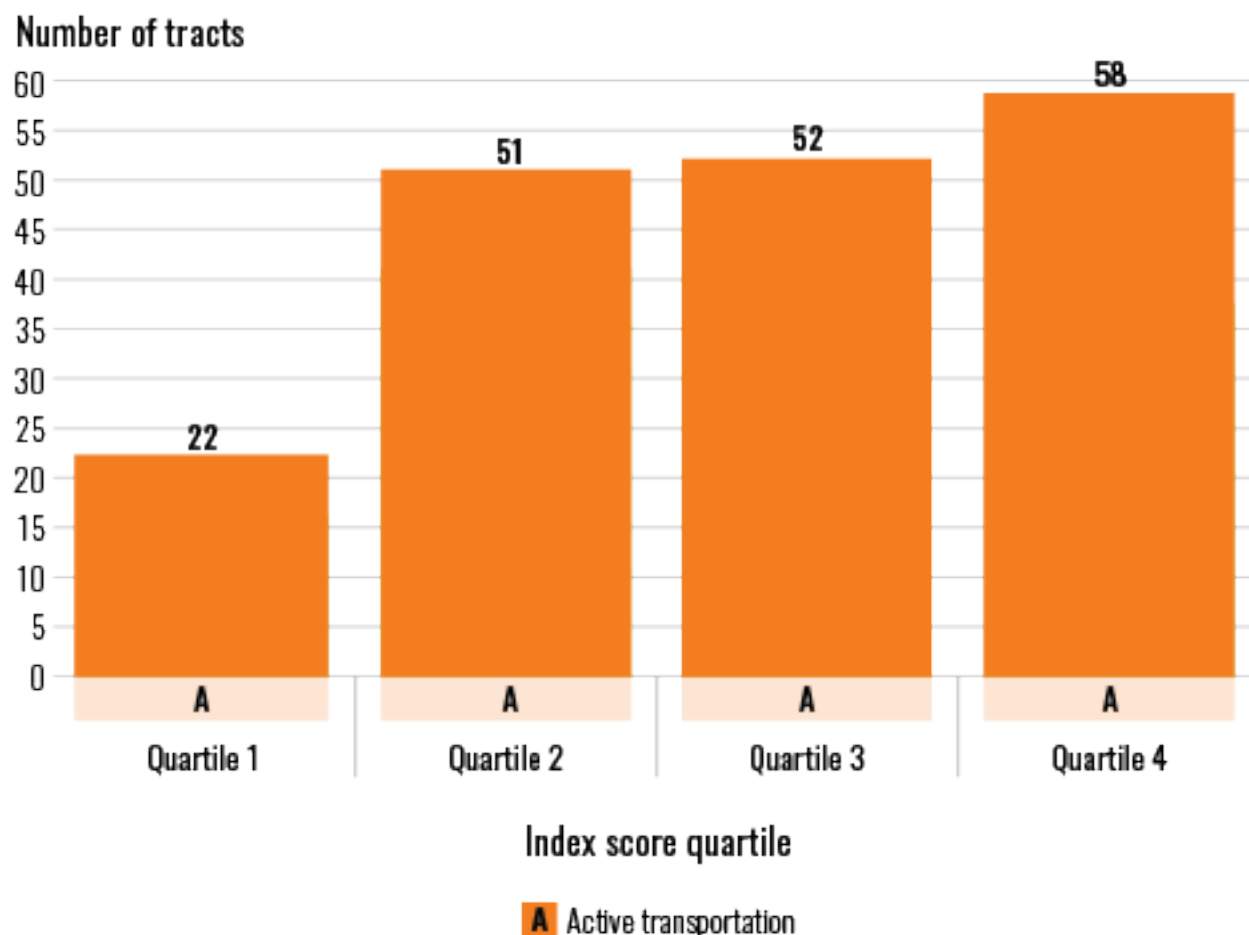
**Figure 15. Transit projects compared to DRCOG Index**





## Active transportation projects

Figure 16. Active transportation projects' proximity to marginalized communities



DRCOG and community-based organization feedback identified active transportation projects (displayed in orange in figures 16 and 17) as likely to provide more benefits to than burdens on nearby communities. Key potential benefits of active transportation projects include increasing access to essential opportunities and services for the communities that allow the community to thrive, often through improved connectivity or the lowering of barriers; and increasing access to mobility choices through the expansion of active transportation facilities or travel options, reduced costs, or improved ease and comfort of use.

While active transportation projects are likely to provide more benefits than burdens, a notable potential burden is increasing the risk of displacement of current residents or businesses or prioritizing the needs of future or new residents which may result in further concentration of poverty.

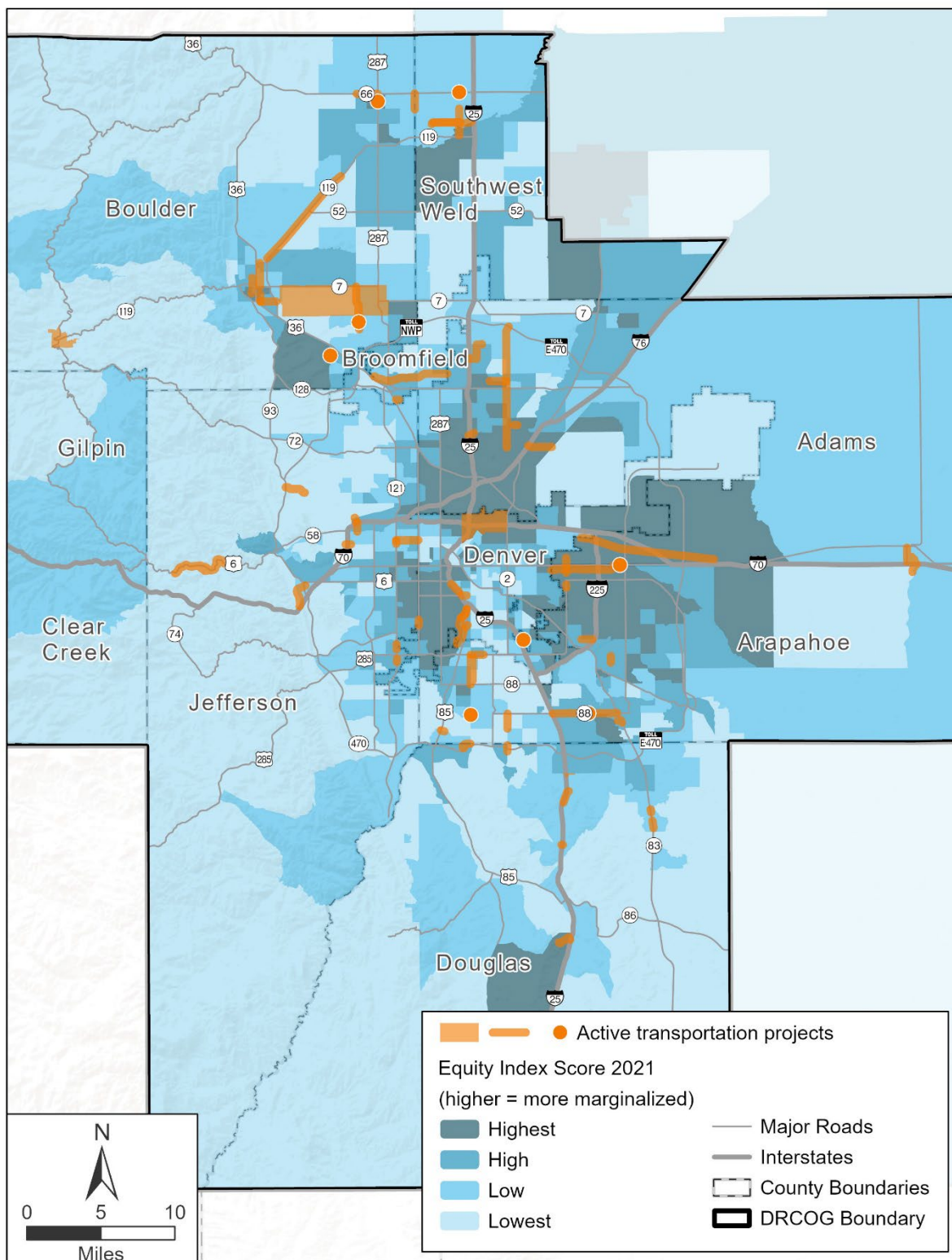
The 2024-2027 TIP includes 62 active transportation projects less than 20 square miles in area. Due to the high number of projects, the number of tracts immediately adjacent



to active transportation projects is 183. As with transit projects, the majority of tracts adjacent to active transportation projects are more marginalized. Active transportation projects are likely to provide benefits across a range of communities, including people walking or rolling, biking, taking transit, older adults, children, people with a disability and people without access to a car. Based on their travel characteristics, people of color and people with low incomes are also likely to experience benefits from active transportation projects. Figure 17 compares active transportation projects with the index dataset.

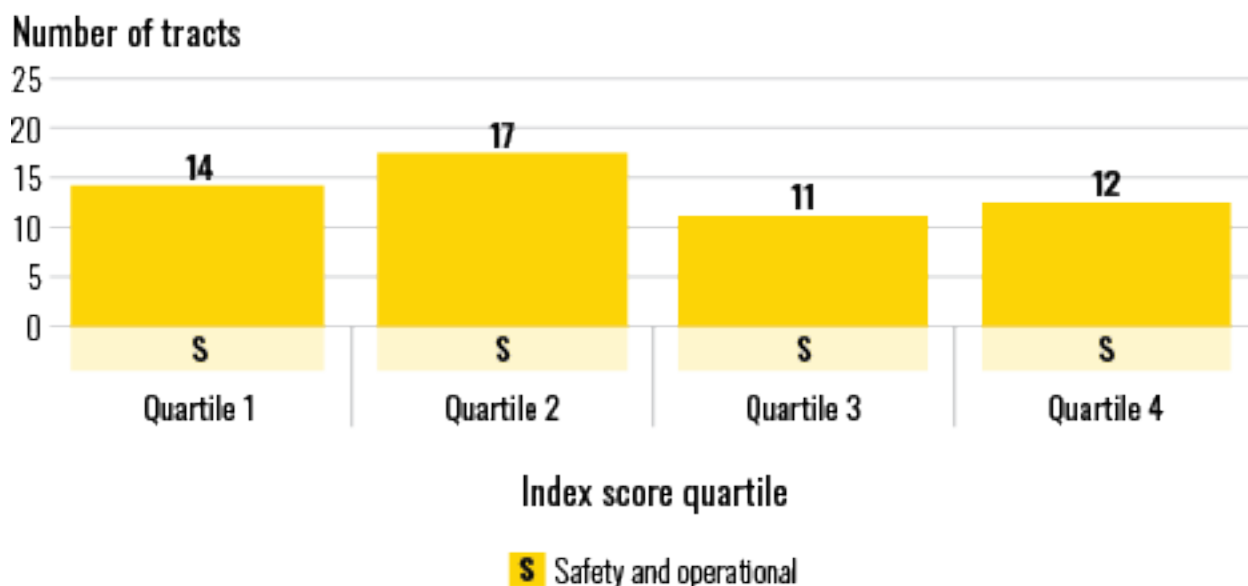


**Figure 17. Active transportation projects compared to DRCOG Index**



### *Safety and operational projects*

**Figure 18. Safety and operational projects' proximity to marginalized communities**



DRCOG and community-based organization feedback identified safety and operational projects (displayed in yellow in figures 18 and 19) as likely to provide more benefits to than burdens on nearby communities. A key potential benefit includes reducing injuries, fatalities and crashes.

While safety and operational projects are likely to provide more benefits than burdens, notable potential burdens include increasing traffic congestion; and increasing the risk of displacement of current residents or businesses or prioritizing the needs of future or new residents which may result in further concentration of poverty.

The 2024-2027 TIP includes 16 safety and operational projects less than 20 square miles in area. There are 54 tracts affected by safety and operational projects, with a slight majority falling into tracts of less marginalization. Safety and operational projects are likely to provide benefits across a range of communities, including people walking or rolling, taking transit, driving, older adults, children, people with a disability and people without access to a car. Based on their travel characteristics, people of color and people with low incomes are also likely to experience benefits. Figure 19 compares safety and operational projects with the index dataset.







## Conclusion

Regional-level analysis indicates DRCOG-funded projects are generally located in more marginalized tracts versus in less marginalization tracts. The majority of census tracts immediately adjacent to projects of each project type are in the top two quartiles of census tracts based on their index scores, with the exception of safety and operational projects. The findings reveal that projects are in areas where they can affect the lives of marginalized communities. Projects offer both benefits and burdens, but through project evaluation and selection, projects with the greatest benefits and minimal burdens should be prioritized for funding. Staff analysis demonstrates that the benefits and burdens are distributed throughout the region, without adversely affecting marginalized communities. Specifically, staff findings suggest that each the following conclusions apply for each project type:

- Roadway projects: the majority of adjacent census tracts are in the most marginalized quartile of the index.
  - Roadway projects are important to increase access but may increase the risk of exposure to environmental risk factors.
- Transit projects: the majority of adjacent census tracts are in the top half of tracts for marginalization.
  - Transit projects are expected to be beneficial to surrounding communities by increasing access and mobility choices but may increase the risk of displacement for surrounding communities.
- Active transportation projects: the majority of adjacent census tracts are in the top half of tracts for marginalization.
  - Active transportation projects are expected to be beneficial to surrounding communities by increasing access and mobility choices but may increase the risk of displacement for surrounding communities.
- Safety and operational projects: nearly half of adjacent census tracts are in the top half of tracts for marginalization.
  - Safety and operational projects are expected to be beneficial to surrounding communities by reducing injuries and fatalities but may increase traffic congestion and increase the risk of displacement for surrounding communities.

All projects selected for funding in the TIP must go through further National Environmental Policy Act environmental analysis and public involvement prior to construction. Final alignments, design attributes, multimodal treatments, and state and federal approvals for projects are finalized during the environmental analysis. The analysis must define mitigation, minimization or abatement strategies that address demographic topics. While the analysis presented in this appendix is inherently limited in scope due to the regional scale of the analysis, the identification of key areas of benefit and concern should help to inform further analysis by local project sponsors.



## Appendix D – Public involvement process

The majority of the public involvement related to projects in the 2026-2029 Transportation Improvement Program, or TIP, took place during the development of the previous TIPs when calls for projects were held. Because the majority of projects selected for funding at that time have now carried over to this TIP, the comments received at that time are relevant to the 2026-2029 TIP as well. Public involvement for any TIP document takes place through five main phases.

- An applicant may solicit public input before their application is submitted during a DRCOG call for projects. The application considers this within project readiness, which includes questions focusing on the applicant's ability to demonstrate the readiness of a project to receive funding, including subsections on avoiding pitfalls and roadblocks, local match availability, and public support.
- After each DRCOG call for projects closes, DRCOG solicits public comment for an approximate two-week period. Staff provide a summary of the comments received to each recommending body to use in their discussion and recommendation process. For the most recent calls for projects during the development of the previous TIP, nearly 2,000 comments were received. These comments can be reviewed at the following links.
  - [2022-2025 Regional Share Call for Projects Comments.](#)
  - [2024-2027 Regional Share Call for Projects Comments.](#)
  - [2022-2025 Subregional Share Call for Projects Comments.](#)
  - [2024-2027 Subregional Share Call for Projects Comments.](#)
  - [2024-2027 TIP Comments.](#)
- Subregional forums solicit public comments, regardless of whether it's during a call for projects or not. Each subregional forum provides public notice for each of its meetings, including throughout the entire TIP development process. In addition, each agenda contains dedicated time for public comment.
- During all DRCOG committee meetings (including the Technical Advisory Committee, Regional Transportation Committee and Board of Directors), each agenda contains dedicated time for public comment.
- A public comment period for this specific TIP was held from February 17 to March 19, 2025, concluding with a public hearing that was conducted on March 19, 2025. Members of the public had the opportunity to testify verbally at the hearing or in writing during the preceding 30-day comment period. In total, one comment was received. This comment can be reviewed at the following link.
  - [2026-2029 TIP Comments.](#)

Notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects requirements of the Federal Transit Administration Section 5307 Program for RTD's Program of Projects (also referred to as RTD's Five-Year Financial Forecast).





## Appendix E – Performance measures

In 2015, the Federal Highway Administration and Federal Transit Administration developed a series of rules to implement performance management requirements established by Moving Ahead for Progress in the 21st Century and reaffirmed in subsequent surface transportation legislation. Under the rules, state departments of transportation, transit agencies and metropolitan planning organizations are required to set targets and report on progress toward achieving targets for several topics in support of a performance-based approach to transportation planning and programming. Performance management increases accountability and transparency in transportation decision making and provides a framework to support improved investment decisions through a focus on data-driven performance outcomes for key national transportation goals.

### Safety

The safety performance measure rules support the Highway Safety Improvement Program, requiring state departments of transportation and metropolitan planning organizations to annually set targets for five safety performance measures. State departments of transportation were first required to set targets by August 31, 2017, and metropolitan planning organizations had the option to support the state targets or establish their own targets within 180 days after.

Regional Objective 5 of Metro Vision (operate, manage and maintain a safe and reliable transportation system) establishes five performance measures to monitor the region's progress toward becoming a connected multimodal region. One measure currently includes a target of having zero annual traffic fatalities by 2040. Additionally, the DRCOG Board of Directors has adopted the [Taking Action on Regional Vision Zero](#) safety action plan to set a goal of zero traffic fatalities and serious injuries. Considering these goals, DRCOG's Board of Directors chose to set its own [safety targets](#) separate from the state targets.

### Pavement and bridge condition

The Federal Highway Administration established guidance for state departments of transportation and metropolitan planning organizations to use in managing pavement and bridge performance on the National Highway System. CDOT was required to establish two- and four-year targets for the full extent of the National Highway System in the state by May 20, 2018. Two-year targets reflect the anticipated performance level at the midpoint of each performance period, while four-year targets reflect it for the end of the performance period. Metropolitan planning organizations had the option of supporting the four-year state target or establishing their own by 180 days after May 20. Beginning August 16, 2020, and every two years thereafter, the Federal Highway Administration determines whether significant progress has been made toward the achievement of each two-year or four-year applicable statewide target. DRCOG's Board

of Directors chose to support the state targets for the [pavement and bridge condition performance measures](#).

## **Travel time reliability and freight reliability**

The travel time reliability measure assesses the reliability of National Highway System roadways. Travel time reliability is defined by the Federal Highway Administration as the percentage of person-miles that are reliable. With freight (truck travel time reliability), reliability is defined as the percentage of truck person miles on interstates only. CDOT is required to establish two- and four-year targets for the interstates, but only a four-year target for the National Highway System. Metropolitan planning organizations are required to either support the state targets or establish their own quantifiable four-year targets within 180 days of the state target establishment. DRCOG's Board of Directors chose to support the state targets for the [travel time reliability and freight reliability performance measures](#).

The Regional Transportation Plan, or RTP, contains a section on freight that informs investment decisions. In addition, DRCOG staff developed a [Regional Multimodal Freight Plan](#), which is derived from CDOT's [Colorado Freight Plan](#). The plan helps the region to move forward with achieving each category targets.

## **Traffic congestion reduction**

The peak hour excessive delay and non-single occupancy vehicle travel measures apply to urbanized areas with National Highway System mileage and with populations greater than 200,000 within metropolitan planning organization boundaries in non-attainment or maintenance for National Ambient Air Quality Standards pollutants. For these measures, DRCOG is required to set unified targets with CDOT.

CDOT leveraged a machine learning model to forecast peak hour excessive delay and worked with DRCOG staff to identify the appropriate target for the Denver-Aurora urbanized area.

In Metro Vision, DRCOG has established a 2040 performance measure target of 35% non-single occupancy vehicle mode share to work. DRCOG worked in conjunction with CDOT to establish a unified target using the future Metro Vision target as a basis for setting the two- and four-year [non-single occupancy vehicle targets](#).

Metro Vision, combined with the Congestion Mitigation/Air Quality funding program, contributes to achieving traffic congestion reduction targets.

## **On-road mobile source emissions reduction**

Emissions reduction measures are based on two- and four-year total emissions reduction benefits reported for each National Ambient Air Quality Standard criteria pollutant and precursor. The rule applies to state departments of transportation and metropolitan planning organizations whose geographic boundaries include any part of a



nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The emissions reduction benefits come from the Congestion Mitigation/Air Quality Public Access System and are reported in kilograms per day. The [Congestion Mitigation/Air Quality Performance Plan](#) documents progress in achieving these [emissions reduction targets](#).

## **Transit asset management**

The transit asset management measures establish a framework for transit agencies to manage their assets, ensuring continued reliability and safety. RTD developed the required [state of good repair targets](#), and DRCOG's Board of Directors has chosen to support its targets.

## **Public transportation agency safety plan**

The Federal Transit Administration requires certain transit agencies to develop safety plans that include the processes to implement Safety Management Systems. RTD has an adopted and certified [Public Transportation Agency Safety Plan](#) including targets for the required measures. DRCOG's Board of Directors has chosen to support its targets.

## **Performance measure targets and TIP impacts**

Staff identify which projects in the TIP help make progress toward achieving the performance targets. Table 12 summarizes the TIP projects and total funding (federal, state and local) dedicated toward achieving each of the federal performance targets in the four years of the TIP, including dedicated funding from DRCOG, CDOT, RTD and local agencies. Note that many projects help to address multiple performance targets and therefore are counted multiple times in Table 12.

The following adopted TIP application criteria are directly or indirectly associated with performance measures:

- How will this project move the region toward achieving the shared regional transportation outcomes established in Metro Vision? (safety, system performance and congestion).
- How does this project help increase mobility choices for people, goods and/or services? (safety, pavement condition, bridge condition, system performance, congestion, emissions, transit asset management and transit safety).
- How does this project help reduce congestion and air pollutants, including but not limited to, carbon monoxide, ground-level ozone precursors, particulate matter and CO<sub>2</sub>e emissions? (system performance, congestion and emissions).
- How does this project improve connections to or expand the region's transit system, as outlined in the 2050 RTP? (congestion, emissions, transit asset management and transit safety).
- How does this project implement safety improvements (including roadway, active transportation facility or others), particularly improvements in line with the





recommendations in Taking Action on Regional Vision Zero? (safety and transit safety).

- How does this project improve the efficient movement of goods, specifically improvements identified in the Regional Multimodal Freight Plan? (system performance and congestion).
- 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? (safety, congestion and emissions).

**Table 12. Performance targets and TIP project impact**

Performance measure	Number of projects	Total 2026-2029 TIP funding
Safety	178	\$978,819,000
Pavement condition	44	\$780,955,000
Bridge condition	22	\$413,942,000
Travel time reliability	78	\$712,866,000
Freight reliability	36	\$539,223,000
Traffic congestion	216	\$1,037,690,000
Emissions	58	\$126,253,000
Transit asset management	46	\$819,226,000
Transit safety	48	\$827,406,000



## Appendix F – Project descriptions

This section provides details of each project proposed for implementation during the 2026-2029 programming timeframe. The descriptions are in order by project number. The upper portion of each description sheet includes the project title, identification numbers, sponsor, project type, project scope and location map, as appropriate. The title is a brief description of the project location. The center of each project description page indicates the anticipated opening date, affected counties and municipalities, performance measures targeted, year of project phase initiation, and funding sources.

The total project funding is the sum of funds previously programmed before fiscal year 2026, funds shown for fiscal years 2026 through 2029, and projected future funding (allocated or unallocated) beyond what is included in the 2026-2029 TIP. The most likely funding source for each project is identified. The bottom of the sheet displays the history of the project (amendments or action to move it from one TIP to another).

Any online TIP document may include the project descriptions as separate links.



## Appendix G – Wait list projects and protocol

**Table 13. Regional Share wait list**

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
N/A	CDOT	Federal BRT: Englewood Station to Wagon Park-n-Ride – Precon (Remaining)	\$3,349,000	4.3	Transit	1
Boulder	Boulder County	CO119/Niwot BRT and Bikeway Improvements (Remaining)	\$10,100,000	3.9	Construction	2
Jefferson County	Jefferson County	Peaks to Plains Trail: Central Clear Creek Canyon Segment (Remaining)	\$1,000,000	3.7	Construction	3
Boulder	Boulder	CO119 BAT Lanes: Boulder and Longmont	\$6,560,000	3.5	Construction	4
Broomfield	Broomfield	CO7 Corridor Multimodal Improvements: Precon (Remaining)	\$8,340,000	3.3	Pre-construction	5
N/A	RTD	New Bus Maintenance Facility Planning Study	\$2,397,000	3.3	Study	6
Arapahoe County	Arapahoe County	High Line Canal Trail Underpass at Quebec	\$11,200,000	3.2	Construction	7
Denver	Denver	South Platte River Trail Improvements: Bayaud to Phil Milstein Park (Remaining)	\$500,000	3.1	Construction	8
Arapahoe County	Arapahoe County	High Line Canal Trail Underpass at Broadway (Remaining)	\$10,437,000	3.0	Construction	9
Jefferson	Wheat Ridge	Ward /BNSF Grade Separation: Precon	\$1,996,000	2.9	Pre-construction	10
Adams	Thornton	104th Capacity Improvements: Colorado to South Platte River (Remaining)	\$14,625,000	2.7	Construction	11

**Table 14. Adams County Forum Subregional Share wait list**

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
No projects are on the Adams County Forum wait list.						

**Table 15. Arapahoe County Forum Subregional Share wait list**

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
Arapahoe	Arapahoe County	High Line Canal Trail Underpass at Broadway (Remaining)	\$10,261,000	3.4	Construction	1
Arapahoe	Arapahoe County	High Line Canal Trail Underpass at Quebec St. – Precon	\$1,720,000	3.5	Pre-construction	2

**Table 16. Boulder County Forum Subregional Share wait list**

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
Boulder	Boulder	30th St. Multimodal Improvements - Colorado to Baseline (Remaining)	\$2,840,000	3.7	Construction	1
Boulder	Longmont	CO119 BAT Lanes: Nelson to Pratt - Precon	\$3,113,000	3.6	Pre-construction	2
Boulder	Boulder	Folsom Multimodal Study: Pine to Colorado (Remaining)	\$200,000	3.5	Study	3
Boulder	Boulder	Colorado Complete Streets Improvements: Folsom to Regent	\$2,160,000	3.4	Construction	4
Boulder	Boulder County	CO119 Bikeway: Foothills to Jay	\$5,992,000	3.4	Construction	5
Boulder	Boulder County	CO119 Bikeway: Airport to Hover	\$7,191,000	3.3	Construction	6
Boulder	Boulder County	Longmont to Boulder (LOBO) Trail - Jay Road Connection Multimodal Improvements	\$1,353,000	3.3	Construction	7

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
Boulder	Longmont	US287/21st Bike/Ped Underpass	\$9,558,000	2.9	Construction	8
Boulder	Louisville	CO42/South St. Bike/Ped Underpass (Remaining)	\$4,190,000	2.9	Construction	9
Boulder	Louisville	Via Appia Way Multimodal Improvements: South Boulder Rd. to McCaslin	\$2,480,000	2.8	Construction	10
Boulder	Boulder County	Southeast Boulder County Superflex Demand Response Transit Service (Remaining)	\$109,000	2.8	Transit	11
Boulder	Boulder County	CO93 Bikeway Feasibility Study: CO170 to Jefferson County Line	\$314,000	2.7	Study	12
Boulder	Superior	McCaslin Multi-Use Underpass north of Rock Creek Pkwy (Remaining)	\$4,294,000	2.6	Construction	13

**Table 17. City and County of Broomfield Forum Subregional Share wait list**

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
Broomfield	Broomfield	CO7 Roadway Improvements: County Line to Sheridan – Precon (Remaining)	\$1,103,000	3.9	Pre-construction	1

**Table 18. City and County of Denver Forum Subregional Share wait list**

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
Denver	Denver	South Platte River Trail Improvements: Mississippi to Florida (Remaining)	\$3,200,000	3.2	Construction	1





Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
Denver	Denver	North Central Community Transportation Network Multimodal Improvements (Remaining)	\$5,463,000	3.1	Construction	2
Denver	Denver	E. Colfax BRT (Remaining)	\$6,553,000	3.3	Construction	3
Denver	CDOT	Federal BRT-Precon	\$1,600,000	4.1	Pre-construction	4
Denver	Denver	Northeast Denver Trails	\$3,840,000	3.3	Construction	5
Denver	Denver	Sheridan Sidewalk: 48th to 52nd	\$5,600,000	3.1	Construction	6
Denver	Denver	15th Multimodal Improvements: Larimer to Central	\$1,040,000	3.1	Construction	7
Denver	Denver	High Line Canal Trail Underpass at Quebec - Precon	\$1,720,000	3.1	Pre-construction	8
Denver	Denver	Broadway Multimodal Improvements: 7th to 16th - Precon	\$2,430,000	2.7	Construction	9

**Table 19. Douglas County Forum Subregional Share wait list**

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
Douglas	Castle Pines	I25/Happy Canyon Interchange – Precon (Remaining)	\$762,000	2.9	Pre-construction	1
Douglas	Lone Tree	I25/Lincoln Bike/Ped Infrastructure Connections (Remaining)	\$93,000	3.3	Construction	2
Douglas	Castle Pines	Monarch Bike Lanes: Winter Berry to City Limits	\$2,100,000	2.8	Construction	3
Douglas	Parker	CO83/Hilltop Operational Improvements	\$1,500,000	2.2	Construction	4
Douglas	Parker	Lincoln/Pine Operational Improvements	\$2,000,000	2.2	Construction	5

**Table 20. Jefferson County Forum Subregional Share wait list**

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
Jefferson	Jefferson County	Peaks to Plains Trail - Central Canyon Segment: Big Easy Recreation Area to Rigor Mortis Rapids (Remaining)	\$1,000,000	2.8	Construction	1
Jefferson	Lakewood	West Colfax Safety Improvements: Teller to Sheridan (Remaining)	\$337,000	2.2	Construction	2
Jefferson	Arvada	64th Multimodal Improvements - East of CO93 to Virgil (Remaining)	\$424,000	1.9	Construction	3
Jefferson	Wheat Ridge	Youngfield Multimodal Improvements: 38th to 44th	\$7,190,000	2.0	Construction	4
Jefferson	Lakewood	Morrison Rd. Path	\$2,872,000	1.9	Construction	5
Jefferson	Golden	44th Reconstruction: BNSF/RTD Rail Crossing to Salvia – Precon	\$1,200,000	1.4	Pre-construction	6

**Table 21. Southwest Weld County Forum Subregional Share wait list**

Forum	Project sponsor	Project name	Funding request	Score (1-5)	Project activity	Order
Southwest Weld	Erie	I25 Interchange Study: CO52 to Erie Pkwy. (Remaining)	\$30,000	2.6	Study	1
Southwest Weld	Broomfield	CO7 Roadway Improvements: County Line to Sheridan - Precon	\$647,000	3.2	Pre-con	2
Southwest Weld	Longmont	WCR26 Multiuse Trail (Remaining)	\$4,516,000	2.5	Construction	3
Southwest Weld	Thornton	168th/Colorado Roundabout – Precon	\$1,360,000	1.9	Pre-con	4



## Wait lists protocol

If additional funds become available in fiscal years 2026-2028 beyond what is already programmed, DRCOG staff will initiate a process to allocate the additional unprogrammed funds to wait list projects as described below. Additional funding that becomes available in fiscal year 2029 (beginning on October 1, 2028) will be rolled over and included with the calls for projects in the 2029-2032 TIP. This protocol does not apply to any TIP set-asides, pool programs, or projects not on the waiting list.

Additional funding can come from two sources:

- **Project cancellations by project sponsors or project savings.** Funding from these methods will be returned to where it was originally programmed (Regional Share or each individual Subregional Share forum) if it was programmed from fiscal year 2020 and beyond. Project cancellations or project savings from any project programmed before fiscal year 2020 will be programmed similar to new revenues, as the dual model method did not begin until fiscal year 2020. TIP set-aside project cancellations or savings will be returned to their respective set-aside and are not listed in this appendix.
- **New revenues.** Funding from this method will be divided according to the established funding split: 20% to the Regional Share and 80% to the Subregional Share processes. Subregional funds will be further broken down and targeted according to the established breakdown:
  - Adams County: 15.44%.
  - Arapahoe County: 18.61%.
  - Boulder County: 9.92%.
  - City and County of Broomfield: 2.44%.
  - City and County of Denver: 24.22%.
  - Douglas County: 10.37%.
  - Jefferson County: 16.50%.
  - Southwest Weld County: 2.50%.

When DRCOG staff are notified of additional funds, the following steps will be taken:

1. Obtain official verification from CDOT of availability of funds.
2. When either a) \$2 million is accrued, or b) an amount equal to 100% of the next-in-line (top-ranked) project funding request is accrued for any one of the individual waiting lists (Regional Share or any of the Subregional Share forums), staff will first contact sponsors of projects to try to advance project phases and/or adjust funding types already identified in the TIP. Staff will then select projects in order from the appropriate waiting lists included in Appendix G of the TIP to the limit of applicable funds available.
  - a. Contact the sponsor of the top-ranked project on the specific waiting list to determine the sponsor's interest in being selected. If the amount of funds available is less than the requested cost of that project, DRCOG staff will



ask the sponsor if it would be willing to complete the entire project as submitted for the amount of funds available. Projects that accept partial funding will be removed from the wait list.

- If the response is no, or if all the available funds have not been fully allocated, DRCOG staff will proceed to the next project on the wait list. Sponsors that request to be passed over on the funding opportunity will remain on the waiting list. DRCOG staff will make every attempt to adjust and swap funding types between projects in order to fund the top ranked project with the appropriate available funding.
  - b. At the end of fiscal year 2028 (September 30, 2028), even if less than \$2 million has accrued within a funding category, staff will go down each specific waiting list in accordance with section 2.a. to allocate available funds.
3. If all sponsors of projects on a particular wait list have stated they would not be willing to accept the funding for their project as outlined in the process above at that time, or if excess unprogrammed funding still remains, the forum or regional panel has two choices:
- a. Return the available funding to DRCOG to be distributed to the Regional Share waitlist and other subregional waitlists using the formula in this section.
  - b. Make a forum or regional panel funding recommendation to DRCOG staff recommending how the available funding will be allocated to existing DRCOG-funded projects. Any forum or regional panel recommendation will automatically be processed as a TIP amendment.
4. Recommended projects to be programmed will be taken through the appropriate amendments process, except as noted above, according to the adopted policy.



## Appendix H – Map Reference

For all maps in this document, please reference the map disclaimer found at [data.drcog.org/about](http://data.drcog.org/about).

If you need digital accessibility assistance, submit a request at [drcog.org/access](http://drcog.org/access) or call 303-455-1000. Please expect a response within 72 hours (three business days).

Refer to the figure number to reference the source data for each map in this document:

- Figure 1: DRCOG, Esri Basemap; SR 6428; Author: Pete J.
- Figure 2: DRCOG, Esri Basemap; SR 6428; Author: Pete J.
- Figure 3: DRCOG, Esri Basemap; SR 6428; Author: Pete J.
- Figure 4: DRCOG, Esri Basemap; SR 6428; Author: Pete J.
- Figure 5: DRCOG, Esri Basemap; SR 6428; Author: Pete J.
- Figure 6: DRCOG, Census, ACS, Esri Basemap; SR 6428; Author: Pete J.
- Figure 8: DRCOG, Census, ACS, Esri Basemap; SR 6428; Author: Pete J.
- Figure 9: DRCOG, Census, ACS, Esri Basemap; SR 6428; Author: Pete J.
- Figure 10: DRCOG, Census, ACS, Esri Basemap; SR 6428; Author: Pete J.
- Figure 13: DRCOG, Census, ACS, Esri Basemap; SR 6428; Author: Pete J.
- Figure 15: DRCOG, Census, ACS, Esri Basemap; SR 6428; Author: Pete J.
- Figure 17: DRCOG, Census, ACS, Esri Basemap; SR 6428; Author: Pete J.
- Figure 19: DRCOG, Census, ACS, Esri Basemap; SR 6428; Author: Pete J.





## Appendix I – Approvals



Denver Regional Council of Governments  
State of Colorado

Board of Directors

Resolution No. 3, 2025

**A resolution adopting the Fiscal Year 2026-2029 Transportation Improvement Program and Denver Southern Subarea 8-hr Ozone Conformity.**

**Whereas**, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing transportation planning process within the Denver Transportation Management Area designed to prepare and adopt transportation plans and programs; and

**Whereas**, this transportation planning process is carried out through a cooperative agreement between the Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation; and

**Whereas**, the Infrastructure Investment and Jobs Act (IIJA) of 2021 requires that a Transportation Improvement Program identifying projects for which federal funds will be spent be prepared; and

**Whereas**, a Transportation Improvement Program containing roadway, transit, multimodal, and active transportation improvements expected to be carried out in the federal fiscal year period of 2026 through 2029 with reasonably anticipated revenues has been prepared through the transportation planning process; and

**Whereas**, Section 176(c)(3) of the Clean Air Act as amended requires that the Metropolitan Planning Organization not give its approval to a transportation plan or program unless such plan or program conforms to an approved or promulgated state implementation plan for air quality; and

**Whereas**, an analysis of the Fiscal Year 2026-2029 Transportation Improvement Program has been prepared consistent with the requirements of the Clean Air Act, as amended, and regulations promulgated by the U. S. Environmental Protection Agency; and

**Whereas**, this analysis found that the Fiscal Year 2026-2029 Transportation Improvement Program conforms to the state implementation plan for air quality and state greenhouse gas rulemaking; and

**Whereas**, the Board of Directors held a public hearing on the Fiscal Year 2026-2029 Transportation Improvement Program and conformity on March 19, 2025; and

**Whereas**, the Regional Transportation Committee has recommended approval of the Fiscal Year 2026-2029 Transportation Improvement Program and associated air quality document.

**Now, therefore be it resolved** that the Board of Directors of the Denver Regional Council of Governments, as the Metropolitan Planning Organization, hereby adopts the Fiscal Year 2026-2029 Transportation Improvement Program.

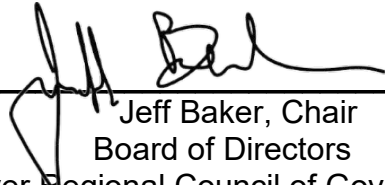
A resolution adopting the Fiscal Year 2026-2029 Transportation Improvement Program and Denver Southern Subarea 8-hr Ozone Conformity.

Resolution No. 3, 2025

Page 2

**Be it further resolved** that the Denver Regional Council of Governments hereby determines that the Fiscal Year 2026-2029 Transportation Improvement Program conforms to the applicable implementation plans approved or promulgated under the Clean Air Act, as amended, by virtue of the demonstrations incorporated in the associated *Denver Southern Subarea 8-hour Ozone Conformity* required pursuant to Section 176(c) of the Clean Air Act, as amended.

**Resolved, passed, and adopted** this 16th day of April, 2025, at Denver, Colorado.

  
\_\_\_\_\_  
Jeff Baker, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

  
\_\_\_\_\_  
Douglas W. Rex, Executive Director



June 23, 2025

Mr. John Cater  
Colorado Division Administrator  
Federal Highway Administration  
12300 W. Dakota Avenue, Suite 180  
Lakewood, Colorado 80228

Mr. David Beckhouse  
Acting Region 8 Administrator  
Federal Transit Administration  
Byron Rogers Federal Building  
1961 Stout Street, Suite 13-301  
Denver, Colorado 80294

Dear Mr. Cater and Mr. Beckhouse:

Pursuant to 23 U.S.C. 134 (j) (1) (d), I am submitting my approval of the Transportation Improvement Program (TIP) for the Denver Council of Governments (DRCOG) for state fiscal years 2026 through 2029. The TIP was adopted by the DRCOG Board and the Colorado Department of Transportation (CDOT) certifies the accuracy of projects and fiscal constraint for this new DRCOG TIP. The TIP was adopted in accordance with the Infrastructure Investment and Jobs Act (IIJA) of 2021.

For your information, supporting documentation is included with this request:

- DRCOG Board Resolution adopting the TIP
- MPO Self-Certification of the Planning Process
- CDOT Division of Accounting and Finance verification of TIP fiscal constraint
- CDOT Region 1 Transportation Director Concurrence with DRCOG TIP
- CDOT Region 4 Transportation Director Concurrence with DRCOG TIP
- Air Pollution Control Division Air Conformity Determination
- Air Pollution Control Division Greenhouse Gas Response

The full DRCOG FY2026 – FY2029 TIP can be found on the DRCOG website at:

[Transportation Improvement Program | DRCOG](#)

If you have any questions regarding these documents, please contact Marissa Gaughan, CDOT Multimodal Planning Branch Manager, (303) 512-4235.

Sincerely,

Jared Polis  
Governor  
State of Colorado

cc: Darius Pakbaz - Director, CDOT Division of Transportation Development  
Marissa Gaughan - CDOT MPB Branch Manager  
Aaron Willis - CDOT Statewide and Regional Planning Manager  
Jessica Myklebust - CDOT Region 1 Transportation Director  
Heather Paddock - CDOT Region 4 Transportation Director  
Douglas Rex - Executive Director, DRCOG



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Colorado Division**

June 26, 2025

12300 W. Dakota Ave., Suite #180  
Lakewood, Colorado 80228  
720-963-3000

Doug Rex  
Executive Director, DRCOG  
1001 17<sup>th</sup> Street  
Denver, CO 80202

**Subject: Conformity Determination for the DRCOG Fiscal Year 2026-2029 Transportation Improvement Program**

Dear Mr. Rex:

In accordance with the Clean Air Act of 1990, as amended, and 23 CFR 450, the U.S. Department of Transportation (US DOT) is required to make an air quality conformity determination for Regional Transportation Plans (RTP) and Transportation Improvement Programs (TIP) in non-attainment and maintenance areas. Consistent with the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Region 8 Memorandum of Agreement (MOA) for Transportation Planning Oversight, the FHWA Colorado Division Office signs the letter on behalf of FTA Region 8.

On May 8, 2025 the Denver Regional Council of Governments (DRCOG) adopted an air quality conformity determination for the Denver Metro/North Front Range 8-hour Ozone nonattainment area for the FY26-29 DRCOG TIP, as well as, the 2024-Amended 2050 Metro Vision RTP, the Southern Subarea Portion of the Upper Front Range (UFR) Transportation Planning Region (TPR) 2045 RTP, and for the UFR TPR portion of the FY26-29 Statewide Transportation Improvement Program (STIP). The DRCOG adopted the conformity determination in its capacity as the Metropolitan Planning Organization.

Based on our evaluation of the DRCOG conformity determination, in coordination with the Environmental Protection Agency (EPA) Region 8, the North Front Range Metropolitan Planning Organization (NFRMPO), the DRCOG, the Colorado Air Quality Control Commission (AQCC), the Regional Air Quality Council (RAQC), and the Colorado Department of Transportation (CDOT), we have determined that the requirements of 40 CFR 51 and 93, 23 CFR 450, and 49 CFR 613 along with FHWA/FTA policies and guidance have been met. Furthermore, the conformity determination is consistent with the 2008 and 2015 DRCOG/NFRMPO 8-hour Ozone MOA.

A conformity determination for the FY26-29 DRCOG TIP is hereby made. We are also making a conformity determination for the 2024-Amended 2050 Metro Vision RTP, Southern Subarea Portion of the UFR TPR 2045 RTP, and UFR TPR portion of the FY26-29 STIP. This conformity determination starts the 4-year clock for the FY26-29 DRCOG TIP beginning on July 1, 2025. Our action is consistent with the FHWA/FTA Transportation Planning MOA.



If you have any questions, please contact Aaron Bustow of this office at [aaron.bustow@dot.gov](mailto:aaron.bustow@dot.gov) or (720) 963-3022.

Sincerely,

<b>ANDREW K WILSON</b>	Digitally signed by ANDREW K WILSON Date: 2025.06.26 07:39:48 -06'00'
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John M. Cater, P.E.  
Division Administrator

By: Andrew Wilson  
Deputy Division Administrator

CC: Ms. Becky Karasko, NFRMPO ([rkarasko@nfrmpo.org](mailto:rkarasko@nfrmpo.org))  
Mr. Jacob Riger, DRCOG ([JRiger@drcog.org](mailto:JRiger@drcog.org))  
Mr. Robert Spotts, DRCOG ([rspotts@drcog.org](mailto:rspotts@drcog.org))  
Mr. Alvan-Bidal Sanchez, DRCOG ([ASanchez@drcog.org](mailto:ASanchez@drcog.org))  
Mr. Jon Becker, UFR TPR ([jbecker@co.morgan.co.us](mailto:jbecker@co.morgan.co.us))  
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Mr. Aaron Willis, CDOT ([aaron.willis@state.co.us](mailto:aaron.willis@state.co.us))  
Ms. Emma Belmont, FTA ([emma.belmont@dot.gov](mailto:emma.belmont@dot.gov))  
Mr. Gregory Lohrke, EPA ([lohrke.gregory@epa.gov](mailto:lohrke.gregory@epa.gov))



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