

AGENDA
SPECIAL BOARD OF DIRECTORS
WEDNESDAY, April 5, 2023
4:00 p.m. – 5:30 p.m.
VIDEO CONFERENCE
Denver, CO

1. 4:00 Call to Order
2. Roll Call and Introduction of New Members and Alternates
3. Move to Approve Agenda
4. 4:10 Report of the Chair
5. 4:15 Public Comment
Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

CONSENT AGENDA

6. 4:20 Move to Approve Consent Agenda
 - i. Summary of March 15, 2023
(Attachment A)

INFORMATIONAL BRIEFING

7. 4:25 U.S. Environmental Protection Agency's Climate Pollution Reduction Grant (CPRG) program
(Attachment B) Robert Spotts, Manager, Transportation Planning and Operations

TIMES LISTED WITH EACH AGENDA ITEM ARE APPROXIMATE. IT IS REQUESTED THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING. THANK YOU!

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 455-1000.

We make life better!



ACTION ITEM

8. 4:40 Discussion on State Legislative Issues: Senate Bill 23-213
(Attachment C) Sheila Lynch, Director, Regional Planning and Development
Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.

INFORMATIONAL ITEM

9. FY 2024-2027 Transportation Improvement Program Subregional Share (Call 4)
Forum Recommendations
(Attachment D) Todd Cottrell, Manager, Transportation Planning and Operations

ADMINISTRATIVE ITEMS

10. **Next Meeting – April 19, 2023**
11. Other Matters by Members
12. 5:30 Adjourn

ATTACH A

SUMMARY
BOARD OF DIRECTORS MEETING
WEDNESDAY, March 15, 2023

Members/Alternates Present

Steve Conklin, Chair	City of Edgewater
Lynn Baca (alternate)	Adams County
Jeff Baker	Arapahoe County
Ashley Stolzmann (alternate)	Boulder County
Austin Ward	City and County of Broomfield
Randy Wheelock	Clear Creek County
Kevin Flynn	City and County of Denver
Nicholas Williams	City and County of Denver
George Teal	Douglas County
Marie Mornis	Gilpin County
Lisa Smith	City of Arvada
Juan Marcano (alternate)	City of Aurora
Jan Pawlowski	City of Brighton
Deborah Mulvey	City of Castle Pines
Tammy Mauer	City of Centennial
Todd Williams	City of Central City
Randy Weil	City of Cherry Hills Village
Craig Hurst	City of Commerce City
Ari Harrison	Town of Erie
Josie Cockrell	Town of Foxfield
Lynette Kelsey	Town of Georgetown
Paul Haseman	City of Golden
Stephanie Walton	City of Lafayette
Jeslin Shahrezaei	City of Lakewood
Stephen Barr	City of Littleton
Wynne Shaw	City of Lone Tree
Dietrich Hoefner	City of Louisville
Colleen Whitlow	Town of Mead
Jessica Sandgren	City of Thornton
Sarah Nurmela	City of Westminster
Bud Starker	City of Wheat Ridge
Darius Pakbaz	Colorado Department of Transportation

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Lauren Pulver, Douglas County; James Marsh-Holschen, Broomfield; Shawn Poe, Commerce City; Deb Fahey, Louisville; Kent Moorman, Thornton; Debra Baskett, Westminster; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell; Danny Herrmann, CDOT; Randle Loeb, Citizen; and DRCOG staff.

Chair Steve Conklin called the meeting to order at 6:31 p.m. with a quorum present.

The Chair noted new members and alternates: Dietrich Hoefner, new member for the City of Louisville and Sandie Hammerly, new alternate for the Town of Superior.

Move to approve agenda

Chair Conklin noted that Informational Item #14 had been revised and sent out to directors prior to the meeting.

Director Smith **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Strategic Informational Briefing: Briefing on Proposition 123

Maulid 'Mo' Miskell, Department of Local Affairs, provided an overview of the proposition to the directors. Proposition 123 was approved by Colorado voters in November 2022 which created the State Affordable Housing Fund, dedicating 40% of funds to the Affordable Housing Support Fund administered by the Department of Local Affairs (DOLA) and 60% to the Affordable Housing Financing Fund overseen by the Colorado Office of Economic Development and International Trade (OEDIT) to fund housing programs. The Division of Housing (DOH) at DOLA is responsible for implementing the local government affordable housing commitments process as outlined in Proposition 123 and has been working with its implementation partners to build it out as passed into law by the voters. Mr. Miskell presented the components of the local government affordable housing commitments process.

Report of the Chair

- Director Baker reported that the Performance and Engagement Committee met earlier in the evening and continued discussion of the 2023 Board Retreat and as a result of that discussion, there is now an approved draft for the agenda and the date was decided to be May 12-13. There will also be a hybrid meeting discussion that will take place at the April meeting.
- Director Whitlow reported the Finance and Budget Committee met and had three informational briefings regarding the use of the Public Health Work Force Funds from the federal American Rescue Plan Act (ARPA), the merit and market salary assumptions for the 2023/2024 Budget, and the 2022/2023 Budget Status Report. The committee also acted on three resolutions approving the Executive Director to:
 - accept funds of \$80,000 from the City of Aurora to support transportation services for its older adult residents.
 - negotiate and execute a contract with EST Inc. for approximately \$85,000 beginning on April 1, 2023 and terminating on December 31, 2023 for the purpose of providing Infrastructure Investment and Jobs Act (IIJA) grants navigation services for the DRCOG region and DRCOG member governments.
 - negotiate and execute a contract with Thorn Run Partners, LLC in an amount of \$125,000 with the term ending March 31, 2024, including the option for renewal for four additional one-year terms upon satisfactory performance.

Report of the Executive Director

- Staff is putting together the draft 2023/2024 budget that will come to the board for approval at the May business meeting.
- DRCOG has had discussions with the board about becoming an Economic Development District (EDD) for the region. Staff recently learned that DRCOG does not need to become an EDD to allow for new federal EDA grant opportunities for DRCOG members. In order to be eligible for EDA grants, the region would have to

develop a Comprehensive Economic Development Strategy (CEDS). Staff will be working with DRCOG members and regional stakeholders to determine process for the CEDS development.

- DRCOG's Annual Awards Celebration will be held on October 4 at the Seawell Ballroom.
- The DRCOG Civic Academy kicks off on April 18 and is a seven-week program.
- The annual Board Retreat will take place at the DRCOG offices on May 12-13.

Public Comment

Randle Loeb wanted to bring light to rent stabilization and the importance of it for many people, especially our aging and disabled population.

Move to approve consent agenda

Director Teal **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Summary of the February 15, 2023 meeting
- Revisions to the committee guidelines for the ACA, RTC, and TAC

Discussion of the Policies for FY 2024-2027 TIP Set-Aside Programs

Josh Schwenk provided an overview of the policies to directors. DRCOG's Policies for TIP Program Development outlines the Board-approved TIP set-aside programs through which a portion of available transportation funding is targeted to particular project types of regional importance. In the past, an additional proposed policy guideline document was separately developed for each set-aside program for review and approval through the DRCOG committees and Board. The new Policies for FY 2024-2027 TIP Set-Aside Programs document will serve as an addendum to the TIP Policy and outline the policies associated with each program, including program goals, eligibility, application process, evaluation criteria, and scoring. This will serve as a standing policy document wherein all information associated with each set-aside program is available. This will improve the efficiency of the calls for projects, provide potential applicants with a single reference for all set-aside programs, and ensure that set-aside programs are operating under consistent formats and processes.

Director Flynn **moved** to approve the Policies for FY 2024-2027 TIP Set-Aside Programs. The motion was **seconded** and **passed** unanimously.

Discussion on State Legislative Issues: Bills on Which Positions Have Previously Been Taken

Rich Mauro provided a [current status](#) update on bills previously acted upon by the Board to the directors. Mr. Mauro responded to questions about these bills. No additional action by the Board was required.

RTD Systemwide Fare Study and Equity Analysis

Chris Quinn, RTD, provided an overview of the analysis to directors. RTD has been engaged in a comprehensive [Systemwide Fare Study and Equity Analysis](#) over the past year. The purpose of this effort is to holistically examine the RTD fare system, taking into

consideration equity, affordability, simplicity, and to respond to customer feedback that existing fares are expensive and difficult to understand. During the first two phases of the study, RTD engaged with customers and other stakeholders to hear their thoughts on RTD's fares, identify challenges with the current fare system and receive input on fare structure preferences. As part of the study's third phase, RTD developed two fare structure alternatives that consider customer and community feedback, financial and operational feasibility, and impacts on minority and financially burdened customers. Alternative A lowers fares for customers overall while retaining local, regional, and airport fare levels. Alternative B simplifies the fare structure by combining local and regional fares while maintaining an airport fare. The study team moved forward with the Alternative B design because customers expressed a strong preference for simplifying the existing fare structure. The design was also modified to include lower local fares in response to customer feedback and to align with equity goals. The RTD Board of Directors will consider the final recommendation later this year.

2023 Greenhouse Gas Mitigation Action Plan Annual Report overview

Jacob Riger provided an overview of the report to the directors. As part of its review of the 2050 RTP under the state's GHG rule, DRCOG adopted a GHG Transportation Report that included a Mitigation Action Plan. The GHG rule requires DRCOG to complete an annual report on the status of the MAP by April 1 of each year to the Transportation Commission. The plan details the region's approach to using mitigation measures to help achieve the GHG reduction levels required for the DRCOG MPO area for 2030, 2040, and 2050. DRCOG's mitigation measures are regional, policy-based, and represent the sum of potential local actions related to increasing residential and employment densities; mixed-use transit-oriented development; reducing or eliminating minimum parking requirements; and adopting local complete streets standards. At the local government level, mitigation measures are voluntary, and the MAP does not require local jurisdictions to implement any particular mitigation measure in any specific location or timeframe. The mitigation measures were specifically chosen to build on this region's foundation of integrated transportation/land use planning, particularly around the region's existing and planned rapid transit system and urban centers.

DRCOG staff is focusing on the broader framework of how to define the data, methodologies, processes, resources, and other elements of tracking the implementation of the mitigation measures over time. Staff have also been thinking strategically about how to leverage this work with related projects. The ultimate objective is to continue to advance good planning in the region in addition to meeting the specific requirements of the GHG rule. Staff has also been coordinating with CDOT staff on MAP reporting, as CDOT also has a GHG MAP associated with its 10-Year Plan. There are some similarities, but also key differences, between both agencies' Mitigation Action Plans. DRCOG staff will provide the 2023 MAP report to the Board under separate cover before transmitting it to the Transportation Commission by April 1.

Committee Reports

State Transportation Advisory Committee – Director Williams stated the STAC met and had two action items: a recommendation for a slate of projects to receive Safe Routes to School funding, and Federal Highway System pavement conditions. The committee also had an informational briefing on the annual budget.

Metro Mayors Caucus – Director Starker stated there was no report.

Board of Directors Meeting Summary

March 15, 2023

Page 5

Metro Area County Commissioners – Director Baker stated the commissioners met on February 17 at the DRCOG offices. There was a presentation from Heidi Grove about the federal strategic plan to end homelessness.

Advisory Committee on Aging – Jayla Sanchez-Warren stated the committee met and received an update on the Hospital Transformation Program. They also received an update on transportation for our aging population.

Regional Air Quality Council – ED Rex stated the council met on February 27 and received three presentations: the Hardship Waiver Program associated with the region’s vehicle inspection and maintenance program, an update on the annual congestion report from DRCOG staff, and an update on the implementation of HB22-1026, also from DRCOG staff.

E-470 Authority – Director Mulvey stated that E-470 will be having a fundraiser for the Transportation Foundation on June 12.

Report from CDOT – Director Pakbaz stated that Don Stanton is moving out of state and will be leaving the Transportation Commission. Also, Amber Blake, director of transit and rail, will be leaving CDOT. He also stated that the Eisenhower Tunnel is celebrating its 50th anniversary.

Report from RTD – Chris Quinn stated that RTD has been working on the Northwest Rail Peak service study and they hope to have some preliminary numbers and cost estimates to the RTD Board on April 11. The 16th Street Mall shuttles are now completely running on the parallel streets, 15th and 17th.

Next meeting – **April 19, 2023**

Other matters by members

There were no other matters by members.

Adjournment

The meeting adjourned at 8:56 p.m.

Steve Conklin, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 5, 2023	Informational Briefing	7

SUBJECT

U.S. Environmental Protection Agency's Climate Pollution Reduction Grant (CPRG) program.

PROPOSED ACTION/RECOMMENDATIONS

No action is requested; this is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

The Climate Pollution Reduction Grants (CPRG) program will provide grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas emissions and other harmful air pollution. Section 60114 of the Inflation Reduction Act (IRA) provides an investment of \$5 billion to support efforts by states, municipalities, air pollution control agencies, tribes, and groups thereof to develop and implement strong, local greenhouse gas reduction strategies. This two-staged grant program, announced on March 1, 2023 by the EPA, provides funding of \$250 million for noncompetitive planning grants (Phase I), and \$4.6 billion for competitive implementation grants (Phase II).

Under Phase I, grants for climate pollution reduction planning will be distributed as follows:

- \$3 million to each state, the District of Columbia, and Puerto Rico
- \$1 million to each of the 67 most populous Metropolitan Statistical Areas (MSAs) in the country
- \$25 million to tribes and tribal consortia
- \$2 million to U.S. Territories

As the 18th largest MSA in the country, the Denver-Lakewood-Aurora MSA will receive \$1 million in grant funds to accomplish specific planning tasks. No cost-share or matching funds is required.

Within each recipient MSA, one organization must be designated to serve as the lead for the grant. The designated organization can be a local government, Metropolitan Planning Organization, regional council, council of governments, or air pollution control agency. For grants to MSAs, a Notice of Intent to Participate is due by April 20, 2023 and a complete application is due May 31, 2023.

The planning grant funds the completion of the following products:

- Priority Climate Action Plan (PCAP), due March 1, 2024
- Comprehensive Climate Action Plan (CCAP), due 2 years from the date of the award (summer-fall 2025)
- Status Report, due at the close of the 4-year grant period (summer-fall 2027)

The Priority Climate Action Plan is a pre-requisite for competing in the second phase of the CPRG program, which will competitively award \$4.6 billion for implementation projects. Any future application for an implementation award under the CPRG will need to include a PCAP that describes the programs, policies, measures, and projects the entity will carry out with the implementation grant funding. An entity that did not directly receive a planning grant may apply for an implementation grant provided that the measures they propose for funding are covered by a PCAP. Collaborating partners who developed joint plans or regionally based plans would retain eligibility for implementation funds, regardless of who administered the planning grant. Municipalities and air pollution control agencies will also be eligible for funding for measures identified in their state's or metropolitan area's plan for implementation at their level.

During Phase II, implementation grants will be awarded on a competitive basis:

- \$4.6 billion in implementation grants will be competitively awarded.
- Entities eligible to apply for an implementation grant are those covered by a plan developed with funding from a Phase I Planning Grant
- EPA expects to award implementation grants with a wide range of funding levels, with the largest grant possibly being more than \$100 million.
- EPA will release a Notice of Funding Opportunity (NOFO) later this year, with applications due Q1 2024

Staff will present an overview of the CPRG program and discuss the option of DRCOG becoming the lead agency and grant recipient for the Denver-Lakewood-Aurora Metropolitan Statistical Area.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Robert Spotts, Mobility Analytics Program Manager, Transportation Planning and Operations at 303-480-5626 or rspotts@drcog.org.

CLIMATE POLLUTION REDUCTION GRANT

DRCOG Special Board of Directors
April 5, 2023

Robert Spotts, Mobility Analytics Program Manager

CLIMATE POLLUTION REDUCTION GRANT (CPRG)



- Section 60114 of the Inflation Reduction Act (IRA) provides \$5 billion to support efforts to develop and implement greenhouse gas reduction strategies.
- EPA is administering grant funds

CLIMATE POLLUTION REDUCTION GRANT (CPRG) PROGRAM



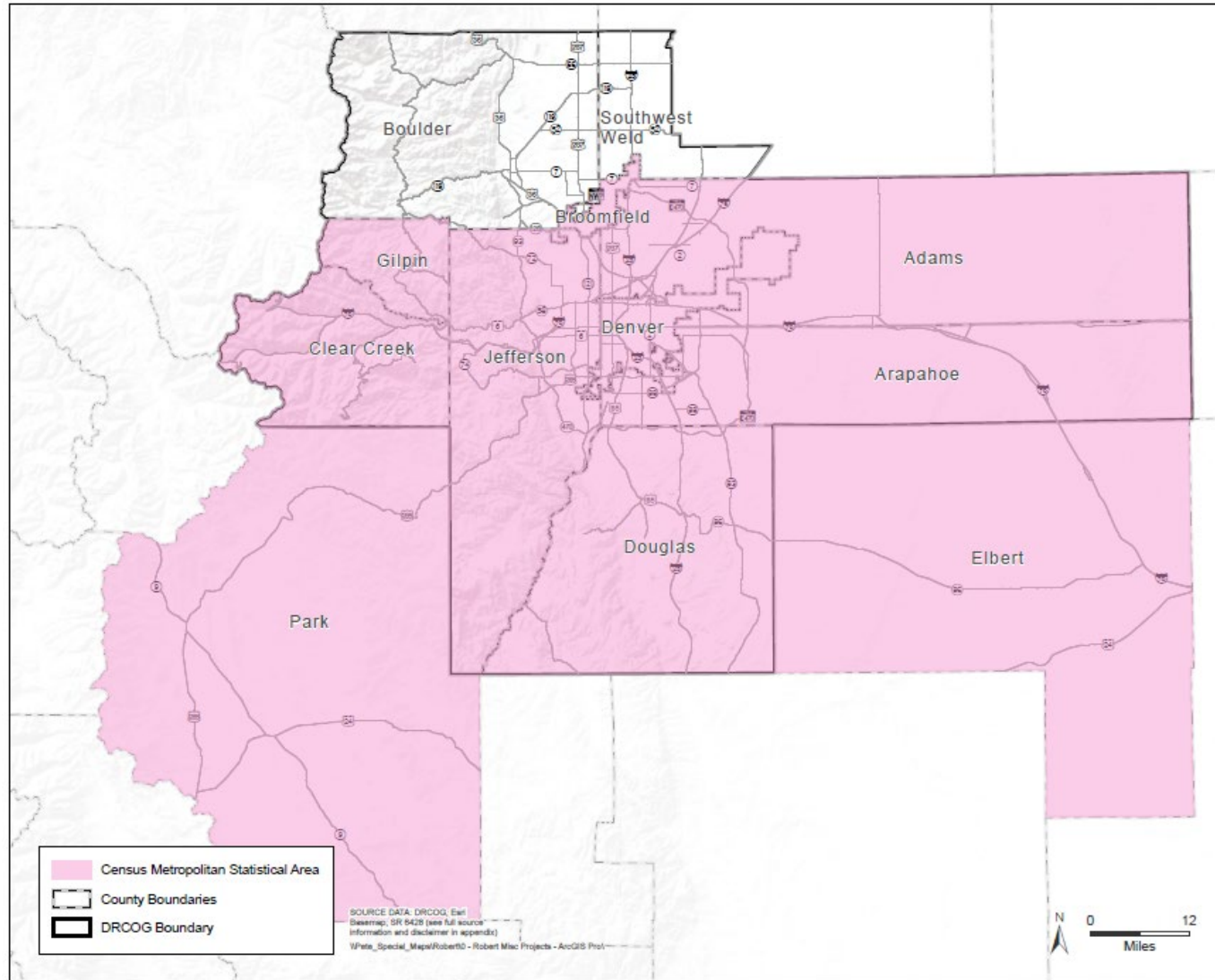
Phase 1- Planning grants to develop climate pollution reduction strategies (\$250 million)

- Administered through non-competitive cooperative agreements, no match requirement
- \$3m per state, \$500k per tribe, \$500 per territory
- \$1m each for the 67 most populous metropolitan areas

Phase 2- Competitive implementation grants to help put plans into action (\$4.6 billion)

- Competitive process is still under development
- Entities eligible to apply for an implementation grant are those covered by a plan developed with funding from Phase 1
- Wide range of funding levels, with largest grant possibly more than \$100m

DENVER METROPOLITAN STATISTICAL AREA



- Planning grant applies to Census Metropolitan Statistical Area
- Inclusion of neighboring jurisdictions, outside the boundary lines of the MSA, is allowed and encouraged

One planning grant, three deliverables over 4 years



Priority Climate Action Plan (PCAP)

- Due **March 1, 2024**
- Near-term, implementation-ready, **priority greenhouse gas (GHG) reduction measures**
- **Prerequisite** for implementation grant



Comprehensive Climate Action Plan (CCAP)

- Due in **2025** (later for tribes and territories)
- **All sectors** / significant GHG sources and sinks
- **Near- and long-term** GHG emission reduction goals and **strategies**



Status Report

- Due in **2027** (N/A for tribes or territories)
- **Updated** analyses and plans
- **Progress and next steps** for key metrics

The first tranche of grants from the \$4.6b program will be available to apply for in Q1 2024

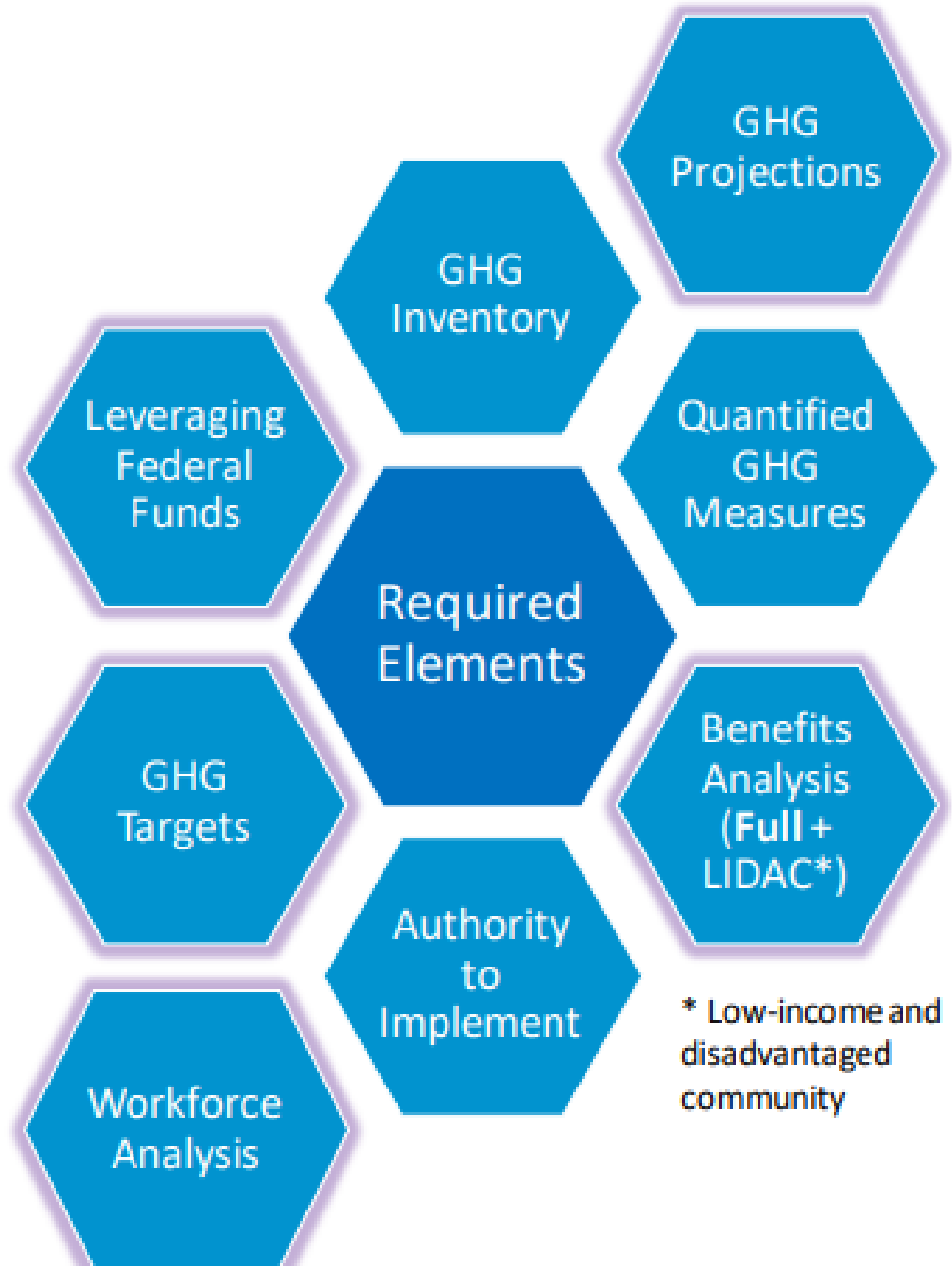
Priority Climate Action Plan



- Due March 1, 2024
- Identifies near-term action items to prepare for implementation grants
- Can focus on specific sector(s) or sources
- Limited set of requirements that set foundations for informed decisions
- May build on previous climate planning efforts

* Low-income and disadvantaged community

Comprehensive Climate Action Plan



* Low-income and disadvantaged community

- Due 2 years from the date of award for states and metro areas (summer 2025) and at close of grant for tribes and territories
- Covers GHG reduction measures across all significant sources/sinks and sectors
- Establishes near-term and long-term GHG emission reduction targets
- Adds additional required analyses to support robust implementation

NEAR-TERM ACTIONS



- Develop **coalition** of local governments, state, RAQC to participate
- Establish plan for participant **roles and responsibilities**
- April 28 - Submit **Notice of Intent to Participate**
- May 31 - **Application** from lead agency is due

CLIMATE POLLUTION REDUCTION GRANT PRIORITIES



- Regional approach can go further, faster, and cheaper-
 - Match action to the scale of systems (energy generation, transportation, waste)
 - Creates economies of scale
 - Resolves lack of human and financial resources for smaller municipalities
 - Leverage resources and collective efforts
 - Co-benefits to improve regional air quality and address social inequities
- Position local governments to access \$4.6b of competitive implementation grants nationwide
 - As well as other federal grants like Bipartisan Infrastructure Law (BIL) and Infrastructure Investment and Jobs Act (IIJA) funds

POTENTIAL FOR DRCOG TO BE THE LEAD AGENCY



DRCOG is the regional agency whose boundaries most closely match the Metropolitan Statistical Area

- Represented by elected officials from each of our member governments
- Program aligns with the Metro Vision goal to reduce GHG emissions as well as the State of Colorado
- DRCOG supports local agency efforts, fosters collaboration, and distributes federal grants
- Opportunities to obtain additional funding for the projects and programs in the 2050 RTP as well as other initiatives identified in Metro Vision.
- Support from Local Sustainability Network, Regional Air Quality Council, and City and County of Denver's Climate Action, Sustainability and Resiliency division.

RESPONSIBILITIES OF LOCAL AGENCIES



- No requirement for agencies to participate in the planning process
 - Opportunities to collaborate and plan for those willing and able
 - Does not replace, nor does it need to align with, local or state GHG plans
- The plan will not create new rules, regulations, or requirements for local jurisdictions
- Enables local jurisdictions to pursue implementation grants

POTENTIAL USES OF \$1M PLANNING GRANT



Local stakeholder group will coordinate to determine plan development activities, meeting schedule, and best use of planning funds. Potential options include:

- A limited term (3-4 years) staff position to focus on coordination, planning, and outreach
- Consultant services to advise and produce deliverables

POTENTIAL TIMELINE FOR FIRST YEAR OF PLANNING



April 19 – DRCOG Board Meeting

- Consider approval of a resolution supporting DRCOG submitting the Notice of Intent to Participate (NoIP)

April 28 – submit NoIP

May 17 – DRCOG Finance and Budget Committee

- Approve proposed budget for grant

May 31 – submit grant application to EPA

June 2023 – February 2024

- Planning activity for agencies that wish to participate
- Updates to DRCOG Board as necessary

February 21, 2024 – DRCOG Board Meeting

- Consider approval of the Priority Climate Action Plan



THANK YOU!
QUESTIONS?

Robert Spotts
Mobility Analytics Program Manager
rspots@drcog.org

ATTACH C

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 5, 2023	Action	8

SUBJECT

Review of Senate Bill 23-213

PROPOSED ACTION/RECOMMENDATIONS

Provide direction to staff regarding SB23-213

ACTION BY OTHERS

N/A

SUMMARY

Background

Senate Bill 23-213 was introduced on Wednesday, March 21, 2023 by bill sponsors Senator Moreno, Representative Jodeh, and Representative Woodrow. The bill addresses land use requirements related to residential development, establishes a statewide housing needs assessment and planning process, and seeks to address consistency of housing planning with other planning efforts across the state.

The bill structure includes specific requirements in the following policy areas: accessory dwelling units (ADUs), middle housing, transit-oriented areas, key corridors. For each of these policy areas, the bill creates a statewide land use regulation process that requires municipalities to adopt minimum standards by a date certain. The Department of Local Affairs will develop model codes in the policy areas and municipalities that do not amend or adopt local codes complying with the minimum standards by the established date will be required to adopt the proposed model code.

The bill includes additional land use regulation and planning requirements addressing manufactured housing, planned unit development, residential occupancy, municipal and county master plans, and sale of public property for the development of affordable housing.

To align land use planning with other statewide infrastructure investments, the bill addresses statewide water and transportation planning. Among several items, it requires the Transportation Commission to develop Strategic Growth Objectives that will guide prioritization criteria for grant programs. In addition, the bill requires any regional transportation plan created or updated after December 31, 2024 be consistent with the Strategic Growth Objectives.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

At the discretion of the Board of Directors

ATTACHMENTS

1. Staff presentation
2. Link: [Senate Bill 23-213 as introduced on March 21, 2023](#)
3. Link: [Summary of Senate Bill 23-213](#)

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Sheila Lynch, Division Director, Regional Planning and Development at (303) 480-6839 or slynch@drcog.org.

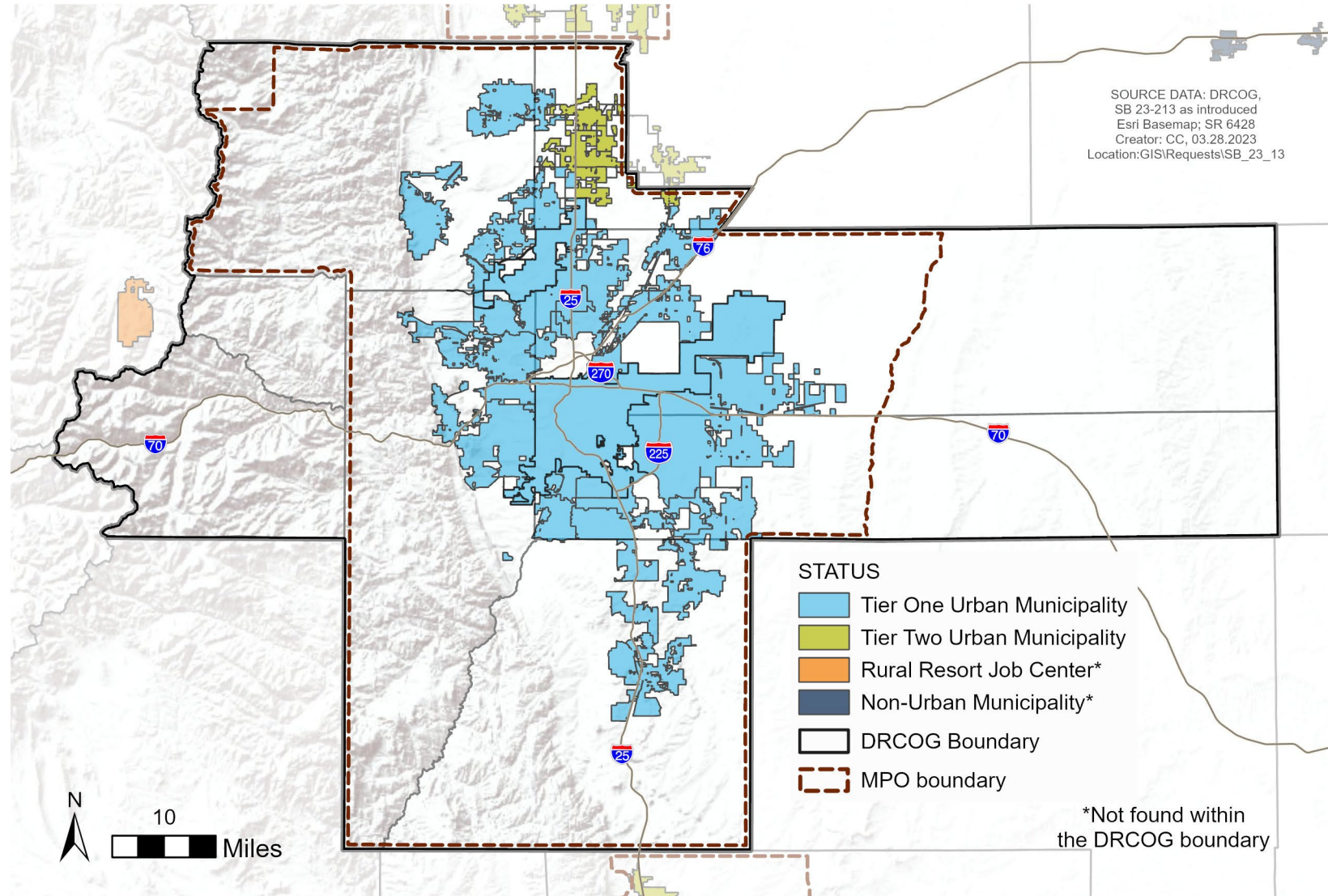
LAND USE LEGISLATION

Colorado Senate Bill 2023-213

Sheila Lynch, AICP
Division Director
Regional Planning and Development

Andy Taylor, AICP
Manager
Regional Planning and Analytics

GEOGRAPHIC APPLICATION



Key elements

- statewide housing needs assessment
- regional housing needs assessment
- local housing needs assessment
- menu of affordability strategies
- menu of displacement mitigation strategies

Applies in

Urban Municipalities		Rural Resort Job Center Municipalities	Non-Urban Municipalities	Other jurisdictions
Tier 1	Tier 2			
Yes	Yes	Yes	No	No

Key roles

Department of Local Affairs (DOLA)

- develop methodology for assessments
- develop guidance for plans
- produce assessments
- develop strategy menus

DOLA's State Demography Office

- consult on needs assessment methodology

multi-agency advisory committee

- advise DOLA

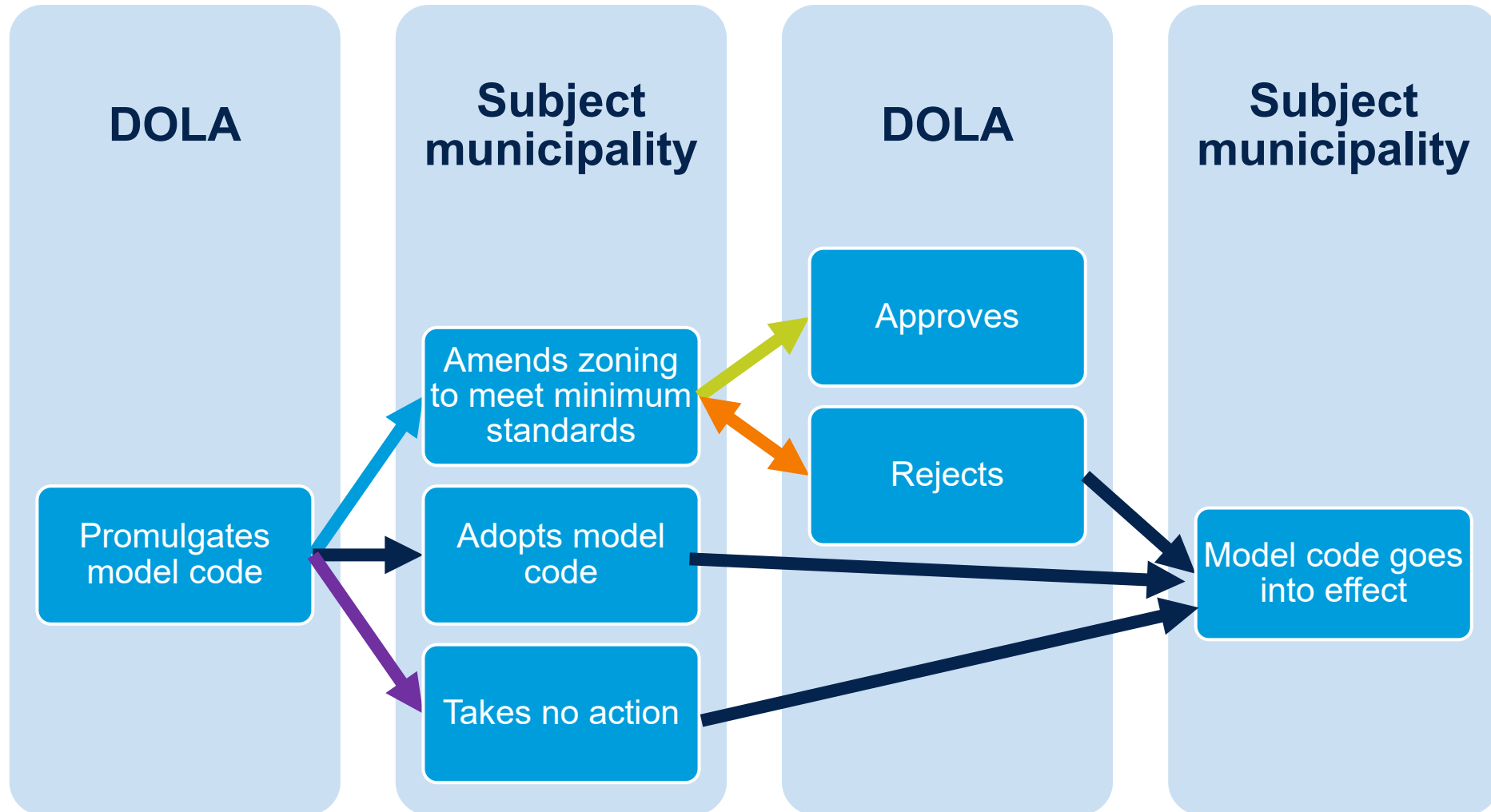
Metropolitan Planning Organizations (MPOs)

- boundary to be used by DOLA in regional housing needs assessment

NEW MINIMUM ZONING REQUIREMENTS

Policy area	Applies in		Rural Resort Job Center Municipalities	Non-Urban Municipalities	Other jurisdictions
	Tier 1	Tier 2			
Accessory Dwelling Units	Yes	Yes	Yes	Yes	No
Middle Housing	Yes	No	Yes	No	No
(Rail) Transit-Oriented Areas	Yes	No	No	No	No
Key Corridors	Yes	No	Yes	No	No

GENERAL IMPLEMENTATION PROCESS x 4



Location

- Only in subject jurisdictions
 - Tier 1 Urban Municipalities
 - Tier 2 Urban Municipalities
 - Rural Resort Job Center Municipalities
 - Non-Urban Municipalities
- Anywhere in subject jurisdiction where single-family detached dwellings allowed by right (as of Jan. 1, 2023)

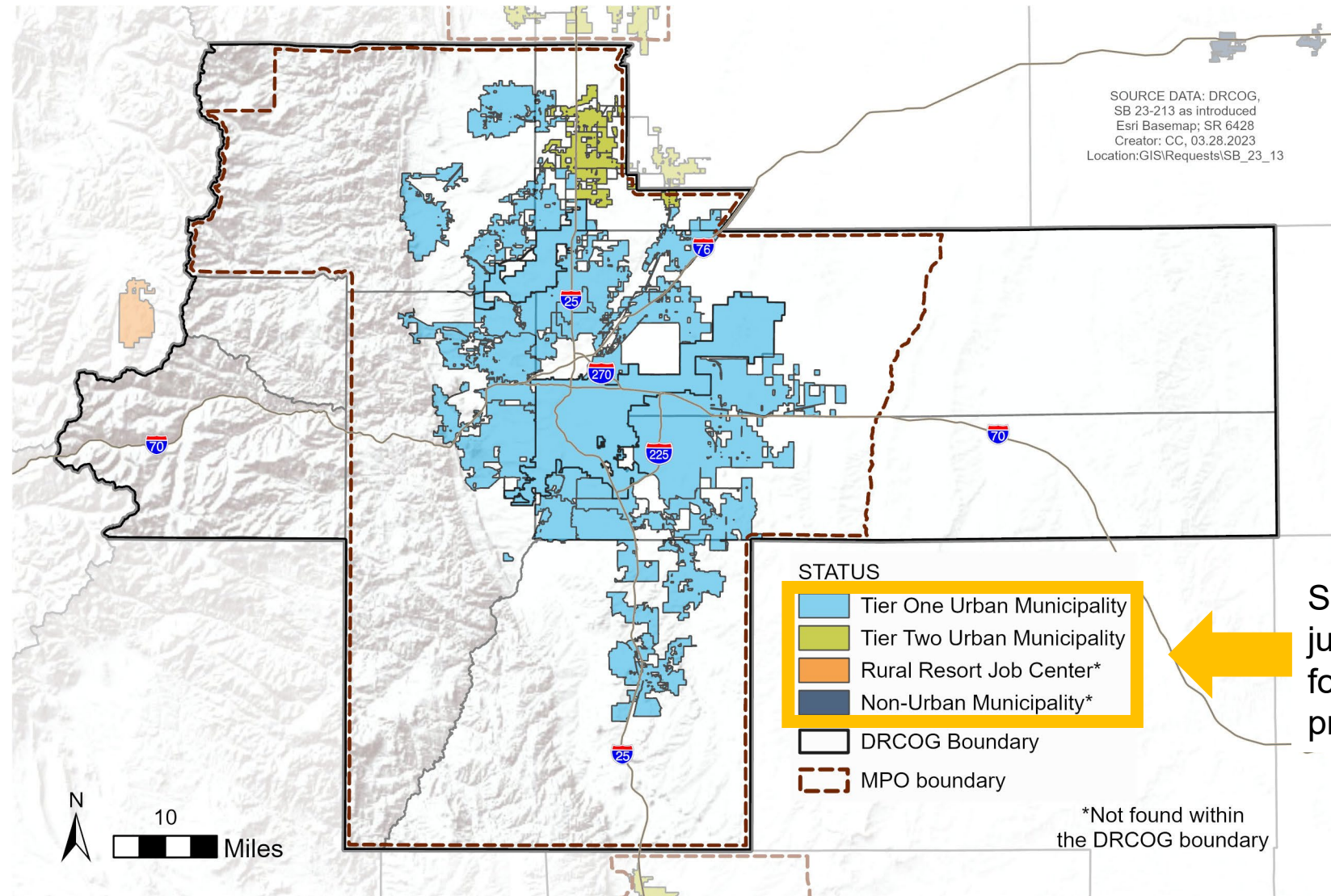
Not including parcels

- entirely outside of 2020 Census urbanized area
- without water and sewage service
- in an agricultural zoning district as of Jan. 1, 2023
- within wildland-urban interface
- within floodway or 100-year floodplain

Key minimum standards

- Allow ADUs by right
- No off-street parking minimum requirement
- No more restrictive requirements than those for single-family detached
- No minimum rear or side setbacks greater than five (5) feet

GEOGRAPHIC APPLICATION



Location

- Only in subject jurisdictions
 - Tier 1 Urban Municipalities
 - Rural Resort Job Center Municipalities
- Anywhere in subject jurisdiction where single-family detached dwellings allowed by right (as of Jan. 1, 2023)

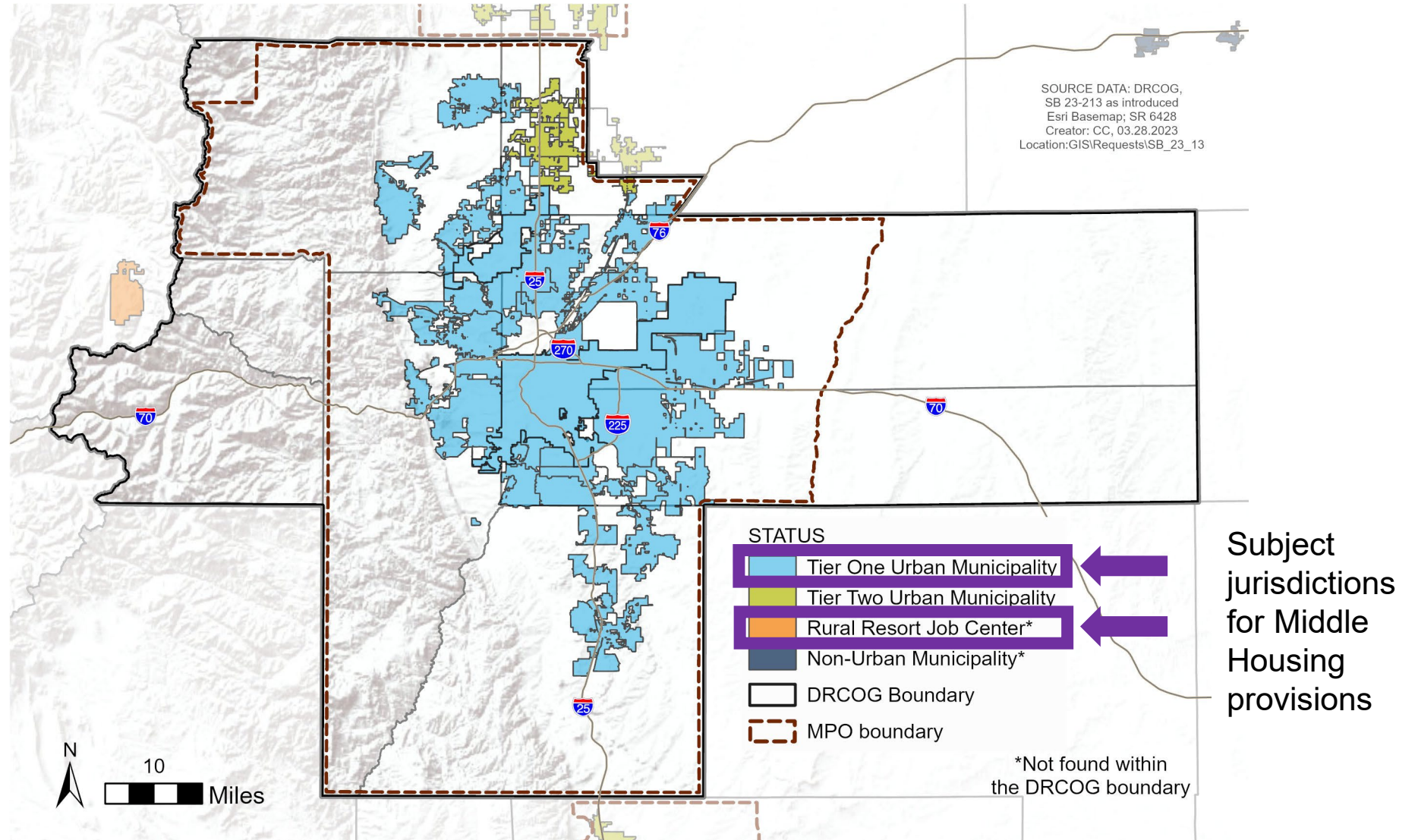
Key minimum standards

- Allow structures containing 2-6 separate dwelling units, townhomes, and cottage clusters by right
- No off-street parking minimum requirement
- No more restrictive requirements than those for single-family detached
- Allow at least 125% of building area that would be allowed for single-family detached

Not including parcels

- entirely outside of 2020 Census urbanized area
- without water and sewage service
- in an agricultural zoning district as of Jan. 1, 2023
- within wildland-urban interface
- within floodway or 100-year floodplain

GEOGRAPHIC APPLICATION



Location

- Parcels with at least 25% of their area **within ½ mile of existing fixed-rail transit station's** boarding and exiting location
- Tier 1 Urban Municipalities only
 - not addressing station areas in unincorporated areas of counties

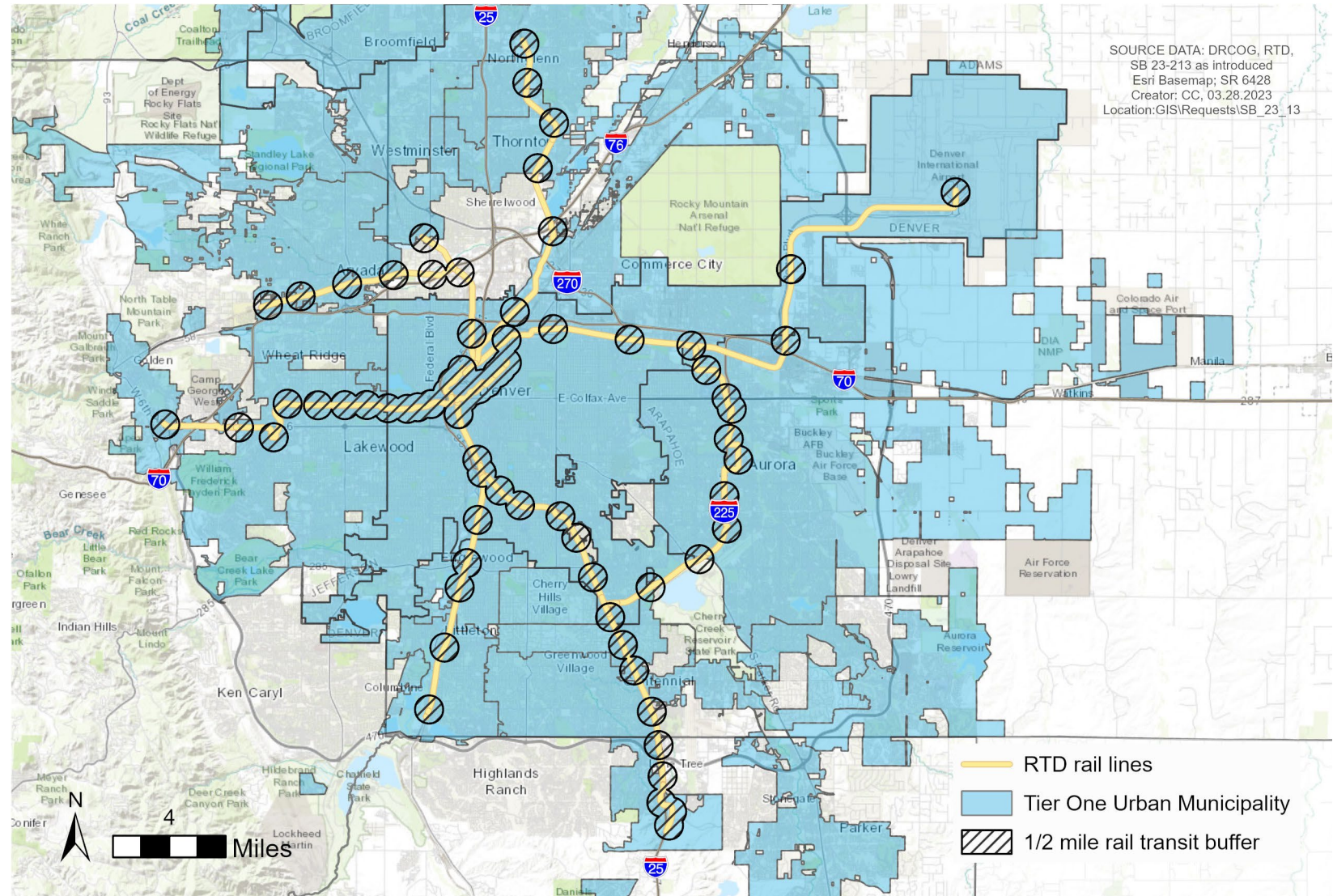
Not
including
parcels

- entirely outside of 2020 Census urbanized area
- without water and sewage service
- in an agricultural zoning district as of Jan. 1, 2023
- within wildland-urban interface
- within floodway or 100-year floodplain
- that include a park or open space
- subject to a conservation easement

Key minimum standards

- Allow gross density of 40 dwelling units per acre in area (with some flexibility)
- No off-street parking minimum requirement

TRANSIT-ORIENTED AREAS



Location

- Frequent transit service areas
 - High-frequency transit service
 - Bus rapid transit service
 - Inclusive of planned service (e.g. DRCOG's 2050 Metro Vision Regional Transportation Plan)
- Parcels within districts allowing certain commercial, public, institutional or mix of uses
- Tier 1 Urban Municipality or Rural Resort Job Center Municipality only

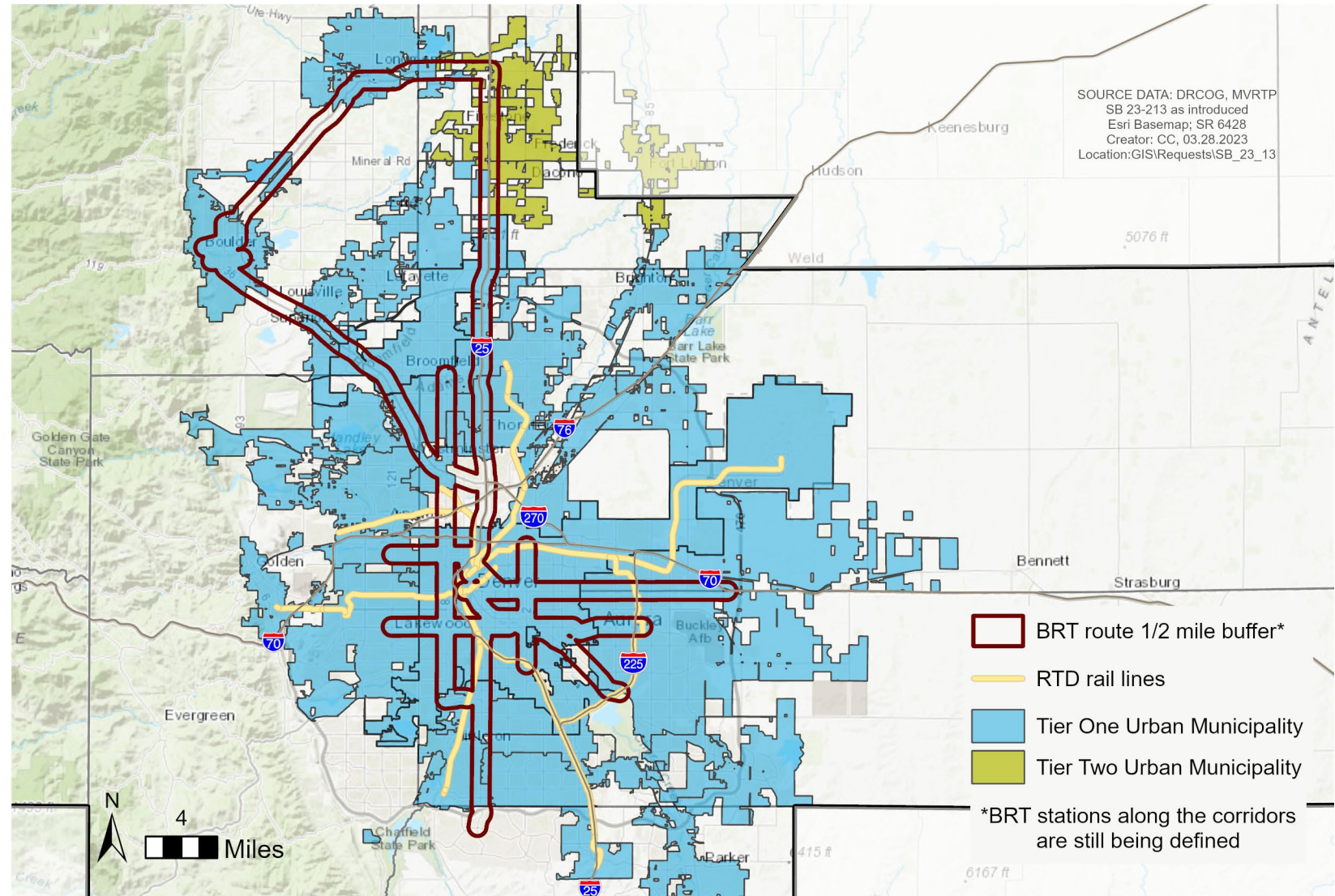
Not
including
parcels

- entirely outside of 2020 Census urbanized area
- without water and sewage service
- in an agricultural zoning district as of Jan. 1, 2023
- within wildland-urban interface
- within floodway or 100-year floodplain
- on or adjoining an industrial site/use

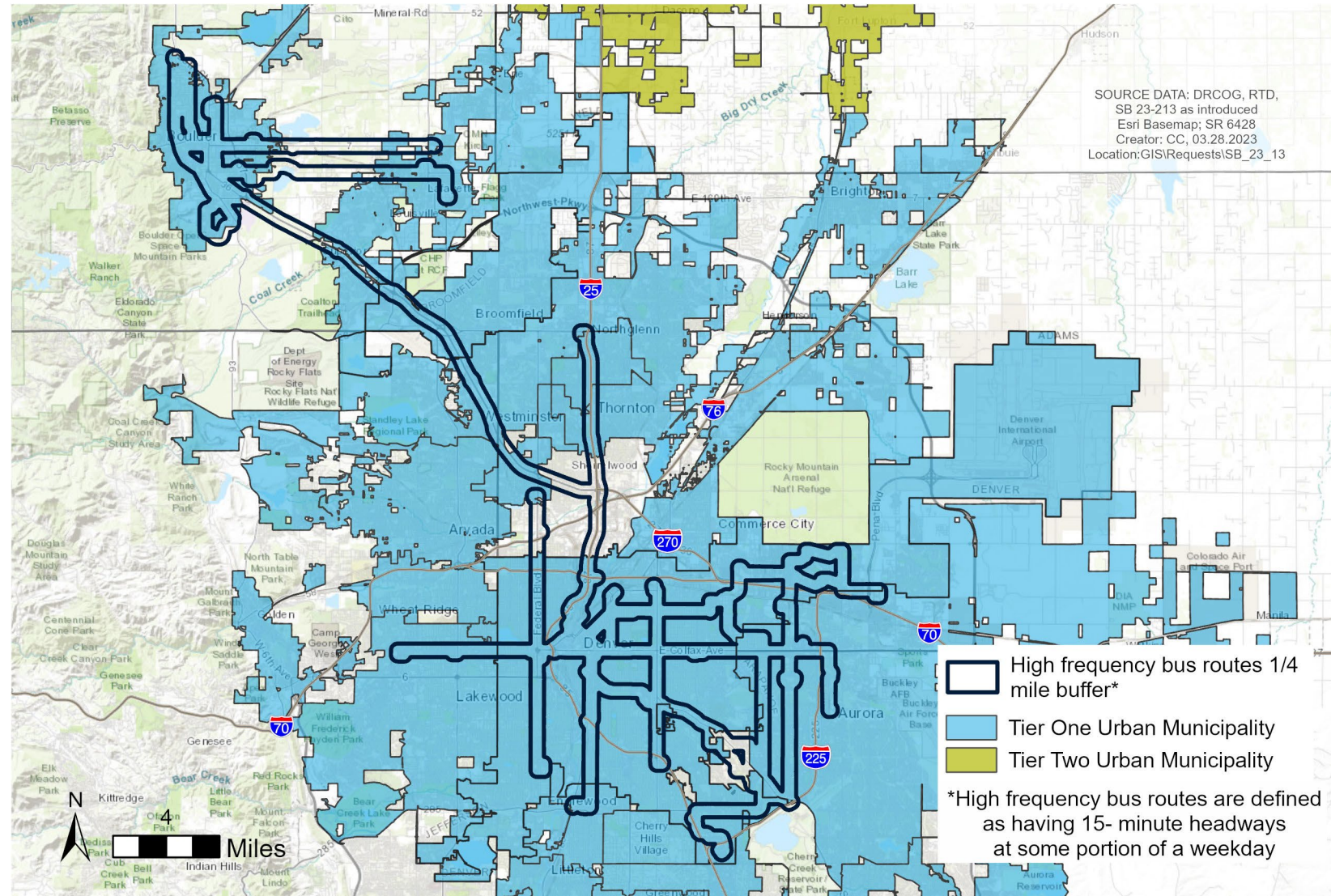
Key minimum standards

- Guidance pending on zoning capacity
- Allow multifamily residential housing by right
- No off-street parking minimum requirement

BUS RAPID TRANSIT



CURRENT HIGH-FREQUENCY TRANSIT



- Local regulations on manufactured housing
 - No residential unit size minimum beyond building and fire code
 - No occupancy restrictions based on familial relationship
 - State strategic growth objectives
 - State transportation funding prioritization
 - Regional Transportation Plan consistency Natural and Agricultural Land Priorities Report
 - Water loss audit reporting
- Comprehensive (master) plan requirements
 - Water supply element
 - Housing needs plan (in municipalities where it is required)
 - Natural and agricultural and priorities from state report
 - Greenfield development analysis (municipalities)
 - Three-mile annexation plan (municipalities)
 - Consultation process
 - DOLA review

ROLE OF MPOs IN SB 213 AS INTRODUCED



- State to match boundary for **regional housing needs assessment**
- Current MPO **planned investments** would inform location of **key corridors**
- User of **natural and agricultural land priorities report**
- Recipient or pass through for **housing needs plans technical assistance**
- MPO Regional Transportation Plan to be consistent with **state strategic growth objectives** when updated



THANK YOU!
QUESTIONS?

Sheila Lynch, AICP
Division Director
slynch@drcog.org
303-480-6839

ATTACH D

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 5, 2023	Informational Item	9

SUBJECT

FY 2024-2027 Transportation Improvement Program Subregional Share (Call 4) Forum Recommendations.

PROPOSED ACTION/RECOMMENDATIONS

No action is requested; this is an informational item. The Board will be asked to take action on call 4 projects at its May 17 meeting.

ACTION BY OTHERS

N/A

SUMMARY

In late November, DRCOG issued the last of four Calls for Projects (call #4, or the Subregional Share for the draft FY2024-2027 TIP) that together will program \$463.3 million in available funds for federal fiscal years 2022 through 2027. When the Subregional Share call closed on January 27, a total of 84 applications had been submitted totaling \$307.8 million for the \$192.3 million available to program. The applications submitted in this call can be found [here](#).

This call (just like Call #3) utilized two tracks; one for Air Quality and Multimodal (AQ/MM) projects using four funding sources (federal Congestion Mitigation/Air Quality, Transportation Alternatives, and Carbon Reduction Program, and state Multimodal Transportation and Mitigation Options Funds) and another track specifically using Surface Transportation Block Grant (STBG) funding. In the Subregional Share process (Calls #2 and #4), each forum is given a funding target (based on an average of population, employment, and estimated vehicle miles traveled within the subregion as a share of the regional total) to score, discuss, and recommend a slate of projects within each target back to the DRCOG committees and Board. Forums were also instructed to recommend a wait list of those projects submitted but not recommended for funding.

At the same time each forum was going through this process from February 1-22, DRCOG solicited public comment on the project submittals and received 1,073 comments. The public was able to indicate whether they support, have concern, or are opposed to the proposed project and submit specific written comments. The comments were provided to each forum to consider in their deliberations toward developing a funding recommendation. A summary of the comments is outlined [here](#).

Subregional Forum recommendations for funding allocations will be considered by TAC on April 24, the RTC on May 16, and the Board on May 17.

Call #4 recommendations will be included as part of the draft FY2024-2027 TIP currently being developed and is anticipated to be adopted in August 2023.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

FY 2024-2027 TIP Subregional Share (Call #4) forum recommendations

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Todd Cottrell, Project and Program Delivery Manager, Transportation Planning and Operations at 303-480-6737 or tcottrell@drcog.org.

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Adams County Subregion
\$30,396,000 Total Target (AQ/MM = \$13,664,000 and STBG = \$16,732,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Boulder	AQ/MM	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 100,000	\$ 9,264,000	N/A	\$ 100,000	Adams Forum Call 4 subregional commitment to Call 3 Regional Share project	Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30 minute headways.
Adams	AQ/MM	Adams County	High Line Canal Trail Underpass at Colfax Ave. (project also submitted to Arapahoe Forum)	\$ 4,800,000	\$ 6,000,000	3.2	\$ 4,800,000	Fund scopes as submitted	Design and construct 16' wide, 12' tall underpass for the High Line Canal Trail under Colfax Ave. just east of Laredo St.
Adams	AQ/MM	Thornton	124th Ave. Multimodal Improvements: Claude Ct. to Colorado Blvd.	\$ 5,694,000	\$ 6,327,000	2.6	\$ 5,694,000		Design and environmental for bike/ped facilities and roadway traffic calming from Claude Ct. to Colorado Blvd. The project will also fund right-of-way acquisition and construction from York St. to Fillmore St., including the York St. intersection.
Adams	AQ/MM	Thornton	Colorado Blvd. Separated Bike Facility: 88th Ave. to E-470 - Preconstruction	\$ 1,847,000	\$ 2,052,000	2.5	\$ 1,847,000		Design a separated bike facility along 8.25 miles of Colorado Blvd. including determining type of facility along different sections of the roadway.
Adams	AQ/MM	Thornton	Thornton Pkwy. Multiuse Path: I-25 to Grant St.	\$ 1,792,000	\$ 1,991,000	2.4	\$ 1,792,000	Fund scope as submitted (\$1,223,000 AQ/MM and \$569,000 STBG)	Design and construct a multi-use path on the south side of Thornton Pkwy., including lighting, landscaping, and retaining wall.
Adams	AQ/MM	Thornton	Big Dry Creek Trail: 136th Ave. to 144th Ave.	\$ 5,400,000	\$ 6,000,000	2.1	\$ 3,338,000	Funds \$3,338,000 (with STBG). Funds pre-construction only within submitted scope. Remaining \$2,062,000 is placed on the wait list.	Design and construct a multi-use path with gravel shoulders along Big Dry Creek.
Adams	STBG	CDOT	Federal Blvd. BRT- Preconstruction (project also submitted to Denver Forum)	\$ 1,600,000	\$ 40,000,000	4.3	\$ 1,600,000	Fund scopes as submitted	Design, environmental, and right-of-way associated with bus rapid transit from Englewood Station to Wagon Rd. Park-n-Ride.
Adams	STBG	Commerce City	88th Ave. Roadway Capacity Improvements: I-76 to SH-2	\$ 6,000,000	\$ 25,650,000	3.2	\$ 6,000,000		Widen 88th from 2-4 lanes from I-76 to Rosemary St. and 2-3 lanes from Rosemary St. to SH-2, replace bridge over O'Brian Canal, interconnect signals along corridor and replace Rosemary St. signal, construct sidewalk on one side and multi-use path on the other, and install improved storm sewer.
Adams	STBG	Thornton	104th Ave. Capacity Improvements: Colorado Blvd. to South Platte River - Preconstruction	\$ 2,625,000	\$ 3,750,000	3.0	\$ 2,625,000		Preconstruction activities to widen roadway from 2 to 4 lanes with raised median, reconfigure intersections at Riverdale Rd. and McKay Rd., and add 10-12' wide shared use paths along both sides of 104th Ave. At the McKay Rd. intersection, add raised median along McKay, left and right turn lanes onto 104th, and shared use path connection to Thornton Sports Complex.
Adams	STBG	Adams County	Adams County Comprehensive Safety Action Plan	\$ 1,600,000	\$ 2,000,000	2.9	\$ 1,600,000		Develop a comprehensive safety action plan for unincorporated Adams County, as well as each of the municipalities of Arvada, Aurora, Bennett, Brighton, Commerce City, Federal Heights, Lochbuie, Northglenn, Thornton, and Westminster.
Adams	STBG	Adams County	McKay Rd. Operational Improvements: 104th Ave. to 96th Ave. - Preconstruction	\$ 1,000,000	\$ 2,000,000	2.9	\$ 1,000,000		Design and environmental for operational improvements along McKay Rd. including intersection operational improvements and a grade separation of the Front Range Trail crossing.
Totals				AQ/MM \$ 19,633,000	\$ 25,634,000		\$ 13,664,000		
				STBG \$ 12,825,000	\$ 73,400,000		\$ 16,732,000		
				\$ 32,458,000	\$ 99,034,000		\$ 30,396,000		

Adams County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Thornton	Big Dry Creek Trail: 136th Ave. to 144th Ave.	\$ 5,400,000	\$ 6,000,000	2.1	\$ 2,062,000	Remaining unfunded request

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Arapahoe County Subregion
\$35,793,000 Total Target (AQ/MM = \$15,626,000 and STBG = \$20,167,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Arapahoe	AQ/MM	Arapahoe County	High Line Canal Trail Underpass at Colfax Ave. (project also submitted to Adams Forum)	\$ 4,800,000	\$ 6,000,000	3.6	Fund scopes as submitted	\$ 4,800,000	Design and construct 16' wide, 12' tall underpass for the High Line Canal Trail under Colfax Ave. just east of Laredo St.
Arapahoe	AQ/MM	Aurora	13th Ave. Multimodal Improvements: Yosemite St. to High Line Canal Trail - Preconstruction	\$ 900,000	\$ 1,500,000	3.6		\$ 900,000	Design improvements along the corridor including: 8-10' wide shared-use path, 5-6' wide sidewalks, curb extensions, crosswalk and sharrow markings, roadway and pedestrian-scale lighting, 2 raised intersections, 6 raised crosswalks, and a mid-block crossing with an RRFB.
Arapahoe	AQ/MM	Arapahoe County	High Line Canal Trail Underpass at Quebec St. - Preconstruction (project also submitted to Denver Forum)	\$ 1,720,000	\$ 2,150,000	3.5	Fund scopes as submitted		Design and acquire right-of-way for a 16' wide, 12' tall underpass for the High Line Canal Trail under Quebec St. just south of Iliff Ave.
Arapahoe	AQ/MM	Arapahoe County	Easter Trail Study	\$ 160,000	\$ 200,000	3.1		\$ 160,000	Study the proposed Easter Trail to connect the Cherry Creek Trail with neighborhoods east of Parker Rd.
Arapahoe	AQ/MM	Centennial	Colorado Blvd. Multimodal Improvements: Arapahoe Rd. to Dry Creek Rd.	\$ 8,411,000	\$ 9,361,000	3.0		\$ 8,411,000	Reduce roadway from 5-3 lanes, and construct a separated bike/ped facility.
Arapahoe	STBG	Littleton	Santa Fe Dr. & Mineral Ave. Operational Improvements	\$ 3,500,000	\$ 12,600,000	3.7	Fund scopes as submitted	\$ 3,500,000	Construct operational improvements and upgrade signals at the intersection of Santa Fe & Mineral and Mineral and Platte River Pkwy. Expand bike/ped facilities near Mineral LRT Station.
Arapahoe	STBG	Aurora	I-225 & Alameda Ave. Bridge Replacement - Preconstruction	\$ 1,800,000	\$ 3,000,000	3.6		\$ 1,800,000	Environmental and design to replace the Alameda Ave. bridge over I-255 to include intersection operational improvements, 10-14' wide separated multi-use paths on both sides, and lighting.
Arapahoe	STBG	Arapahoe County	High Line Canal Trail Underpass at Broadway	\$ 12,944,000	\$ 16,200,000	3.4	Fund scopes as submitted	\$ 2,683,000	Design, acquire right-of-way and construct 16' wide, 12' tall underpass for the High Line Canal Trail under South Broadway just south of Arapahoe Rd. and replace the Broadway bridge over the High Line Canal.
Arapahoe	STBG	Aurora	Gun Club Rd. Multimodal Capacity Improvements: Quincy Ave. to Aurora Pkwy. - Preconstruction	\$ 1,500,000	\$ 2,500,000	3.4		\$ 1,500,000	Preconstruction activities for capacity, operational, and multimodal improvements on Gun Club Rd. between Quincy Ave. and Aurora Pkwy.
Arapahoe	STBG	Littleton	Bowles Ave. Corridor Study: Sheridan Blvd. to Santa Fe Dr.	\$ 599,000	\$ 750,000	3.1		\$ 599,000	Multimodal corridor study evaluating safety, transit access, bike/ped, congestion, intersection operations, and land use and economic development.
Arapahoe	STBG	Centennial	Havana St. and Easter Ave. Intersection Operational Improvements	\$ 11,440,000	\$ 16,344,000	3.0		\$ 11,440,000	Multimodal intersection operational improvements to improve traffic operations and multimodal travel.
Totals				AQ/MM \$ 15,991,000	\$ 19,211,000			\$ 15,626,000	
				STBG \$ 31,783,000	\$ 51,394,000			\$ 20,167,000	
				\$ 47,774,000	\$ 70,605,000			\$ 35,793,000	

Arapahoe County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	STBG	Arapahoe County	High Line Canal Trail Underpass at Broadway	\$ 12,944,000	\$ 16,200,000	3.4	\$ 10,261,000	Remaining unfunded request
2	Both	Arapahoe County	High Line Canal Trail Underpass at Quebec St. - Preconstruction (project also submitted to Denver Forum)	\$ 1,720,000	\$ 2,150,000	3.5	\$ 1,720,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Boulder County Subregion

\$19,079,000 Total Target (AQ/MM = \$8,329,000 and STBG = \$10,750,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Boulder	AQ/MM	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 100,000	\$ 9,264,000	N/A	\$ 100,000	Boulder Forum Call 4 subregional commitment to Call 3 Regional Share project	Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30 minute headways.
Boulder	AQ/MM	Boulder	30th St. Multimodal Improvements - Colorado Ave. to Baseline Rd.	\$ 5,840,000	\$ 7,300,000	3.7	\$ 3,000,000	Fund \$3,000,000 (\$2,758,000 STBG and \$242,000 AQ/MM). Remaining \$2,840,000 is placed on the wait list. Scope is adjusted to be design only from Aurora and Baseline Rd.	Construct multimodal improvements, including raised protected bicycle lanes, wider sidewalks, protected intersections, transit enhancements, and enhanced crossings.
Boulder	AQ/MM	Longmont	SH-119 BAT Lanes: Nelson Rd. to Pratt Pkwy. - Preconstruction	\$ 3,113,000	\$ 3,891,000	3.6			Design Business Access and Transit Lanes including transit signal priority, upgrade to railroad crossing to Quiet Zone compliance, and upgraded 8' minimum width multi-use paths along both sides.
Boulder	AQ/MM	Boulder	Folsom St. Multimodal Study: Pine St. to Colorado Ave.	\$ 1,200,000	\$ 1,500,000	3.5	\$ 1,000,000	Fund \$1,000,000. Remaining \$200,000 is placed on the wait list. Fund full scope as submitted	Corridor study to evaluate multimodal and safety improvements.
Boulder	AQ/MM	Boulder	Colorado Ave. Complete Streets Improvements: Folsom St. to Regent Dr.	\$ 2,160,000	\$ 3,600,000	3.4			Design and construct Complete Streets improvements along corridor including dedicated transit lanes, bike/ped separation, and transit stop amenities.
Boulder	AQ/MM	Longmont	SH-66 Multi-use Path: Hover St. to Main St./US-287	\$ 2,240,000	\$ 2,800,000	3.3	\$ 2,240,000	Fund scopes as submitted.	Construct a multi-use path on the south side of SH-66 between Hover St. and Main St., including multimodal crossing improvements at four intersections.
Boulder	AQ/MM	Boulder County	Lafayette-Louisville-Boulder Protected Bikeway Feasibility Study	\$ 382,000	\$ 425,000	3.1	\$ 382,000		Feasibility study to determine the preferred alignment for a low-stress bikeway between Lafayette, Louisville, and Boulder.
Boulder	AQ/MM	Longmont	US-287 & 21st Ave. Bike/Ped Underpass	\$ 9,558,000	\$ 11,948,000	2.9			Construct intersection improvements, including a bike/ped underpass connecting to neighborhood trails.
Boulder	AQ/MM	Boulder County	Southeast Boulder County SuperFlex Demand Response Transit Service	\$ 3,434,000	\$ 3,820,000	2.8	\$ 3,325,000	Fund \$3,325,000. Remaining \$109,000 is placed on the wait list. Fund scope as submitted	Pilot 1-2 vehicle demand-response service in southeast Boulder County to supplement RTD FlexRide and Ride Free Lafayette.
Boulder	AQ/MM	Louisville	Via Appia Way Multimodal Improvements: South Boulder Rd. to McCaslin Blvd.	\$ 2,480,000	\$ 3,100,000	2.8			Reduce roadway from 4-2 lanes, design and construct buffered bike lanes and crossing improvements including pedestrian refuge islands.
Boulder	AQ/MM	Boulder County	SH-93 Bikeway Feasibility Study: SH-170 to Jefferson County Line	\$ 314,000	\$ 350,000	2.7			Feasibility study to determine the preferred alignment for a protected shoulder/multi-use path and develop a preliminary cost estimate.
Boulder	AQ/MM	Superior	McCaslin Multi-Use Underpass north of Rock Creek Pkwy	\$ 4,794,000	\$ 6,000,000	2.6	\$ 500,000	Funds \$500,000. Remaining \$4,294,000 placed on the wait list. Scope adjusted to design only.	Construct a multi-use underpass at McCaslin Blvd. north of Rock Creek Pkwy.
Boulder	AQ/MM	Erie	Erie FlexRide Service	\$ 540,000	\$ 600,000	2.3	\$ 540,000	Fund scopes as submitted	Two years of Flex ride services within the Town of Erie. The service will also provide connections to RTD services located outside the town boundaries.
Boulder	STBG	Boulder County	South Boulder Rd. BRT Study: SH-7 & 119th St. to Broadway & Table Mesa Dr.	\$ 399,000	\$ 500,000	3.6	\$ 399,000	Fund scopes as submitted	Study potential bus rapid transit enhancements and related bike/ped and safety measures for the corridor.
Boulder	STBG	Boulder County	Boulder County Vision Zero Safe Routes to School Action Plan	\$ 359,000	\$ 450,000	3.4	\$ 359,000		Vulnerable road user (school and youth) study to develop a vision zero safe routes to school 5 year action plan and school safety plans at 5-10 of the highest need schools.
Boulder	STBG	Boulder County	Boulder Countywide Strategic Transit Plan	\$ 1,198,000	\$ 1,500,000	3.4	\$ 1,198,000		Develop a countywide transit plan guiding transit funding and implementation strategies.
Boulder	STBG	Boulder County	SH-119 Bikeway: Niwot Rd. to Airport Rd.	\$ 3,036,000	\$ 3,800,000	3.4	\$ 3,036,000		Construct 2 miles of 12' wide bikeway in the median of SH-119.
Boulder	STBG	Boulder County	SH-119 Bikeway: Foothills Pkwy. to Jay Rd.	\$ 5,992,000	\$ 7,500,000	3.4			Construct 0.85 miles of 12' wide bikeway in the median of SH-119, including a bike/ped bridge over Fourmile Canyon Creek and an underpass south of Jay Rd.
Boulder	STBG	Boulder County	Longmont to Boulder (LOBO) Trail - Jay Road Connection Multimodal Improvements	\$ 1,353,000	\$ 1,700,000	3.3			New trail to connect the Cottonwood and LoBo Trails along Jay Rd. and Spine Rd. Project also includes transit stop enhancements, bike/ped safety improvements, and a new left turn at Jay Rd. and 57th. St.
Boulder	STBG	Boulder County	SH-119 Bikeway: Airport Rd. to Hover St.	\$ 7,191,000	\$ 9,000,000	3.3			Construct 1.44 miles of 12' wide bikeway in the median of SH-119, including a bike/ped bridge over Left Hand Creek and an underpass of SH-119 south of Hover St.
Boulder	STBG	Louisville	SH-42 & South St. Bike/Ped Underpass	\$ 7,190,000	\$ 9,000,000	2.9	\$ 3,000,000	Funds \$3,000,000. Remaining \$4,190,000 placed on wait list. Funds scope as submitted.	Design and construct a bike/ped underpass of SH-42 at South St.
Totals				AQ/MM \$ 35,515,000	\$ 44,734,000		\$ 8,329,000		
				STBG \$ 26,718,000	\$ 33,450,000		\$ 10,750,000		
				\$ 62,233,000	\$ 78,184,000		\$ 19,079,000		

Boulder County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Boulder	30th St. Multimodal Improvements - Colorado Ave. to Baseline Rd.	\$ 5,840,000	\$ 7,300,000	3.7	\$ 2,840,000	Unfunded projects (whole or partial) placed in score order
2	Both	Longmont	SH-119 BAT Lanes: Nelson Rd. to Pratt Pkwy. - Design	\$ 3,113,000	\$ 3,891,000	3.6	\$ 3,113,000	
3	Both	Boulder	Folsom St. Multimodal Study: Pine St. to Colorado Ave.	\$ 1,200,000	\$ 1,500,000	3.5	\$ 200,000	
4	Both	Boulder	Colorado Ave. Complete Streets Improvements: Folsom St. to Regent Dr.	\$ 2,160,000	\$ 3,600,000	3.4	\$ 2,160,000	
5	Both	Boulder County	SH-119 Bikeway: Foothills Pkwy. to Jay Rd.	\$ 5,992,000	\$ 7,500,000	3.4	\$ 5,992,000	
6	Both	Boulder County	SH-119 Bikeway: Airport Rd. to Hover St.	\$ 7,191,000	\$ 9,000,000	3.3	\$ 7,191,000	
7	Both	Boulder County	Longmont to Boulder (LOBO) Trail - Jay Road Connection Multimodal Improvements	\$ 1,353,000	\$ 1,700,000	3.3	\$ 1,353,000	
8	Both	Longmont	US-287 & 21st Ave. Bike/Ped Underpass	\$ 9,558,000	\$ 11,948,000	2.9	\$ 9,558,000	
9	Both	Louisville	SH-42 & South St. Bike/Ped Underpass	\$ 7,190,000	\$ 9,000,000	2.9	\$ 4,190,000	
10	Both	Louisville	Via Appia Way Multimodal Improvements: South Boulder Rd. to McCaslin Blvd.	\$ 2,480,000	\$ 3,100,000	2.8	\$ 2,480,000	
11	AQ/MM	Boulder County	Southeast Boulder County SuperFlex Demand Response Transit Service	\$ 3,434,000	\$ 3,820,000	2.8	\$ 109,000	
12	Both	Boulder County	SH-93 Bikeway Feasibility Study: SH-170 to Jefferson County Line	\$ 314,000	\$ 350,000	2.7	\$ 314,000	
13	Both	Superior	McCaslin Multi-Use Underpass north of Rock Creek Pkwy	\$ 4,794,000	\$ 6,000,000	2.6	\$ 4,294,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Broomfield City/County Subregion

\$4,693,000 Total Target (AQ/MM = \$2,049,000 and STBG = \$2,644,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Boulder	AQ/MM	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 100,000	\$ 9,264,000	N/A	\$ 100,000	Broomfield Forum Call 4 subregional commitment to Call 3 Regional Share project	Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30 minute headways.
Broomfield	AQ/MM	Broomfield	Midway Blvd. Multimodal Improvements: Lake Link Trail to Zuni St. - Preconstruction	\$ 3,600,000	\$ 4,500,000	3.4	\$ 3,600,000	Fund full scope request (\$1,949,000 AQ/MM and \$1,651,000 STBG).	Design and right-of-way acquisition for Complete Streets bike/ped improvements along the corridor.
Broomfield	STBG	Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction	\$ 1,523,000	\$ 2,176,000	3.9	\$ 420,000	Funds County Line Rd. to Sheridan Pkwy. only. Remaining \$1,103,000 is placed on the wait list for Sheridan intersection.	Roadway multimodal improvements for safety, accessibility, operations, and capacity for all modes. Project will advance design to 15% for the entire segment, and 90% design for the Sheridan Pkwy intersection.
Totals				AQ/MM \$ 3,600,000	\$ 4,500,000		\$ 2,049,000		
				STBG \$ 1,523,000	\$ 2,176,000		\$ 2,071,000		
				\$ 5,123,000	\$ 6,676,000		\$ 4,120,000		

Broomfield City/County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	STBG	Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction	\$ 1,523,000	\$ 2,176,000		\$ 1,103,000	Sheridan Pkwy. Intersection only

2024-2027 TIP Subregional Share Project Submittals (Call #4) - City/County Denver Subregion									
\$46,584,000 Total Target (AQ/MM = \$20,337,000 and STBG = \$26,247,000)									
Forum	Funding Eligibility	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Denver	AQ/MM	Denver	High Line Canal Underpass at Yale Ave.	\$ 11,000,000	\$ 15,700,000	3.5	\$ 11,000,000	Fund scope as submitted	Design, acquire right-of-way and construct an underpass for the High Line Canal Trail under Yale Ave. just west of Holly St.
Denver	AQ/MM	Denver	Northeast Denver Trails	\$ 3,840,000	\$ 4,800,000	3.3			Design and construct 1.8 miles of 10' trail with 3' crusher fines shoulder for three segments: Peña Trail, First Creek Trail Connection, and Derby Lateral Trail, following the Peña Blvd. corridor from Green Valley Ranch Blvd. to Richfield St. and 60th Ave.
Denver	AQ/MM	Denver	South Platte River Trail Improvements: Mississippi Ave. to Florida Ave.	\$ 8,000,000	\$ 10,000,000	3.2	\$ 4,800,000	Fund \$4,800,000. Fund scope as submitted. Remaining \$3,200,000 is placed on the wait list.	Replace existing 8' trail with 12' wide trail with 4' crusher fines and 3' shoulders on both sides and reconstructed 16' wide bike/ped bridge in Overland Park.
Denver	AQ/MM	Denver	High Line Canal Trail Underpass at Quebec St. - Preconstruction (project also submitted to Arapahoe Forum)	\$ 1,720,000	\$ 2,150,000	3.1			Design and acquire right-of-way for a 16' wide, 12' tall underpass for the High Line Canal Trail under Quebec St. just south of Iliff Ave. The same application was submitted to the Arapahoe forum.
Denver	AQ/MM	Denver	North Central Community Transportation Network Multimodal Improvements	\$ 10,000,000	\$ 12,500,000	3.1	\$ 4,537,000	Fund \$4,537,000. Funds partial scope based on upcoming study outcomes. Remaining \$5,463,000 is placed on the wait list.	Construct multimodal improvements in the Globeville and Elyria-Swansea neighborhoods including high-comfort bike facilities and crosswalk safety enhancements.
Denver	AQ/MM	Denver	Sheridan Blvd. Sidewalk: 48th Ave. to 52nd Ave.	\$ 5,600,000	\$ 7,600,000	3.1			Design and construct an 8-10' wide sidewalk on the west side including retaining walls, lighting, and a protected pedestrian crossing at 49th Ave. bus stops.
Denver	AQ/MM	Denver	Broadway Multimodal Improvements: 7th Ave. to 16th Ave. - Preconstruction	\$ 2,430,000	\$ 2,700,000	2.7			Design and acquire right-of-way for a two-way protected bike lane on the east side of Broadway and enhancements to the dedicated bus lane including enhanced markings, bus stop ADA upgrades, signal reconstruction, intersection improvements, and parking/loading zone enhancements.
Denver	STBG	CDOT	Federal Blvd. BRT- Preconstruction (project also submitted to Adams Forum)	\$ 1,600,000	\$ 40,000,000	4.1			Design, environmental, and right-of-way associated with bus rapid transit from Englewood Station to Wagon Rd. Park-n-Ride.
Denver	STBG	Denver	Peña Blvd. Managed Lane: I-70 to E-470 - Preconstruction	\$ 5,000,000	\$ 18,500,000	3.8	\$ 5,000,000	Fund scope as submitted	Design and environmental for the addition of one managed lane in each direction between I-70 and E-470 and the addition of multi-use trails alongside Peña. Also partially funds implementation of a TDM plan to promote active transportation and shared connections to the airport.
Denver	STBG	Denver	Alameda Ave. Underpass Improvements: Kalamath St. to Cherokee St. - Preconstruction	\$ 7,800,000	\$ 9,750,000	3.3	\$ 7,800,000		Design and environmental for the reconstruction of the Alameda Ave. underpass, including new sidewalks, a multi-use path, and expanded capacity for rail transit.
Denver	STBG	Denver	E. Colfax Ave. BRT	\$ 20,000,000	\$ 25,000,000	3.3	\$ 13,447,000	Fund \$13,447,000. Fund scope as submitted. Remaining \$6,553,000 is placed on the wait list.	Construct a center-running bus rapid transit from Civic Center Station to Yosemite St. and station improvements between Union Station and Civic Center Station and between Yosemite St. and I-225
Denver	STBG	Denver	15th St. Multimodal Improvements: Larimer St. to Central St.	\$ 1,040,000	\$ 1,300,000	3.1			Design, environmental and construction for the striping of a new separated bi-directional bike lane and extended bus-only lane from Downtown to the Highlands. Project includes bicycle signalization and wayfinding signage.
Totals				AQ/MM \$ 42,590,000	\$ 55,450,000		\$ 20,337,000		
				STBG \$ 35,440,000	\$ 94,550,000		\$ 26,247,000		
				\$ 78,030,000	\$ 150,000,000		\$ 46,584,000		

Denver City/County Forum Wait List

Wait List Rank	Eligible Funding Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Denver	South Platte River Trail Improvements: Mississippi Ave. to Florida Ave. (Remaining)	\$ 8,000,000	\$ 10,000,000	3.2	\$ 3,200,000	Remaining unfunded requests
2	Both	Denver	North Central Community Transportation Network Multimodal Improvements (Remaining)	\$ 10,000,000	\$ 12,500,000	3.1	\$ 5,463,000	
3	Both	Denver	E. Colfax Ave. BRT (Remaining)	\$ 20,000,000	\$ 25,000,000	3.3	\$ 6,553,000	
4	Both	CDOT	Federal Blvd. BRT- Preconstruction	\$ 1,600,000	\$ 40,000,000	4.1	\$ 1,600,000	After projects with remaining requests, priority is based on score order
5	Both	Denver	Northeast Denver Trails	\$ 3,840,000	\$ 4,800,000	3.3	\$ 3,840,000	
6	Both	Denver	Sheridan Blvd. Sidewalk: 48th Ave. to 52nd Ave.	\$ 5,600,000	\$ 7,600,000	3.1	\$ 5,600,000	
7	Both	Denver	15th St. Multimodal Improvements: Larimer St. to Central St.	\$ 1,040,000	\$ 1,300,000	3.1	\$ 1,040,000	
8	Both	Denver	High Line Canal Trail Underpass at Quebec St. - Preconstruction	\$ 1,720,000	\$ 2,150,000	3.1	\$ 1,720,000	
9	Both	Denver	Broadway Multimodal Improvements: 7th Ave. to 16th Ave. - Preconstruction	\$ 2,430,000	\$ 2,700,000	2.7	\$ 2,430,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Douglas County Subregion
\$19,945,000 Total Target (AQ/MM = \$8,707,000 and STBG = \$11,238,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Douglas	AQ/MM	Douglas County	Douglas County Transit Pilot	\$ 2,250,000	\$ 2,500,000	3.3	\$ 2,250,000	Fund scope as submitted	Project will initiate pilot projects identified in the Douglas County Transit & Multimodal Feasibility Study, by determining service details, operator, vehicle types, acquisition, solicit providers, and develop public information.
Douglas	AQ/MM	Lone Tree	I-25 and Lincoln Bike/Ped Infrastructure Connections	\$ 6,000,000	\$ 10,000,000	3.3	\$ 5,907,000	Fund \$5,907,000. Fund full scope. Remaining \$93,000 placed on the wait list	Bicycle and pedestrian improvements in the vicinity of the I-25 and Lincoln interchange based on study outcomes.
Douglas	AQ/MM	Douglas County	Colorado Blvd. Bike/Ped Bridge over C-470 - Preconstruction	\$ 550,000	\$ 700,000	3.0	\$ 550,000	Fund scope as submitted	Design and construct a bike/pedestrian bridge over C-470 at Colorado Blvd.
Douglas	STBG	Castle Rock	I-25 and Crystal Valley Pkwy Interchange	\$ 9,000,000	\$ 86,000,000	4.0	\$ 8,500,000	Fund \$8,500,000. Fund scope as submitted. Remaining \$500,000 placed on the wait list.	Construct a new interchange at Crystal Valley Pkwy., realign frontage roads, construct new roundabout at Crystal Valley Pkwy, east frontage road, and northbound on-ramp, and add bike and pedestrian facilities along roadways connecting to Front Range Trail.
Douglas	STBG	Castle Pines	I-25 and Happy Canyon Interchange - Preconstruction	\$ 3,000,000	\$ 4,000,000	2.9	\$ 2,238,000	Fund \$2,238,000. Fund scope as submitted. Remaining \$762,000 placed on the wait list	Design and environmental to replace and modernize the deficient interchange and nearby infrastructure.
Douglas	STBG	Parker	SH 83 and Main Street Roadway Operation Improvements - Preconstruction	\$ 500,000	\$ 750,000	2.8	\$ 500,000	Fund scope as submitted	SH-83 (Parker Rd.) and Main St. conceptual-level design (10%) for displaced left turn continuous flow intersection (CFI) improvements based on the completed Parker Road Corridor Plan.
Douglas	STBG	Castle Pines	Monarch Blvd Bike Lanes: Winter Berry Place to City Limits	\$ 2,100,000	\$ 3,000,000	2.8			Design, environmental and construction for new 6' wide buffered bike lanes, intersection operational improvements, and crosswalk markings.
Douglas	STBG	Parker	SH 83 and Hilltop Road Intersection Operational Improvements	\$ 1,500,000	\$ 2,500,000	2.2			Roadway and multimodal operational improvements at the intersection of SH-83 (Parker Rd.) and Hilltop Rd. in Parker.
Douglas	STBG	Parker	Lincoln Ave. and Pine Ave. Intersection Operational Improvements	\$ 2,000,000	\$ 3,500,000	2.2			Roadway and multimodal operational improvements at the intersection of Lincoln Ave. and Pine Ave. in Parker.
Totals				AQ/MM \$ 8,800,000	\$ 13,200,000		\$ 8,707,000		
				STBG \$ 18,100,000	\$ 99,750,000		\$ 11,238,000		
				\$ 26,900,000	\$ 112,950,000		\$ 19,945,000		

Douglas County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	STBG	Castle Rock	I-25 and Crystal Valley Pkwy Interchange	\$ 9,000,000	\$ 86,000,000	4.0	\$ 500,000	Remaining unfunded requests
2	STBG	Castle Pines	I-25 and Happy Canyon Interchange - Preconstruction	\$ 3,000,000	\$ 4,000,000	2.9	\$ 762,000	
3	Both	Lone Tree	I-25 and Lincoln Bike/Ped Infrastructure Connections	\$ 6,000,000	\$ 10,000,000	3.3	\$ 93,000	
4	Both	Castle Pines	Monarch Blvd Bike Lanes: Winter Berry Place to City Limits	\$ 2,100,000	\$ 3,000,000	2.8	\$ 2,100,000	After projects with remaining requests, priority is based on score order
5	Both	Parker	SH 83 and Hilltop Road Intersection Operational Improvements	\$ 1,500,000	\$ 2,500,000	2.2	\$ 1,500,000	
6	Both	Parker	Lincoln Ave. and Pine Ave. Intersection Operational Improvements	\$ 2,000,000	\$ 3,500,000	2.2	\$ 2,000,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - Jefferson County Subregion

\$31,735,000 Total Target (AQ/MM = \$13,854,000 and STBG = \$17,881,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Jefferson	AQ/MM	Golden	Golden Free Transit Program	\$ 1,000,000	\$ 1,300,000	2.5	Fund scope as submitted	\$ 1,000,000	Provide four routes of free transit service in the City of Golden connecting Downtown Golden, Colorado School of Mines, RTD Jeffco Government Center Station, and RTD Wheat Ridge-Ward Station.
Jefferson	AQ/MM	Wheat Ridge	35th Ave. Multimodal Improvements: Sheridan Blvd. to Wadsworth Blvd.	\$ 4,450,000	\$ 4,950,000	2.3		\$ 4,450,000	Multimodal improvements along 35th Ave. from Sheridan Blvd. to Wadsworth Blvd. Improvements will vary depending on location and existing conditions, and may include traffic calming elements, Bike and ped facilities, sidewalks, sharrows, and advisory shoulders.
Jefferson	AQ/MM	Wheat Ridge	Tabor St. Multimodal Improvements: Clear Creek to I-70 Frontage Rd. North - Preconstruction	\$ 3,596,000	\$ 4,000,000	2.3		\$ 3,596,000	Preconstruction activities for bike lanes and a pedestrian bridge that will extend the Tabor St. bike lanes starting at the I-70 Frontage Rd. North south over I-70 to the Clear Creek Trail.
Jefferson	AQ/MM	Lakewood	Sheridan Blvd. Path: Jewell Ave. to Iowa Ave.	\$ 1,936,000	\$ 2,420,000	2.2		\$ 1,936,000	Construct a path on the west side of Sheridan Blvd.
Jefferson	AQ/MM	Lakewood	Wadsworth Blvd. Path Improvements	\$ 2,168,000	\$ 2,710,000	2.0		\$ 2,168,000	Construct a multi-use path along Wadsworth Blvd. on both sides: east side between Mansfield Ave. and Jefferson Ave. and west side between Eastman Pl. and Bear Creek
Jefferson	AQ/MM	Wheat Ridge	Youngfield St. Multimodal Improvements: 38th Ave. to 44th Ave.	\$ 7,190,000	\$ 8,000,000	2.0			Construct a multi-use path on the east side of Youngfield St., with possible bike lanes, between 38th Ave. and 44th Ave. A pedestrian bridge will also be constructed over Clear Creek.
Jefferson	AQ/MM	Lakewood	Morrison Rd. Path	\$ 2,872,000	\$ 3,590,000	1.9			
Jefferson	AQ/MM	Arvada	64th Pkwy Multimodal Improvements - East of SH-93 to Virgil Way	\$ 1,424,000	\$ 1,780,000	1.9	\$ 1,000,000	\$1,000,000 funded (\$704,000 AQ/MM and \$296,000 STBG). Remaining \$424,000 placed on the wait list	Multimodal improvements along 64th Pkwy.
Jefferson	STBG	Jefferson County	Peaks to Plains Trail - Central Canyon Segment: Big Easy Recreation Area to Rigor Mortis Rapids	\$ 10,000,000	\$ 103,000,000	2.8	\$ 9,000,000	\$9,000,000 funded. Fund scope as submitted. Remaining \$1,000,000 placed on the wait list.	Design, environmental, and construction of 5 miles of 10' wide trail along US-6 to fill in the final gap of the Peaks to Plains Trail, including 10 bridges and two trailhead/parking areas.
Jefferson	STBG	Golden	US-6 & Heritage Rd. Multimodal Grade Separation - Preconstruction	\$ 4,400,000	\$ 5,500,000	2.7	\$ 4,400,000	Fund scope as submitted	Design, utility relocation, and right-of-way acquisition for three grade separations: roadway, bike/ped, and wildlife.
Jefferson	STBG	Lakewood	West Colfax Ave. Safety Improvements: Teller St. to Sheridan Blvd.	\$ 4,522,000	\$ 5,653,000	2.2	\$ 4,185,000	\$4,185,000 funded. Fund scope as submitted. Remaining \$337,000 placed on the wait list.	Lighting, landscaping, and right-of-way to improve pedestrian safety along the corridor.
Jefferson	STBG	Golden	44th Ave. Reconstruction: BNSF/RTD Rail Crossing to Salvia St. - Preconstruction	\$ 1,200,000	\$ 1,500,000	1.4			Design and environmental for roadway reconstruction.
Totals				AQ/MM \$ 23,212,000	\$ 26,970,000		\$ 13,854,000		
				STBG \$ 20,122,000	\$ 115,653,000		\$ 17,881,000		
				\$ 43,334,000	\$ 142,623,000		\$ 31,735,000		

Jefferson County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Jefferson County	Peaks to Plains Trail - Central Canyon Segment: Big Easy Recreation Area to Rigor Mortis Rapids	\$ 10,000,000	\$ 103,000,000	2.8	\$ 1,000,000	Remaining unfunded requests
2	Both	Lakewood	West Colfax Ave. Safety Improvements: Teller St. to Sheridan Blvd.	\$ 4,522,000	\$ 5,653,000	2.2	\$ 337,000	
3	Both	Arvada	64th Pkwy Multimodal Improvements - East of SH-93 to Virgil Way	\$ 1,424,000	\$ 1,780,000	1.9	\$ 424,000	
4	Both	Wheat Ridge	Youngfield St. Multimodal Improvements: 38th Ave. to 44th Ave.	\$ 7,190,000	\$ 8,000,000	2.0	\$ 7,190,000	After projects with remaining requests, priority is based on score order
5	Both	Lakewood	Morrison Rd. Path	\$ 2,872,000	\$ 3,590,000	1.9	\$ 2,872,000	
6	STBG	Golden	44th Ave. Reconstruction: BNSF/RTD Rail Crossing to Salvia St. - Preconstruction	\$ 1,200,000	\$ 1,500,000	1.4	\$ 1,200,000	

2024-2027 TIP Subregional Share Project Submittals (Call #4) - SW Weld County Subregion
\$5,508,000 Total Target (AQ/MM = \$2,799,000 and STBG = \$2,709,000)

Forum	Track	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation		Project Highlights
Boulder	AQ/MM	Boulder	SH-7 Transit Operations: Boulder to Brighton	\$ 100,000	\$ 9,264,000	N/A	\$ 70,000	SW Weld Forum Call 4 subregional commitment to Call 3 Regional Share project	Two years of funding for free transit service along SH-7 between Downtown Boulder and Downtown Brighton operating at 30 minute headways.
SW Weld	AQ/MM	Erie	Erie FlexRide Service	\$ 540,000	\$ 600,000	3.1	\$ 540,000	Fund scope as submitted	Two years of Flex ride services within the Town of Erie. The service will also provide connections to RTD services located outside the town boundaries.
SW Weld	AQ/MM	Mead	Town of Mead Trails and Open Space Master Plan	\$ 225,000	\$ 325,000	2.7	\$ 225,000		Update the Trails and Open Space Master Plan to analyze current trail conditions, identify missing gaps, and prioritize trail connections within the Town of Mead and to adjacent communities.
SW Weld	AQ/MM	Longmont	WCR 26 Multiuse Trail	\$ 6,480,000	\$ 7,200,000	2.5	\$ 1,964,000	Fund \$1,964,000 for crusher fine trail and some underpass work. Remaining \$4,516,000 placed on the wait list.	Construction of a multi-use trail connecting Union Reservoir and St. Vrain State Park.
SW Weld	STBG	Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities	\$ 647,000	\$ 924,000	3.2			Roadway multimodal improvements for safety, accessibility, operations, and capacity for all modes. Project will advance design to 15% for the entire segment, and 90% design for the Sheridan Pkwy intersection.
SW Weld	STBG	Erie	SH-52 Intersection Safety Improvements: WCR 3, WCR 5, WCR 7, and I-25 - Preconstruction	\$ 280,000	\$ 351,000	2.8	\$ 280,000	Fund scope as submitted	10% design for safety and multimodal features at the intersections of SH-52 and WCR 3, WCR 5, WCR 7, and I-25.
SW Weld	STBG	Erie	I-25 Interchange Study: SH-52 to Erie Pkwy.	\$ 400,000	\$ 500,000	2.6	\$ 370,000	\$370,000 funded. Fund scope as submitted. Remaining \$30,000 placed on the wait list.	Analyze travel patterns at SH-52, Erie Pkwy., and anticipated WCR 10 interchanges, and evaluate multimodal connectivity options to future RTD, Bustang, and Front Range Passenger Rail stations.
SW Weld	STBG	Frederick	WCR 13 and WCR 20 Intersection Operational Improvements	\$ 2,059,000	\$ 2,575,000	2.5	\$ 2,059,000	Fund scope as submitted	Roadway and multimodal operational improvements at WCR 13 (Colorado Blvd.) and WCR 20 (Bella Rosa Pkwy/Pine Cone Ave.).
SW Weld	STBG	Thornton	168th Ave. and Colorado Blvd. Roundabout - Preconstruction	\$ 1,360,000	\$ 1,700,000	1.9			Design a roundabout at 168th Ave. (WCR 2) and Colorado Blvd. (WCR 13).
Totals				AQ/MM \$ 7,245,000	\$ 8,125,000		\$ 2,799,000		
				STBG \$ 4,746,000	\$ 6,050,000		\$ 2,709,000		
				\$ 11,991,000	\$ 14,175,000		\$ 5,508,000		

SW Weld County Forum Wait List

Wait List Rank	Eligible Funding Source	Project Sponsor	Project Name	Subregional Share Funding Request	Total Cost	Score H=5, L=1	Forum Recommendation	
1	Both	Erie	I-25 Interchange Study: SH-52 to Erie Pkwy.	\$ 400,000	\$ 500,000	2.6	\$ 30,000	Remaining unfunded request
2	Both	Broomfield	SH-7 Roadway Improvements: County Line Rd. to Sheridan Pkwy. - Preconstruction Activities	\$ 647,000	\$ 924,000	3.2	\$ 647,000	
3	Both	Longmont	WCR 26 Multiuse Trail	\$ 6,480,000	\$ 7,200,000	2.5	\$ 4,516,000	Remaining unfunded request
4	Both	Thornton	168th Ave. and Colorado Blvd. Roundabout - Design	\$ 1,360,000	\$ 1,700,000	1.9	\$ 1,360,000	