

**Board Officers**

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Jennifer Schaufele, Executive Director

**AGENDA  
REGIONAL TRANSPORTATION COMMITTEE  
Tuesday, July 22, 2014  
8:30 a.m.  
1290 Broadway  
Independence Pass Board Room**

1. Call to Order
2. Public Comment
3. June 24, 2014 Meeting Summary  
(Attachment A)

**ACTION ITEMS**

4. **Motion to concur with the Board's approval of the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks for air quality conformity modeling.**  
(Attachment B)  
Jacob Riger
5. **Motion to concur with the Board's approval of the *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP.***  
(Attachment C)  
Douglas W. Rex

**ADMINISTRATIVE ITEMS**

6. Member Comment/Other Matters
7. Next Meeting – August 19, 2014
8. Adjournment

Disabled attendees are asked to notify DRCOG at least 48 hours in advance of the need for auxiliary aids or services

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## ATTACHMENT A

### MEETING SUMMARY REGIONAL TRANSPORTATION COMMITTEE Tuesday, June 24, 2014

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#### MEMBERS PRESENT:

Shannon Gifford	Colorado Department of Transportation
Gary Reiff	Colorado Department of Transportation
Ed Peterson	Colorado Department of Transportation
Debra Perkins-Smith (Alternate)	Colorado Department of Transportation
Jennifer Schaufele	Denver Regional Council of Governments
Jack Hilbert (Chair)	Denver Regional Council of Governments
Ron Rakowsky	Denver Regional Council of Governments
Jackie Millet	Denver Regional Council of Governments
Robin Kniech (Alternate)	Denver Regional Council of Governments
Bill Van Meter (Alternate)	Regional Transportation District
Gary Lasater	Regional Transportation District
Claudia Folska	Regional Transportation District
Tom Tobiassen (Alternate)	Regional Transportation District
Ken Lloyd	Other, Environmental Interests

#### OTHERS PRESENT:

Public: Jeanne Shreve, Adams County; Jeff Sudmeier, Herman Stockinger, Rebecca White, CDOT; Art Griffith, Douglas County; John Cotten, City of Lone Tree; Susan Wood, RTD FasTracks

DRCOG Staff: Doug Rex, Steve Cook, Greg MacKinnon, Jacob Riger, Todd Cottrell, Will Soper, Matthew Helfant, Casey Collins

#### Call to Order

Chair Jack Hilbert called the meeting to order at 8:37 a.m.

#### Public Comment

Art Griffith, Douglas County, presented a proposal for consideration regarding agenda item #7 (the 2040 RTP fiscally constrained roadway capacity and rapid transit project eligibility). His proposal included:

- changing the funding allocation on Denver's \$16 million Colfax enhanced transit project request from STP-Metro to CMAQ; and
- reducing Denver's Peña Boulevard widening project request to \$55 million from the \$80 million recommended by the June 16 TAC.

He said Douglas County would reduce its STP-Metro funding request and increase local match on several projects.

Mr. Griffith asked for staff to also include a 40% local match analysis.

#### Summary of April 15, 2014 Meeting

The summary was accepted as written.

### **ACTION ITEMS**

#### **Motion to recommend to the Board of Directors the *Regional Intelligent Transportation Systems (ITS) Deployment Program*.**

Greg MacKinnon presented the draft ITS pool program selections, which are described in the document, *Regional Intelligent Transportation Systems (ITS) Deployment Program*. The document

is a management tool to provide a collaborative and unified regional direction, establish objectives and performance measures, and clarify roles and responsibilities.

A Call for Projects was conducted, yielding 11 projects (10 were programmed) from nine jurisdictions for a total request of about \$3.7 million in federal CMAQ funds. An additional \$423,000 is available from project savings. The Regional Transportation Operations (RTO) work group endorsed the selections.

Ron Rakowsky MOVED to recommend to the Board of Directors the *Regional Intelligent Transportation Systems (ITS) Deployment Program*. Jackie Millet SECONDED the motion and the MOTION PASSED unanimously.

**Motion to recommend to the Board of Directors the amendments to the 2012-2017 Transportation Improvement Program (TIP).**

Todd Cottrell presented the proposed amendments to the 2012-2017 TIP.

1. CDOT Region 1 – FASTER Transit Pool – Add 7 new projects in \$5.6 million in FASTER transit funding and \$1.1 million in local match in FY2015.
2. CDOT Region 6 (1) – Bridge On-System Pool – Add \$14.1 million for bridge repairs in FY2014-2017.
3. RTD - reprogram use of I-225 Corridor's \$7.25 million allocation of the DRCOG FasTracks *Second Commitment in Principal* CMAQ funds from the Peoria/Smith station to use on double tracking in portions of the Peña corridor on the East Corridor in FY15-16. The Aurora I-225 Corridor partners are in agreement with the proposal.

Claudia Folska MOVED to recommend to the Board of Directors the amendments to the *2012-2017 Transportation Improvement Program (TIP)*. Gary Lasater SECONDED the motion and the MOTION PASSED unanimously.

**Motion to recommend to the Board of Directors establishing a commitment in principal up to \$50 million in DRCOG controlled federal funds to CDOT towards the I-70 East reconstruction project.**

Doug Rex presented CDOT's proposed request for \$50 million to be used towards the first phase of the I-70 East reconstruction project. CDOT construction is planned to start late 2016 and end in 2021. The amount would be taken "off the top" of available revenues for both the 2040 RTP and the TIP, if approved by the Board. Staff recommended establishing a *commitment in principle* (similar to the FasTracks commitments) for up to \$50 million to be funded over the next two 4-year TIP cycles (within CDOT's construction timeframe) at \$25 million in FY2016-2019 and \$25 million in FY2020-2021.

Robin Kniech said the I-70 East not only serves as a significant route for the region, but serves the state as well. At \$50 million, DRCOG would be funding about 4% of the total project cost. In comparison with other large regional projects, she noted DRCOG funded about 14% of the US-36 and 8% of the I-25 North Express Lane projects. Another MPO, the Pikes Peak Council of Governments, contributed about 11% for its I-25 North widening.

Gary Reiff, CDOT, said the Transportation Commission discussed the project substantially and noted significant use of Bridge Enterprise funding is also assumed, which will impact statewide funding allocations.

Ken Lloyd questioned using CMAQ funding for the project, saying staff indicated it as such in the planning tables. Doug Rex said due to the uncertain nature of federal funds, staff is requesting flexibility in how it may pool CMAQ and STP-Metro funding for this project. Robin Kniech and Jackie Millet agreed with funding flexibility.

Debra Perkins-Smith, CDOT, said potential congestion relief from additional managed lanes was a consideration for requesting CMAQ funding.

Robin Kniech commented Denver city council will likely strongly advocate for HOV3, for the air quality and equity benefits, over tolling.

Gary Reiff said the Commission has a corridor by corridor policy for HOV policy and is currently engaged in studying options.

Ms. Perkins-Smith said the request is to get the I-70 East reconstruction project on the fiscally constrained RTP to be viable for a NEPA determination. Gary Reiff agreed, and said the NEPA determination will then lead to more focus on the best delivery model.

Chair Hilbert supported the recommendation, citing the criticality and complexity of the I-70 project, and the extensive NEPA mitigation needed.

Jackie Millet MOVED to recommend to the Board of Directors establishing a commitment in principle up to \$50 million in DRCOG controlled federal funds to CDOT towards the I-70 East reconstruction project. Tom Tobiassen SECONDED the motion and the MOTION PASSED unanimously.

**Motion to recommend to the Board of Directors the 2040 RTP Fiscally Constrained Roadway Capacity and Rapid Transit Staging Networks.**

Jacob Riger presented TAC's recommendation for the 2040 Regional Transportation Plan (RTP) fiscally constrained roadway capacity and rapid transit staging networks for air quality conformity modeling this summer. The June 16 TAC recommendation assumed a 33% local match and selecting projects by score rank.

Mr. Riger reviewed that in April, DRCOG solicited local governments, CDOT, and RTD for regionally significant roadway capacity candidate projects to include in the 2040 RTP. He noted revenues for 2040 RTP project funding are derived through CDOT's Program Distribution process.

- Per CDOT, CDOT-selected projects will be funded with CDOT-controlled revenues.
- DRCOG-controlled revenues are STP-Metro and CMAQ.
- Locally-derived funded projects are included from the 2035 RTP with sponsor modifications. Mr. Riger noted that TAC allowed staff some discretion to finalize the locally funded project list based on action to be taken by RTC and the Board, as regional funding recommendations will modify the proposed locally funded project list.

Mr. Riger noted the three air quality staging periods (2015-2024, 2025-2034, 2035-2040). RTP projects in the 2015-2024 period are eligible to apply in the new TIP. He also noted that TAC allowed staff discretion to work with project sponsors to finalize project staging as needed to demonstrate to FHWA a reasonable distribution of projects by staging period.

Mr. Riger discussed the current rapid transit network, which is FasTracks as amended over time. Mr. Riger said the SH-119 BRT project and the East Colfax enhanced transit capacity project will be added to the Tier 1 Rapid Transit Network as non-FasTracks projects, if selected by the DRCOG Board as fiscally constrained.

- Gary Lasater noted RTD's Board has not yet been fully briefed on the Southeast Extension. RTD Board approval in July is conditional on the ability to get local match funds on the FTA full funding grant agreement, which would have to happen by April 2015.
- Jackie Millet noted that community and involved partners fully support the advancement of the Southeast Extension.

Debra Perkins-Smith requested Mr. Riger summarize the June 16 TAC's discussion on Denver's Peña Boulevard widening (from 4 to 8 lanes) request. It was noted Denver volunteered to reduce the amount, and the TAC made a recommendation to reduce the original \$110 million funding request to \$80 million. The reduction may require more match funds to build the same project scope as envisioned at \$110 million.

Chair Hilbert asked the committee to consider the 40% match requirement that Douglas County suggested during Public Comment. He questioned why the Colfax project is considered a roadway

capacity project, instead of transit. He also questioned why the Peña project is being considered when commuter rail is under construction in that corridor.

Robin Kniech addressed several concerns on Denver projects.

- She asked if it is possible to switch the Colfax project's \$16 million from STP-Metro to CMAQ, as proposed by Douglas County during the Public Comment. Mr. Riger said yes.
- She said BRT (which is being considered for the Colfax project) is specifically listed as eligible in the proposed 2016-2021 TIP Policy roadway capacity criteria. She noted Denver was following air quality conformity guidelines.
- She noted FAA will not fund a road that has non-airport use. She said serious congestion growth is projected and recommended Peña be considered at the original amount requested.

Mr. Hilbert questioned funding the Colfax project with capacity dollars.

Gary Lasater questioned funding the Peña project, when there is E-470 and new commuter rail under construction.

Jackie Millet spoke on several issues:

- She encouraged the committee to consider the 40% local match proposal, to allow more projects to be eligible.
- She asked if transit dollars can be used for the Colfax project, to free up funding for other projects. Jacob Riger noted FasTracks dollars are not available. RTD base system dollars cannot be used for capital construction, but could be used to operate the service. The project is also eligible for certain federal transit programs and the project does assume some New Starts funding.
- Ms. Millet was also concerned about the Peña capacity requirements, given the parallel rail corridor.

Robin Kniech MOVED to recommend to the Board of Directors the 2040 RTP Fiscally Constrained Roadway Capacity and Rapid Transit Staging Networks. Ron Rakowsky SECONDED the motion.

Ken Lloyd asked for clarification on how the various match percentages meet fiscal constraint. There was discussion on previous percentages used. Doug Rex noted it is an average planning assumption percentage for all projects. Jennifer Schaufele urged a 33% match, and noted the RTP is an amendable plan, updated several times a year.

Gary Lasater made a friendly amendment that the motion be conditional on the July RTD Board actions for the Southeast Extension and the FTA actions next year.

Robin Kniech did not accept the friendly amendment, saying contingencies are inherent in all the projects.

Chair Hilbert clarified the motion is for the 33% match. 9 were in favor, 5 were not in favor. The MOTION DID NOT PASS.

Robin Kniech MOVED to recommend to the Board of Directors the 2040 RTP Fiscally Constrained Roadway Capacity and Rapid Transit Staging Networks, with the transfer of the \$16 million STP-Metro allocation to the CMAQ funding for the Colfax Enhanced Transit project. Jackie Millet SECONDED the motion.

There was discussion about the uncertainty of the project list, particularly Peña and Colfax projects. Ms. Schaufele asked if there is a requirement that Denver submit the Peña project immediately. Ms. Kniech said Denver is not putting in more local match for Peña, and would have to go to other communities impacted (Commerce City and Adams County). She said that while Denver was accepting of the reduced amount of \$80 million, a further reduction to \$55 million would need

additional discussion. She also noted the TIP Policy now gives no points for overmatch, yet the match requirements are being raised.

Gary Reiff asked if local communities are working with community developers regarding transportation funding. Robin Kniech noted developers are building the 61<sup>st</sup> and Peña station. The development community has not indicated a willingness to provide further contributions.

Ed Peterson recommended the new information received at this meeting be referred back to TAC for further discussion. Jennifer Schaufele said, while doable, it would impact the modeling schedule and would create the need for more RTC meetings. Ken Lloyd questioned the need to send this item back to TAC since it is a policy issue.

Chair Hilbert questioned the uncertainty of the Peña project, particularly as this is the largest project on the list. What is the developer involvement, why not a managed lane component, what FAA requirements are involved, and questioned local match levels.

It was moved and seconded to call the question. The motion to call the question passed.

A vote was taken on the motion. 10 were in favor, and 4 were not in favor. The MOTION DID NOT PASS.

Robin Kniech MOVED to take no action pending the Board action tomorrow night (June 25).

Ed Peterson SECONDED the motion. 12 were in favor, and 1 was not. The MOTION PASSED.

Jennifer Schaufele noted the recommendation would push the adoption schedule back one month.

This meeting was Chair Jack Hilbert's last meeting. Jennifer Schaufele thanked him for his service on DRCOG Board and committees.

The meeting was adjourned at 10:19 a.m. The next meeting is scheduled for July 15, 2014.

## ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Jacob Riger, Transportation Planning Coordinator  
303 480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
July 22, 2014	Action	4

### SUBJECT

This item concerns development of the *Fiscally Constrained 2040 Regional Transportation Plan* (2040 RTP) to be adopted in December 2014.

### PROPOSED ACTION/RECOMMENDATIONS

Concurrence with the Board's action approving the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks for air quality conformity modeling.

### ACTION BY OTHERS

June 16, 2014: TAC recommended approval of the fiscally constrained roadway capacity projects list to be funded with DRCOG-controlled regional revenues.

June 24, 2014: RTC deferred action to the DRCOG Board.

June 25, 2014: DRCOG Board sent the project list back to staff to adjust and bring back to the RTC/Board.

July 16, 2014: DRCOG Board approval.

### SUMMARY

DRCOG is in the process of updating its existing 2035 Regional Transportation Plan (2035 RTP) to the new 2040 RTP. Board adoption is scheduled for December 2014.

To meet federal fiscal constraint and air quality conformity requirements, the 2040 RTP must identify individual regionally significant roadway capacity and rapid transit projects, and:

- demonstrate that revenues will be reasonably expected to fund these projects through 2040 (fiscal constraint);
- identify the implementation period of each project for air quality conformity modeling purposes, and
- show through the modeling results, adherence of the 2040 RTP to air pollutant emission budgets.

This topic was presented at the June 24 RTC meeting and additional background information is available in that [agenda packet](#). The RTC deferred action to the Board, which in turn directed staff to bring an adjusted list of 2040 RTP roadway capacity projects back to RTC and Board in July, incorporating two items:

1. funding the Colfax Avenue transit project (ID #5) with \$32 million of CMAQ funds, thus freeing up \$16 million of STP-Metro funding; and
2. reducing the STP-Metro funding allocation to the Pena Boulevard widening project (ID #9) from \$80 million to \$55 million, freeing up \$25 million.

The Board also requested staff explore with FHWA the option of increasing the overall 25-year average match planning assumption to 40% for STP-Metro, thus raising the

amount of funds reasonably expected to be available for roadway capacity projects by an additional \$54.9 million. FHWA concurred with this assumption.

In addition, CDOT indicated it could build full-scope projects on US-85 (ID #24) and US-6/Wadsworth (ID #32) without supplemental STP-Metro funds, freeing up another \$16.3 million for other projects.

Table 1 shows the DRCOG regionally funded fiscally constrained roadway capacity project list. In addition to Table 1, the RTC is also asked to act on three other components of the transportation networks for 2040:

- CDOT capacity projects funded with CDOT-controlled revenues (Table 2).
- Locally-derived funded projects (Table 3).
- Fiscally constrained rapid transit network (Table 4).

The 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks (Tables 1-4) were approved by the DRCOG Board at its July 16 meeting. RTC's concurrence with the Board's approval is necessary in order to begin 2040 air quality conformity modeling.

#### PREVIOUS DISCUSSIONS/ACTIONS

RTC (2014): February 18, April 15, and June 24

TAC (2014): January 27, February 24, March 24, May 19, June 2, and June 16

Board (2014): June 25 and July 16

#### PROPOSED MOTION

Motion to concur with the Board's approval of the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks for air quality conformity modeling.

#### ATTACHMENTS

Table 1: 2040 RTP DRCOG Regionally Funded Roadway Capacity Projects – Proposal Based on June Board Direction

Table 2: 2040 RTP CDOT-Funded Roadway Capacity Projects

Table 3: 2040 RTP 100% Locally-Derived Funded Projects

Table 4: 2040 RTP Fiscally Constrained Rapid Transit Projects

#### ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org).



Table 1: 2040 RTP DRCOG Regionally Funded Roadway Capacity Projects

7/17/2014

ID	County	Submitter	Roadway	CDOT Road	Project Location (Limits)	Improvement Type	Staging Period	Total Score	Project Funding Sources (FY'16\$)				Board-Approved July 16, 2014	ID	Cumulative Funding Total
									STP-Metro (Fed+Local)	CMAQ	Additional Local/FTA/Other	CDOT	40% Matching Funds Overall Planning Assumption		
1	Denver	CDOT-R1	I-70	I-70	Brighton Blvd. to I-270	Add 4 new lanes	2015-2024	NA	\$0	\$50,000,000			\$0	1	\$0
2	Jefferson	Westminster	Wadsworth Pkwy.	SH-121	92nd Ave. to SH-128/120th Ave.	Widen 4 to 6 lanes	2025-2034	67	\$51,400,000				\$51,400,000	2	\$51,400,000
3	Adams/Jeffco	Westminster	Sheridan Blvd.	SH-95	I-76 to US-36	Widen 4 to 6 lanes	2015-2024	66	\$23,000,000				\$23,000,000	3	\$74,400,000
4	Boulder	RTD/Boulder County	SH-119	SH-119	Foothills Pkwy. to US-287	High Capacity Transit	2015-2024	59	\$0	\$28,500,000	\$28,500,000		\$0	4	\$74,400,000
5	Denver	Denver	Colfax Ave.	US-40	7th St. (Osage) to Potomac St.	High Cap. Transit (take)	2015-2024	58	\$0	\$32,000,000	\$83,000,000		\$0	5	\$74,400,000
6	Jefferson	Wheat Ridge	Wadsworth Blvd.	SH-121	36th Ave. to 46th Ave.	Widen 4 to 6 lanes	2025-2034	56	\$23,500,000				\$23,500,000	6	\$97,900,000
7	Denver	Denver	56th Ave.		Havana St. to Pena Blvd.	Widen 2 to 6 lanes	2015-2024	55	\$45,000,000				\$45,000,000	7	\$142,900,000
8	Denver	Denver	I-25	I-25	Broadway	Interchange Capacity	2015-2024	55	\$50,000,000				\$50,000,000	8	\$192,900,000
9	Denver	Denver	Pena Blvd.		I-70 to E-470	Widen 4 to 8 lanes	2015-2024	54	\$55,000,000				\$55,000,000	9	\$247,900,000
10	Jefferson	Wheat Ridge	Kipling St.	SH-391	Colfax Ave. to I-70	Widen 4 to 6 lanes	2025-2034	51	\$18,000,000				\$18,000,000	10	\$265,900,000
11	Denver	Denver	Martin Luther King Blvd.		Havana St. to Peoria St.	Widen 2 to 4 lanes; new 4 lane road	2015-2024	51	\$15,000,000				\$15,000,000	11	\$280,900,000
12	Douglas	Lone Tree	Ridgegate Pkwy.		Havana St. to East City Limit	Widen 2 to 4 lanes	2015-2024	51	\$8,000,000				\$8,000,000	12	\$288,900,000
13	Adams	Commerce City	I-270	I-270	Vasquez Blvd.	Interchange Capacity	2015-2024	51	\$0			\$9,800,000	\$0	13	\$288,900,000
14	Douglas/Arapahoe	Centennial/Douglas	County Line Rd.		Phillips Ave. to University Blvd.	Widen 2 to 4 lanes	2015-2024	50	\$9,500,000				\$9,500,000	14	\$298,400,000
15	Arapahoe	Aurora	6th Pkwy.		SH-30 to E-470	New 2 lane road	2015-2024	49	\$19,900,000				\$19,900,000	15	\$318,300,000
16	Adams	Commerce City	88th Ave.		I-76 NB Ramps to SH-2	Widen 2 to 4 lanes	2015-2024	48	\$21,500,000				\$21,500,000	16	\$339,800,000
17	Arapahoe	CDOT-R1	Parker Rd.	SH-83	Quincy Ave. to Hampden Ave.	Widen 6 to 8 lanes	2025-2034	48	\$18,500,000				\$18,500,000	17	\$358,300,000
18	Arapahoe	CDOT-R1	Arapahoe Rd.	SH-88	Havana St.*(or Jordan Rd.)	New grade separation	2025-2034	47	\$16,000,000				\$16,000,000	18	\$374,300,000
19	Boulder	CDOT-R4	SH-119	SH-119	SH-52	New interchange	2025-2034	46	\$0			\$30,000,000	\$0	19	\$374,300,000
20	Douglas	Douglas County	US-85	US-85	Blakeland Dr. to County Line Rd.	Widen 4 to 6 lanes	2025-2034	46	\$26,000,000				\$26,000,000	20	\$400,300,000
21	Douglas	Lone Tree	I-25	I-25	Lincoln Ave.	Interchange Capacity	2015-2024	45	\$49,375,500				\$49,375,500	21	\$449,675,500
22	Denver	Denver	Hampden Ave.	SH-30	Dayton St. to Havana St.	Widen 5 to 6 lanes	2025-2034	45	\$14,000,000				\$14,000,000	22	\$463,675,500
23	Adams		SH-7	SH-7	164th Ave. to Dahlia St.	Widen 2 to 4 lanes	2025-2034	43	\$32,700,000				\$32,700,000	23	\$496,375,500
24	Douglas	CDOT-R1	US-85	US-85	Meadows Pkwy. to Cook Ranch Rd.	Widen 2 to 4 lanes	2025-2034	43	\$0			\$59,000,000	CDOT fully funds (Table 2)	24	\$496,375,500
25	Adams	Thornton	104th Ave.	SH-44	Grandview Ponds to McKay Rd.	Widen 2 to 4 lanes	2015-2024	41	\$8,100,000				\$8,100,000	25	\$504,475,500
26	Denver	Denver	Quebec Street	SH-35	35th Ave. to Sand Creek Dr. S.	Widen 4 to 6 lanes	2015-2024	41	\$11,000,000				\$11,000,000	26	\$515,475,500
27	Douglas	Douglas County	US-85	US-85	Highlands Ranch Pkwy. to Blakeland Dr.	Widen 4 to 6 lanes	2015-2024	41	\$24,000,000				\$24,100,000	27	\$539,575,500
28	Adams	Thornton	Colorado Blvd.		144th Ave. to 168th Ave.	Widen 2 to 4 lanes; new 4 lane road	2015-2024	38	\$23,500,000					28	
29	Adams		SH-7	SH-7	Riverdale Rd. to US-85	Widen 2 to 4 lanes	2025-2034	38	\$16,300,000					29	
30	Jefferson	Golden	SH-93	SH-93	SH-58 to MM 2	Widen 2 to 4 lanes	2015-2024	38	\$88,000,000					30	
31	Arapahoe	Arapahoe County	South Gun Club Rd.	SH-30	Quincy Ave. to Jewell Ave.	Widen 2 to 6 lanes	2015-2024	37	\$33,300,000					31	
32	Jefferson	CDOT-R1	US-6	US-6	Wadsworth Blvd. (7th Pot)	Interchange Capacity	2015-2024	37	\$0			\$60,000,000	CDOT fully funds (Table 2)	32	
33	Adams	Thornton	104th Ave.	SH-44	McKay Rd. to US-85	Widen 2 to 4 lanes	2025-2034	36	\$40,600,000					33	
34	Arapahoe	CDOT-R1	Arapahoe Rd.	SH-88	Revere Pkwy.	New grade separation	2025-2034	36	\$13,000,000					34	
35	Arapahoe	CDOT-R1	Arapahoe Rd.	SH-88	Jordan Rd.	New grade separation	2025-2034	35	\$16,000,000					35	
36	Denver	Denver	Quebec Street		13th Ave. to 23rd Ave.	Widen 2 to 4 lanes	2015-2024	34	\$50,000,000					36	
37	Jefferson	Golden	US-6	US-6	Heritage Rd.	New interchange	2015-2024	34	\$25,000,000					37	
38	Douglas	Parker	Chambers Rd.		Crowfoot Valley Rd. to Hess Rd.	New 4 lane road	2015-2024	33	\$15,400,000					38	
39	Jefferson	Jefferson County	County Road 73		Brook Forest Rd. to SH 74	Widen 2 to 3 lanes (SB)	2015-2024	32	\$8,500,000					39	
40	Douglas	Douglas County	US-85	US-85	Titan Rd. to Highlands Ranch Pkwy.	Widen 6 to 8 lanes; two new interchanges	2035-2040	32	\$70,000,000					40	
41	Douglas	Parker	Lincoln Ave.		Keystone Blvd. to Parker Rd.	Widen 4 to 6 lanes	2015-2024	31	\$8,000,000					41	
42	Jefferson	Wheat Ridge	I-70	I-70	32nd Ave.	Interchange Capacity	2015-2024	30	\$22,400,000					42	
43	Jefferson	Jefferson County	McIntyre St.		52nd Ave. to 60th Ave.	Widen 2 to 4 lanes	2015-2024	26	\$11,600,000					43	
44	Douglas	Castle Rock	Wolfensberger Rd.		Coachline Rd. to Prairie Hawk Dr.	Widen 2 to 4 lanes	2025-2034	23	\$7,500,000					44	
45	Douglas	Castle Rock	I-25	I-25	Crystal Valley	New interchange	2015-2024	11	\$44,500,000					45	

TOTALS: \$1,033,075,500 \$110,500,000 \$111,500,000 \$158,800,000 \$539,575,500

Total Available: \$539,633,947

Remaining: \$58,447

**Table 2: 2040 RTP CDOT-Funded Roadway Capacity Projects**

Last Revised: July 17, 2014

CDOT Reg.	RAMP ?	County	Roadway	Project Location (Limits)	Capacity Improvement Type	Air Quality Network Staging	Project Cost (FY '15\$)
1		Denver	I-70	Brighton Blvd. to I-270	Add 4 new tolled managed lanes	2015-2024	\$1,175,712,500
1		Jefferson	US-6	Wadsworth Blvd.	Interchange capacity	2025-2034	\$60,000,000
1	yes	Douglas	C-470	<ul style="list-style-type: none"> <li>• Eastbound: Platte Canyon Rd. to I-25 (add 1 new managed lane)</li> <li>• Westbound: I-25 to Colorado Blvd. (add 2 new managed lanes)</li> <li>• Westbound: Colorado Blvd. to Wadsworth Blvd. (add 1 new managed lane)</li> </ul>		2015-2024	\$220,000,000
1		Denver	I-25	Alameda Ave. to Walnut St. (Bronco Arch)	Add 1 new lane in each direction	2025-2034	\$30,000,000
1	yes	Clear Creek	I-70	Empire Junction (US-40) to east end of Idaho Springs	Add 1 <u>eastbound</u> peak period shoulder managed lane (and then convert existing 3rd lane east to US-6)	2015-2024	\$24,000,000
1		Clear Creek	I-70	Twin Tunnels to Empire Junction (US-40)	Add 1 <u>westbound</u> peak period shoulder managed lane	2025-2034	\$50,000,000
1		Denver	I-25	Santa Fe Dr. (US-85) to Alameda Ave.	Interchange capacity	2015-2024	\$27,000,000
1		Adams	I-25	US-36 to 120th Ave.	Add 1 toll/managed express lane in each direction	2015-2024	\$68,524,000
1	yes	Adams	I-25	120th Ave. to SH-7	Add 1 toll/managed express lane in each direction	2015-2024	\$55,000,000
1		Adams	I-25	US-36 to Thornton Pkwy.	Add 1 lane in southbound direction	2015-2024	\$30,000,000
4		Weld	I-25	SH-66 to WCR 38 (DRCOG Boundary)	Add 1 toll/managed express lane in each direction	2035-2040	\$92,000,000
1		Clear Creek	I-70	Vicinity of US-6 and Floyd Hill	TBD	2015-2024	\$100,000,000
1		Douglas	US-85	Meadows Pkwy. to Louviers Ave.  <i>Meadows Pkwy. to Castlegate</i> <i>Castlegate to Daniels Park Rd.</i> <i>Daniels Park Rd. to SH-67 (Sedalia)</i> <i>MP 191.75 to Louviers Ave.</i>	Widen 2 to 4 lanes	2015-2024 2025-2034 2015-2024 2025-2034	\$59,000,000
1		Jefferson	US-285	Pine Junction to Richmond Hill  <i>Pine Valley Rd. (CR 126) / Mt Evans Blvd.</i> <i>Kings Valley Dr.</i> <i>Kings Valley Dr. to Richmond Hill Rd.</i> <i>Shaffers Crossing to Kings Valley Dr.</i> <i>Parker Ave.</i>	New interchange New interchange Widen 3 to 4 lanes (add 1 new SB lane) Widen 3 to 4 lanes (add 1 new SB lane) New interchange	2015-2024 2015-2024 2015-2024 2015-2024 2015-2024	\$14,000,000 \$11,000,000 \$10,000,000 \$12,000,000 \$9,000,000
1		Adams	I-270	I-25 to I-70	Widen 4 to 6 lanes	2035-2040	\$160,000,000
1		Adams	I-270	Vasquez Blvd. (US 6/85)	Interchange capacity	2015-2024	\$60,000,000
1		Denver	I-225	I-25 to Yosemite St.	Interchange capacity	2025-2034	\$43,000,000
4		Boulder	SH-119	SH-52	New interchange	2025-2034	\$30,000,000
4		Boulder	SH-66	Hover St. to Main St. (US 287)	Widen 2 to 4 lanes	2035-2040	\$19,000,000
1	yes	Adams	SH-2	72nd Ave. to I-76	Widen 2 to 4 lanes	2015-2024	\$13,600,000
1	yes	Jefferson	US-6	19th Street	New interchange	2015-2024	\$20,000,000
1	yes	Denver	Federal Blvd. (SH-88)	6th Ave. to Howard Pl.	Widen 5 to 6 lanes	2015-2024	\$23,363,100
1	yes	Arapahoe	I-25	Arapahoe Rd. (SH-88)	Interchange capacity	2015-2024	\$50,400,000

**Table 3: 2040 RTP 100% Locally-Derived Funded Projects**  
*July 17, 2014*

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Adams	Pecos St	52nd Avenue to I-76	Widen from 2 to 4	1.3	2015-2024	\$8,600
Adams	Washington St	52nd Avenue to 58th Avenue	Widen from 2 to 4	0.75	2015-2024	\$4,400
Adams	York St	160th Ave (SH-7) to 168th Ave	Widen from 2 to 4	0.95	2015-2024	\$7,500
Adams	58th Ave	Washington Street to York Street	Widen from 2 to 4	1	2015-2024	\$10,300
Adams	Picadilly Rd	48th Ave to 56th Avenue	Widen from 2 to 6	1.15	2015-2024	\$13,600
Adams	Tower Rd	Colfax Avenue to Smith Rd	Widen from 2 to 6	0.95	2015-2024	\$8,700
Adams	Quail Run Rd	I-70 to 48th Ave	New 6 Lanes	2.96	2025-2035	\$36,400
Adams	Picadilly Rd	Smith Road to 48th Ave	Widen from 2 to 6	2.16	2015-2024	\$22,500
Adams	Picadilly Rd	I-70 to Smith Road	Widen from 2 to 6	0.54	2015-2024	\$5,300
Adams	Picadilly Rd	56th Ave to 70th Ave./Aurora City Limits	New 6 Lanes	1.69	2015-2024	\$20,400
Adams	Imboden Rd	48th Ave to 56th Ave	Widen from 2 to 6	1	2025-2035	\$10,300
Adams	I-70	Picadilly Rd to	New Interchange		2015-2024	\$27,500
Adams	Harvest Mile Rd	I-70 to 56th Ave	New 6 Lanes	4.12	2015-2024	\$54,300
Adams	Harvest Rd	6th Ave to I-70	New 6 Lanes	1.07	2015-2024	\$13,300
Adams	Harvest Mile Rd	56th Ave to 64th Ave	Widen from 3 to 6	0.99	2025-2035	\$7,800
Adams	64th Ave	Powhaton Rd to Monaghan Rd	New 4 Lanes	0.99	2015-2024	\$6,700
Adams	64th Ave	Himalaya Rd to Harvest Mile Rd	Widen from 2 to 4	2.98	2015-2024	\$12,200
Adams	64th Ave	Harvest Mile Rd to Powhaton Rd	New 2 Lanes	1.02	2015-2024	\$6,500
Adams	64th Ave	Harvest Mile Rd to Powhaton Rd	Widen from 2 to 4	1.02	2025-2035	\$10,900
Adams	48th Ave	Imboden Rd to Quail Run Rd	Widen from 2 to 6	1	2025-2035	\$9,700
Adams	64th Ave	Denver/Aurora City Limit to Himalaya St	Widen from 2 to 6	0.51	2015-2024	\$6,500
Adams	Picadilly Rd	Colfax Ave to I-70	New 6 Lanes	0.31	2015-2024	\$12,900
Adams	56th Ave	Picadilly Rd to E-470	Widen from 2 to 6	1.03	2015-2024	\$9,700
Adams	56th Ave	E-470 to Imboden Road	Widen from 2 to 6	7.01	2015-2024	\$67,900
Adams	48th Ave	Powhaton Rd to Monaghan Rd	New 6 Lanes	0.99	2025-2035	\$13,600
Adams	48th Ave	Picadilly Rd to Powhaton Rd	New 6 Lanes	3.02	2015-2024	\$40,700
Adams	Harvest Mile Rd	56th Avenue to 64th Ave	New 3 Lanes	0.99	2015-2024	\$6,500
Adams	Bromley Lane	Tower Rd to I-76	Widen from 4 to 6	1.12	2015-2024	\$1,900
Adams	Buckley Rd	136th Avenue to Bromley Lane	Widen from 2 to 4	2.01	2015-2024	\$7,700
Adams	Bromley Lane	Hwy 85 to Sable Blvd	Widen from 4 to 6	0.48	2015-2024	\$1,300
Adams	I-76	Bridge St.	New Interchange		2015-2024	\$25,400
Adams	Tower/Buckley Rd	105th Ave to 118th Ave	New 4 Lanes	2.02	2015-2024	\$8,800
Adams	96th Ave	Buckley Road to Tower Road	New 2 Lanes	1.13	2012-2014	\$7,700
Adams	96th Ave	Buckley Road to Tower Road	Widen from 2 to 4	1.13	2025-2035	\$17,700
Adams	96th Ave	SH-2 to Buckley Road	Widen from 2 to 4	3.87	2025-2035	\$46,700
Adams	96th Ave	Tower Rd to Picadilly Rd	Widen from 2 to 6	2.01	2025-2035	\$14,700
Adams	104th Ave	US-85 to SH-2	Widen from 2 to 4	1.82	2015-2024	\$41,200
Adams	120th Ave	E-470 to Tower Rd	Widen from 2 to 6	0.58	2025-2035	\$4,800
Adams	120th Ave	Tower Rd to Picadilly Rd	Widen from 2 to 6	2.01	2025-2035	\$10,700
Adams	120th Ave	Sable Blvd to E-470	Widen from 2 to 6	1.96	2025-2035	\$29,700
Adams	Buckley Rd	118th Avenue to Cameron Dr	Widen from 2 to 6	1.19	2015-2024	\$13,900
Adams	Picadilly Rd	96th Ave to 120th Ave	New 6 Lanes	3.01	2025-2035	\$49,000

**Table 3: 2040 RTP 100% Locally-Derived Funded Projects***July 17, 2014*

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Adams	Tower Rd	Pena Boulevard to 105th Avenue	Widen from 2 to 6	3.78	2015-2024	\$23,200
Adams	Picadilly Rd	82nd Ave to 96th Ave	New 6 Lanes	1.83	2025-2035	\$21,600
Adams	E-470	48th Ave	New Interchange		2015-2024	\$26,900
Adams	E-470	Quebec	New Interchange		2015-2024	\$24,800
Adams	E-470	Potomac	New Interchange		2015-2024	\$8,000
Adams	E-470	112th Avenue	New Interchange		2025-2035	\$17,600
Adams	E-470	I-25 North to I-76	Widen from 4 to 6	10.96	2025-2035	\$76,500
Adams	E-470	88th Avenue	New Interchange		2025-2035	\$17,600
Adams	Quebec St	132nd Ave to 160th Ave	Widen from 2 to 4	3.5	2015-2024	\$21,000
Adams	Thornton Pkwy	Colorado Blvd to Riverdale Road	Widen from 2 to 4	0.47	2025-2035	\$14,000
Adams	Colorado Blvd.	144th Ave. to 168th Ave.	Widen 2-4; new 4	3.2	2015-2024	\$23,500
Adams	Quebec St	120th Ave to 128th Ave	Widen from 2 to 4	1	2015-2024	\$8,400
Adams	York St.	150th Ave to E-470	Widen from 2 to 4	0.21	2025-2035	\$2,000
Adams	152nd Ave	Washington St. to York St	Widen from 2 to 4	1.18	2025-2035	\$11,200
Adams	144th Ave	York St to Colorado Blvd	Widen from 2 to 4	1.01	2015-2024	\$10,400
Adams	144th Ave	Washington St. to York St.	Widen from 2 to 4	1.01	2015-2024	\$12,800
Adams	Washington St	152nd Ave to 160th Ave	Widen from 2 to 4	1.36	2015-2024	\$24,800
Adams	York St	E-470 to SH-7	Widen from 2 to 4	0.73	2015-2024	\$10,700
Adams	104th Ave	Marion St to Colorado Blvd	Widen from 4 to 6	1.61	2025-2035	\$6,300
Adams	Washington St	144th Avenue to 152nd Ave	Widen from 2 to 4	0.68	2015-2024	\$12,000
Adams / Arap	I-70	Harvest Miles Rd to	New Interchange		2015-2024	\$39,600
Adams / Arap	I-70	I-70	Interchange Capacity		2025-2035	\$185,100
Adams /	E-470	I-70 to Pena Blvd	Widen from 4 to 6	7.43	2025-2035	\$29,300
Adams /	E-470	Pena Blvd to I-76	Widen from 4 to 6	7.61	2025-2035	\$51,500
Arapahoe	Quincy Ave	Hayesmount Rd to Watkins Rd	Widen from 2 to 6	1.95	2025-2035	\$16,000
Arapahoe	Quincy Ave	Monaghan Rd to Hayesmount	Widen from 2 to 6	1.12	2025-2035	\$18,900
Arapahoe	Broncos Pkwy	Jordan Rd to Parker Rd	Widen from 4 to 6	0.83	2015-2024	\$6,900
Arapahoe	Broncos Pkwy	Havana St to Peoria St	Widen from 4 to 6	1	2015-2024	\$8,100
Arapahoe	Gun Club Rd	Quincy Ave to 1.5 Miles South	Widen from 2 to 6	1.63	2015-2024	\$26,700
Arapahoe	Quincy Ave	Plains Pkwy to Gun Club Rd	Widen from 2 to 6	0.61	2015-2024	\$13,300
Arapahoe	Monaghan Rd	Quincy Ave to Yale Ave	New 6 Lanes	2.01	2025-2035	\$22,900
Arapahoe	Yale Ave	Monaghan Rd to Hayesmount Rd	Widen from 2 to 6	1.11	2025-2035	\$17,300
Arapahoe	Watkins Rd	Quincy Ave to I-70	Widen from 2 to 6	7.08	2025-2035	\$54,700
Arapahoe	Hampden Ave	Picadilly Rd to Gun Club Rd	Widen from 2 to 4	1.08	2015-2024	\$12,400
Arapahoe	Harvest Mile Rd	Jewell Ave to Mississippi Ave	Widen from 2 to 6	0.99	2025-2035	\$13,300
Arapahoe	Gun Club Rd	Yale Ave to Mississippi Ave	Widen from 4 to 6	2.11	2025-2035	\$10,900
Arapahoe	Jewell Ave	E-470 to Gun Club Rd	Widen from 2 to 6	0.54	2015-2024	\$4,800
Arapahoe	Jewell Ave	Gun Club Rd to Harvest Rd.	Widen from 2 to 6	1	2015-2024	\$10,000
Arapahoe	Jewell Ave	Himalaya Rd to E-470	Widen from 3 to 6	1.43	2015-2024	\$13,200
Arapahoe	Powhaton Road	Smoky Hill Rd to County Line Rd	Widen from 2 to 6	1	2025-2035	\$3,500
Arapahoe	Picadilly Rd	Jewell Ave to 6th Ave Pkwy	New 4 Lanes	2.66	2015-2024	\$18,100
Arapahoe	Picadilly Rd	6th Ave to Colfax Ave	Widen from 2 to 6	1.57	2015-2024	\$10,000

**Table 3: 2040 RTP 100% Locally-Derived Funded Projects***July 17, 2014*

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Arapahoe	Harvest Rd	Mississippi Ave to Alameda Ave	New 6 Lanes	1	2015-2024	\$13,300
Arapahoe	Harvest Rd	Alameda Ave to 6th Ave	Widen from 3 to 6	1.02	2015-2024	\$6,700
Arapahoe	6th Ave	6th Pkwy to Harvest Mile Rd	Widen from 2 to 6	0.4	2015-2024	\$13,200
Arapahoe	6th Ave (SH 30)	Tower Rd to 6th Pkwy	Widen from 2 to 6	1.94	2015-2024	\$14,100
Arapahoe	6th Pkwy	E-470 to Gun Club Rd	Widen from 2 to 6	0.24	2015-2024	\$4,800
Arapahoe	6th Ave	Airport Blvd to Tower Rd	Widen from 2 to 6	0.99	2015-2024	\$10,200
Arapahoe	Gun Club Rd	Yale Ave. to Mississippi Ave.	Widen from 2 to 4	2.11	2015-2024	\$10,900
Arapahoe	6th Pkwy	SH-30 to E-470	Widen from 2 to 6	1.43	2025-2035	\$34,900
Arapahoe	Tower Rd	6th Avenue to Colfax Avenue	New 2 Lanes	1	2015-2024	\$11,000
Arapahoe	Tower Rd	6th Avenue to Colfax Avenue	Widen from 2 to 6	1	2025-2035	\$14,800
Arapahoe	Smoky Hill Rd	Pleasant Run Pkwy to Versailles	Widen from 4 to 6	4.44	2025-2035	\$33,900
Arapahoe	Arapahoe Rd	Waco St to Himalaya St	Widen from 2 to 6	1.31	2015-2024	\$20,400
Arapahoe	Arapahoe Rd	Himalaya Way to Liverpool St	Widen from 4 to 6	0.46	2025-2035	\$6,200
Arapahoe	E-470	I-25 to Peoria St	Widen from 6/8 to 8/10	4.5	2025-2035	\$32,000
Arapahoe	E-470	Chambers Rd to Jordan Rd	Widen from 6 to 8	0.85	2025-2035	\$32,000
Arapahoe	Chambers Rd	Crowfoot Valley Road to S. Bound. Parker	New 2 Lanes	0.67	2015-2024	\$3,100
Arapahoe	Stroh Rd	Crowfoot Valley to J. Morgan Blvd	Widen from 2 to 4	0.5	2015-2024	\$6,400
Arapahoe	Hess Road	Motsenbocker Rd to Nate Dr.	Widen from 2 to 4	1.97	2015-2024	\$3,500
Arapahoe	Stroh Rd	Chambers Rd to Crowfoot Valley Rd	New 4 Lanes	1.44	2015-2024	\$10,600
Arapahoe	Crowfoot Valley Rd	Chambers Rd to Stroh Rd	Widen from 2 to 4	1.44	2015-2024	\$6,400
Arapahoe	Jordan Rd	Bradbury Pkwy to Hess Rd	Widen from 2 to 4	0.59	2015-2024	\$3,000
Arapahoe	Chambers Rd	Crowfoot Valley Rd to South Boundary	Widen from 2 to 4	0.67	2025-2035	\$3,100
Arapahoe	Chambers Rd	Hess Road to Mainstreet	Widen from 2 to 4	1.92	2015-2024	\$12,600
Arap/Doug	E-470	Parker Rd to I-70	Widen from 4 to 6	15.18	2025-2035	\$67,300
Boulder	Erie Pkwy	US-287 to 119th St.	Widen from 2 to 4	1.51	2015-2024	\$14,600
Boulder	S. Boulder Rd/160th Ave.	120th St to Boulder/Broomfield County line	New 2 Lanes	1.19	2025-2035	\$10,200
Boulder	East County Line Rd	9th Ave to SH-66	Widen from 2 to 4	2	2025-2035	\$9,800
Boulder	Nelson Rd	75th St to Affolter Dr	Widen from 2 to 4	2.29	2015-2024	\$5,200
Boulder	Pace Street	5th Avenue to Ute Road	Widen from 2 to 4	2.51	2015-2024	\$3,800
Boulder	SH 66	Hover Road to US 287 (Longmont)	Widen from 2 to 4	1.51	2015-2024	\$7,600
Boulder	17th Ave	Alpine St. to Ute Creek Dr	Widen from 2 to 4	1.03	2015-2024	\$2,300
Boulder	US-36	McCaslin Blvd to	Interchange Capacity		2015-2024	\$11,700
Broomfield	160th Ave	Lowell Blvd to Sheridan Pkwy	New 2 Lanes	1.02	2015-2024	\$3,800
Broomfield	144th Ave	US-287 to Zuni St	Widen from 2 to 4	3.47	2015-2024	\$21,200
Broomfield	Huron Street	160th Ave to SH-7	Widen from 2 to 4	0.65	2015-2024	\$5,100
Broomfield	Sheridan Pkwy	Northwest Pkwy to SH-7	Widen from 2 to 4	1.31	2015-2024	\$5,700
Broomfield	96th St	96th St. w/Northwest Pkwy to SH-128	HOT	2.28	2015-2024	\$39,400
Broomfield	SH-7	Boulder County Line to Sheridan Pkwy	Widen from 2 to 4	2.53	2015-2024	\$6,600
Broomfield	SH-7	Sheridan Pkwy to I-25	Widen from 2 to 6	1.45	2015-2024	\$10,200
Broomfield	Sheridan Blvd	Lowell Boulevard to NW Parkway	Widen from 2 to 4	1.05	2015-2024	\$7,600
Broomfield	Huron Street	150th Ave to 160th Ave	Widen from 2 to 4	1.26	2015-2024	\$8,600
Denver	56th Ave	Pena Blvd to Tower Rd	Widen from 4 to 6	0.72	2015-2024	\$17,300

**Table 3: 2040 RTP 100% Locally-Derived Funded Projects**

July 17, 2014

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Denver	64th Ave	Tower Rd to Denver/Aurora City Limits	Widen from 2 to 4	0.5	2015-2024	\$700
Denver	Central Park Blvd	47th Ave (Northfield Blvd) to 56th Ave	New 4 Lanes	0.88	2015-2024	\$4,300
Denver	Green Valley Ranch Blvd	Chambers Rd to Telluride St	Widen from 4 to 6	1.5	2015-2024	\$9,900
Denver	Green Valley Ranch Blvd	Chambers Rd to Pena Blvd	Widen from 2 to 4	1.02	2015-2024	\$2,400
Denver	Green Valley Ranch Blvd	Telluride St. to Tower Rd	Widen from 4 to 6	0.48	2015-2024	\$1,700
Denver	Broadway	Kentucky Ave to Exposition	Widen from 4 to 6	0.25	2013-2024	\$2,000
Denver	Broadway	Arizona Ave to Mississippi Ave	Widen from 4 to 6	0.13	2013-2024	\$1,100
Denver	Broadway	Mississippi Ave to Kentucky Ave	Widen from 6 to 8	0.26	2013-2024	\$2,100
Denver	56th Ave	Himalaya St to Picadilly Rd	Widen from 2 to 6	1	2015-2024	\$11,600
Denver	Pena Blvd	Tower Road to 78th/75th Ave ramps	Widen from 4/6 to 6/8	2.3	2015-2024	\$11,400
Denver	Picadilly Rd	70th Ave to 82nd Ave	New 6 Lanes	1.54	2015-2024	\$11,400
Denver	Tower Rd	38th Ave. to Green Valley Ranch Blvd	Widen from 2/4 to 6	0.44	2015-2024	\$26,700
Denver	Tower Rd	56th Avenue to Pena Boulevard	Widen from 4 to 6	2.44	2015-2024	\$16,000
Denver	Tower Rd	48th Ave to 56th Ave	Widen from 4 to 6	1.01	2015-2024	\$5,300
Denver	Washington St	Elk Place to 52nd Avenue	Widen from 2 to 4	0.59	2015-2024	\$13,300
Denver	Pena Blvd	I-70 to Tower Rd	Widen from 4 to 6	5.15	2015-2024	\$38,300
Denver	56th Ave	Dunkirk St to Himalaya St	Widen from 4 to 6	0.5	2015-2024	\$11,500
Denver	35th Ave	Brighton Blvd to Walnut St	Widen from 2 to 4	0.27	2025-2035	\$2,500
Denver	Pena Blvd	Jackson Gap St. west ramps to DIA Terminal	Widen from 6 to 8	1.71	2015-2024	\$10,200
Douglas	I-25	Crystal Valley Pkwy	New Interchange		2025-2035	\$44,500
Douglas	Meadows Pkwy	Coachline Road to Meadows Blvd	Widen from 2 to 4	1.17	2015-2024	\$4,400
Douglas	Plum Creek Pkwy	Gilbert Street to Ridge Road	Widen from 2 to 4	1.51	2015-2024	\$5,100
Douglas	Ridge Road	Plum Creek Parkway to SH-86	Widen from 2 to 4	1.08	2015-2024	\$3,800
Douglas	Southwest Ring Rd	Wolfensberger Rd to I-25	Widen from 2 to 4	1.42	2015-2024	\$5,100
Douglas	US-85	Castlegate Drive	New Interchange		2015-2024	\$31,800
Douglas	US-85	Titan Rd. to Highlands Ranch Pkwy.	Widen from 4 to 6		2025-2034	\$5,900
Douglas	Wolfensberger Rd	Coachline Road to Prairie Hawk Dr.	Widen from 2 to 4	0.98	2015-2024	\$5,100
Jefferson	C-470	WB: Wadsworth to S. Kipling Pkwy EB: S. Kipling Pkwy. to Platte Canyon	Add 1 HOT lane each direction		2025-2034	\$45,000
Douglas	C-470	WB: Colorado to Lucent EB: Broadway to I-25	Add 1 additional HOT lane in each direction		2025-2034	\$120,000
Douglas	I-25	Castlegate Dr.	New Interchange		2015-2024	\$15,300
Douglas	Hess Rd	I-25 to Chambers Rd	Widen from 2 to 4	5.13	2025-2035	\$44,500
Douglas	Waterton Rd	Dante Drive to Campfire St	Widen from 2 to 4	1	2025-2035	\$3,800
Douglas	Titan Rd	Rampart Range Rd to Santa Fe Dr.	Widen from 2 to 4	2.96	2025-2035	\$38,100
Douglas	Lincoln Ave	1st Street to Keystone Blvd	Widen from 4 to 6	1.78	2025-2035	\$8,300
Douglas	Mainstreet	Peoria St to Chambers Rd	Widen from 2 to 4	2.49	2025-2035	\$7,600
Douglas	Mainstreet	Canterberry Pkwy to Tomahawk Rd	Widen from 2 to 4	1.41	2025-2035	\$7,600
Douglas	Lincoln Ave	Peoria St to 1st Ave	Widen from 4 to 6	0.7	2015-2024	\$3,200
Douglas	Rampart Range Rd	Waterton Rd to Titan Rd	Widen from 2 to 4	1.47	2025-2035	\$10,200

**Table 3: 2040 RTP 100% Locally-Derived Funded Projects***July 17, 2014*

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Douglas	Peoria St	.75 mi S. Lincoln Ave to Mainstreet	Widen from 2 to 4	0.49	2025-2035	\$4,400
Douglas	Crowfoot Valley Rd	Macanta Rd to Chambers Rd	Widen from 2 to 4	3.61	2025-2035	\$22,900
Douglas	Peoria St	E-470 to .75 miles s/Lincoln Ave	Widen from 2 to 4	1.87	2015-2024	\$4,400
Douglas	Canyons Pkwy (Arterial A)	Crowfoot Valley Rd to Hess Rd	New 4 Lanes	4.13	2015-2024	\$19,100
Douglas	Hilltop Rd	Canterberry Pkwy to Singing Hills Rd	Widen from 2 to 4	2.74	2025-2035	\$17,800
Douglas	Chambers Rd	Mainstreet to Lincoln Avenue	Widen from 2 to 4	1.36	2015-2024	\$4,400
Douglas	Bayou Gulch/Chambers Rd	Parker Road to Vistancia Dr.	Widen from 2 to 4	1.87	2025-2035	\$12,900
Douglas	Bayou Gulch/Chambers Rd	Vistancia Dr. to S. Boundary of Parker	New 4 Lanes	0.51	2025-2035	\$5,500
Douglas	Crowfoot Valley Rd	Founders Pkwy to Macanta Rd	Widen from 2 to 4	1.08	2025-2035	\$5,100
Jefferson	64th Ave	Terry St. to Kendrick Dr.	Widen from 2 to 4	1.16	2015-2024	\$6,400
Jefferson	Quincy Ave	C-470 to Simms Street	Widen from 2 to 4	1.88	2025-2035	\$16,000
Jefferson	Quincy Ave	Kipling Street to Carr Street	Widen from 2 to 4	0.98	2015-2024	\$10,200
Jefferson	Quincy Ave	Simms St to Kipling Pkwy	Widen from 2 to 4	1	2015-2024	\$12,000
Jefferson	Jefferson Pkwy	64th Pkwy to .5 miles n/o Jefferson Pkwy	Widen from 2 to 4	0.99	2015-2024	\$259,100
Jefferson	Jefferson Pkwy	SH-128/96th St to SH-93 n/o 64th Ave & 3 New Interchanges	New 4 Lanes	9.32	2015-2024	\$259,100
Jefferson	Alameda Ave	Bear Creek Boulevard to Rooney Rd	Widen from 2 to 4/6	1.26	2015-2024	\$10,200
Jefferson	Quincy Ave	Irving St to Federal Blvd	New 2 Lanes	0.25	2015-2024	\$3,800
Jefferson	I-70	32nd Ave.	Interchange Capacity		2015-2024	\$22,400
Jefferson	SH-58	Cabela Street	Add New Interchange		2015-2024	\$19,600

**Table 4: 2040 RTP Draft Fiscally Constrained Rapid Transit Projects**

*Draft: June 17, 2014*

	<b>Rapid Transit Component</b>	<b>Limits</b>	<b>Technology</b>	<b>Length (miles)</b>	<b>New Lanes</b>	<b>Cost Est. (FY '15\$ Millions)</b>	<b>Air Quality Network Staging</b>	<b>Counties</b>	
<b>FasTracks Components</b>	Eagle P3 Project					(Under Review by RTD)	2015-2024	Adams, Denver, Jefferson, Boulder, Broomfield	
	<i>East Rail Line</i>	Denver Union Station to DIA	Commuter Rail	22.8					
	<i>Gold Line</i>	Denver Union Station to Ward Rd.	Commuter Rail	11.1					
	<i>Northwest Rail Line</i>	Denver Union Station to 71st/Lowell Station	Commuter Rail	6.2				2015-2024	Adams, Arapahoe
	I-225 Rail Line	Parker Rd. to East Rail Line	Light Rail	10.5				2015-2024	Adams, Denver
	North Metro Rail Line	Denver Union Station to 124th Ave. Station	Commuter Rail	13.3				2015-2024	Douglas
	Southeast Rail Extension	Lincoln Ave. to Ridgeway Pkwy.	Light Rail	2.3				2015-2024	Adams, Boulder, Broomfield, Jefferson
	US-36 Bus Rapid Transit	Denver Union Station to Table Mesa PnR	Bus Rapid Transit	18.0	2				
	Commuter Rail Maintenance Facility		Maintenance Facility						
Other FasTracks Project Costs		Misc. Projects							
<b>Other Rapid Transit</b>	SH-119 Bus Rapid Transit	Foothills Pkwy. (SH-157) to US-287	Bus Rapid Transit	11.0	2*	\$57.0	2015-2024	Boulder	
	Colfax Enhanced Transit Capacity	7th St. (Osage) to Potomac St.	Rapid Transit	10.5		\$115.0	2015-2024	Adams, Arapahoe, Denver	

\*Shoulder-running BRT service



## ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee

From: Jennifer Schaufele, Executive Director  
303-480-6701 or [jschaufele@drcog.org](mailto:jschaufele@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
July 22, 2014	Action	5

### SUBJECT

Developing the next *Transportation Improvement Program* (TIP).

### PROPOSED ACTION/RECOMMENDATIONS

Concurrence with the Board's action approving the TIP Policy document for use in the selection of projects for the upcoming 2016-2021 TIP.

### ACTION BY OTHERS

On November 20, 2013, the DRCOG Board established the Metro Vision Issues Committee (MVIC) as the lead for the new 2016-2021 TIP.

July 2, 2014: MVIC recommended approval of the TIP Policy document.

July 16, 2014: DRCOG Board approval.

### SUMMARY

Since November 2013, MVIC has been actively engaged in a comprehensive reevaluation of the *Policy on Transportation Improvement Program Preparation* (aka: TIP Policy) which will be used as the basis for selecting projects for the 2016-2021 TIP.

The TIP Policy serves as the "rules" for all items relating to the TIP, including how the TIP will be developed, how DRCOG will select projects, eligibility of projects, and how amendments will be processed. The process of soliciting project funding requests for the TIP will not begin until the TIP Policy document is adopted.

Staff has provided two versions of the draft TIP Policy; an informational track changes version and a clean "action" version. The track changes version contains comment boxes in the right margin describing the proposed changes to date.

The TIP Policy document was approved by the Board at its July 16 meeting. RTC's concurrence with the Board's approval is necessary in order to initiate a Call for Projects for the 2016-2021 TIP.

### PREVIOUS DISCUSSIONS/ACTIONS

2013 DRCOG Board Workshop

[October 2, 2013 MVIC Meeting Summary](#)

[November 6, 2013 MVIC Meeting Summary](#)

[January 8, 2014 MVIC Meeting Summary](#)

[January 15, 2014 MVIC Meeting Summary](#)

[February 5, 2014 MVIC Meeting Summary](#)

[March 5, 2014 MVIC Meeting Summary](#)

[April 2, 2014 MVIC Meeting Summary](#)

[May 7, 2014 MVIC Meeting Summary](#)

[June 4, 2014 MVIC Meeting Summary](#)

[DRAFT July 2, 2014 MVIC Meeting Summary](#)

**PROPOSED MOTION**

Motion to concur with the Board's approval of the *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP*.

**ATTACHMENTS**

*Draft Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP (these two documents are provided as links only)*

- [INFORMATIONAL-TRACK CHANGES Version](#)
- [ACTION Version](#)

**ADDITIONAL INFORMATION**

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or [jschuafele@drco.org](mailto:jschuafele@drco.org); or Douglas W. Rex, Director, Transportation Planning and Operations, at 303-480-6747 or [drex@drco.org](mailto:drex@drco.org).