

AGENDA
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, December 15, 2020
8:30 a.m.
VIDEO/WEB CONFERENCE
Denver, CO

1. Call to Order
2. Public Comment
3. November 17, 2020 RTC Meeting Summary
(Attachment A)

ACTION ITEMS

4. 2020-2023 Transportation Improvement Program (TIP) Amendment
(Attachment B) Todd Cottrell
5. FY 2020 Transportation Improvement Program (TIP) Project Delay Actions
(Attachment C) Todd Cottrell
6. Fixing America's Surface Transportation Act (FAST Act) 2022 Infrastructure Condition and 2021 Public Transportation Agency Safety Plan Targets
(Attachment D) Alvan-Bidal Sanchez I
7. Urban Arterial Multimodal Safety Improvement Program (Safer Main Streets) Project Awards
(Attachment E) Ron Papsdorf

INFORMATIONAL ITEMS

8. FY 2020 Annual Listing of Federally Obligated Projects
(Attachment F) Todd Cottrell
9. 2021 RTC Meeting Schedule
(Attachment G) Ron Papsdorf

ADMINISTRATIVE ITEMS

10. Member Comment/Other Matters
11. Next Meeting – February 16, 2021
12. Adjournment

ATTACH A

ATTACHMENT A

MEETING SUMMARY
REGIONAL TRANSPORTATION COMMITTEE
Tuesday, November 17, 2020
Note: Meeting held virtually via GoToMeeting

MEMBERS PRESENT:

Shannon Gifford	Colorado Department of Transportation
Karen Stuart	Colorado Department of Transportation
Eula Adams	Colorado Department of Transportation
Don Stanton	Colorado Department of Transportation
Douglas Rex	Denver Regional Council of Governments
Wynne Shaw	Denver Regional Council of Governments
Ashley Stolzmann (Vice Chair)	Denver Regional Council of Governments
John Diak (Chair)	Denver Regional Council of Governments
Jim Dale (Alternate)	Denver Regional Council of Governments
Jeff Kullman	Michael Baker International
Mike Silverstein	Regional Air Quality Council
Debra Johnson	Regional Transportation District
Doug Tisdale	Regional Transportation District
Vince Buzek	Regional Transportation District
Angie Rivera-Malpiede	Regional Transportation District

Others Present:

Paul Jesaitis (Alternate)	Colorado Department of Transportation
Kate Williams (Alternate)	Regional Transportation District
Joan Peck (Alternate)	Denver Regional Council of Governments
Bill Van Meter (Alternate)	Regional Transportation District
Ron Papsdorf (Alternate)	Denver Regional Council of Governments
Rebecca White (Alternate)	Colorado Department of Transportation
Kathleen Bracke (Alternate)	Colorado Department of Transportation

Public: Lauren Pulver, Douglas County; Evan Brigham, Theodore Barker, Lisa Sakata

DRCOG Staff: Jacob Riger, Todd Cottrell, Steve Cook, Matthew Helfant, Emily Lindsey, Robert Spotts, Alvan-Bidal Sanchez, Campbell Kennedy, Sang Gu Lee, Melissa Balding, Brad Calvert, Beth Doliboa, Josh Schwenk

Call to Order

Chair John Diak called the meeting to order at 8:30 a.m.

Public Comment

There was no public comment.

Summary of October 20, 2020 Meeting

The summary was accepted.

ACTION ITEMS

Discussion of TIP COVID-19 impact options

Todd Cottrell, Senior Planner, Short Range Transportation Planning, provided a status update regarding how the COVID-19 pandemic has impacted the ability of local jurisdictions, CDOT, and RTD to implement various TIP-funded projects. In May, DRCOG staff held discussions with TAC, RTC, and

the DRCOG Board to understand these fiscal impacts and begin a discussion of possible options to keep programmed federal funds flowing as much as possible.

DRCOG Staff presented three options to remedy COVID-19 related project delays:

1. TIP Policy Project Delay Extension: This option retains the current project programming schedule but allows a TIP Policy variance to extend the time period for project sponsors to initiate their project phases.
2. Reprogram Federal Funds: This allows project sponsors to request their DRCOG-allocated funds be reprogrammed to another year based on documented COVID-19 related financial or staffing hardship without triggering a project delay penalty.
3. (A) Apply to CDOT to use Toll Credits and Reduce Project Scope Accordingly: This option allows project sponsors to apply to CDOT to utilize state toll credits that would replace any non-federal match based on a demonstrated COVID-19 financial hardship. Since state toll credits do not actually provide funding to a project, the project scope would be reduced a proportional amount.
3. (B) Utilize Toll Credits, but Backfill Local Match with DRCOG Unallocated Waiting List Funds: As a variation of 3A above, if the state toll credits are utilized, the reduced project scope would be backfilled with unallocated DRCOG funds to make the scope whole.

Doug Tisdale MOVED to recommend to the Board approval of the three options available to the TIP projects impacted by COVID-19. The motion was seconded and passed unanimously.

Discussion of fiscally constrained project and program investment priorities for the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)

Jacob Riger, Long Range Transportation Planning Manager, explained the proposed fiscally constrained project and program investment priorities to the committee. Mr. Riger summarized the planning process priorities of the 2050 MVRTP:

- Help implement Metro Vision Plan (regional aspirational vision)
- Focus on regional policy priorities: safety/vision zero, air quality/GHG, regional transit, active transportation, freight, multimodal mobility, and others
- Explicit programmatic investment addressing policy priorities
- Emphasis on multimodal projects
- Significant public & stakeholder engagement
- Regional collaboration for the region's transportation plan

–The specific proposed program investment priorities are:

TIP Set-Asides: \$372 million
Regional BRT Network: \$898 million
Transit Corridor Planning Investments: \$420 million
Arterial Safety/Regional Vision Zero: \$400 million
Active Transportation: \$80 million
2040 MVRTP Carry-Over Projects: \$1.57 billion

Mr. Riger also summarized the proposed project investment priorities, both by project type and geographic balance.

Angie Rivera-Malpiede MOVED to recommend to the Board approval of the 2050 MVRTP fiscally constrained project and program investment priorities as amended, recognizing the Metro Vision Plan's primary objectives were considered in developing these recommendations. The motion was seconded and passed unanimously.

INFORMATIONAL ITEM

2021 RTC Meeting Schedule

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

Douglas Rex, DRCOG's Executive Director officially welcomed RTD's new General Manager, Debra Johnson, to the committee. Ms. Johnson responded by stating she looks forward to working cooperatively and collaboratively with all those present.

Next Meeting – December 15, 2020

Adjournment

The meeting adjourned at 9:05 a.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Regional Transportation Committee

From: Todd Cottrell, Senior Planner, Short Range Transportation Planning
(303) 480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 15, 2020	Action	4

SUBJECT

2020-2023 Transportation Improvement Program (TIP) amendment.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendment because it complies with the current TIP amendment procedures, as contained within the Board-adopted [2020-2023 TIP Policy](#).

ACTION BY OTHERS

[December 7, 2020](#) – TAC Recommended Approval

SUMMARY

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP.

The TIP project to be amended is shown below and listed in Attachment 1. The proposed amendment to the [2020-2023 Transportation Improvement Program](#) has been found to conform with the State Implementation Plan for Air Quality.

TIP Amendment

- **2016-003** **Central 70**
Reduce Prior Funding to account for reduced transactions and interest, add State Bridge Enterprise funding for contingency, and add TIFIA funding due to loan refinance.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the DRCOG Board of Directors the attached amendment to the *2020-2023 Transportation Improvement Program (TIP)*.

ATTACHMENT

1. Proposed TIP amendment

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Planner, Short Range Transportation Planning, Transportation Planning and Operations Division at 303-480-6737 or tcottrell@drcog.org.

2016-003: 1) Prior funding adjustment: State (Bonds/Loans) decreased to account for transaction and interest costs
 2) Add funding for State FASTER Bridge Enterprise to reflect resolution allocating construction contingency 3)
 Add funding to reflect Developer's proposed refinancing of Developer's TIFIA loan; federal and local. Developer is refinancing TIFIA loans to increase eligible costs and lower interest rates; State funding sources remain unchanged with Developer refinance plan

Existing

Title: Central 70

TIP-ID: 2016-003

STIP-ID:

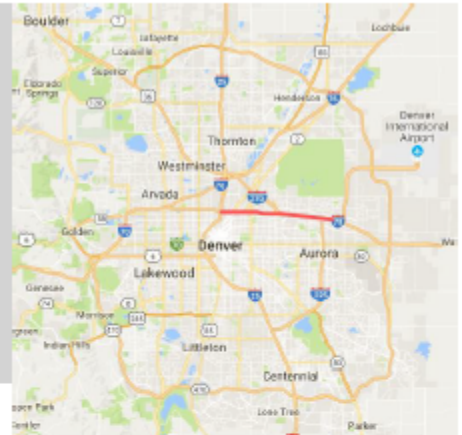
Open to Public:

Project Type: Roadway Capacity

Sponsor: CDOT

Project Scope

Replace the I-70 Viaduct, including the addition of one managed lane in each direction from I-25 to Chambers Rd.



Affected Municipality(ies)

Affected County(ies)

Denver

Regional

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$12,500	\$12,500	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$46,000	\$60,000	\$0	\$0		
State (SB 228)		\$35,283	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$1,031,934	\$93,783	\$72,500	\$0	\$0	\$0	\$1,198,217

Revised

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$12,500	\$12,500	\$0	\$0		
Federal (TIFIA)		\$0	\$33,896	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$46,000	\$60,000	\$30,300	\$0		
State (SB 228)		\$35,283	\$0	\$0	\$0		
Local		\$0	\$30,913	\$46,007	\$0		
Total	\$985,239	\$93,783	\$137,309	\$76,307	\$0	\$0	\$1,292,638

ATTACH C

ATTACHMENT C

To: Chair and Members of the Regional Transportation Committee
From: Todd Cottrell, Senior Planner, Short Range Transportation Planning
(303) 480-6737 or tcottrell@drcoog.org

Meeting Date	Agenda Category	Agenda Item #
December 15, 2020	Action	5

SUBJECT

FY 2020 Transportation Improvement Program (TIP) Project Delay Actions.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of proposed actions regarding FY 2020 project delays.

ACTION BY OTHERS

[December 7, 2020](#) – TAC Recommended Approval

SUMMARY

The [FY 2020-2023 Policy on TIP Preparation](#) document identifies expectations for project initiation and policy for addressing delays for projects/phases with DRCOG-allocated federal funding. Timely initiation of TIP projects/phases is an important objective of the Board. Delays, regardless of the reason, tie up scarce federal funds that could have been programmed to other ready projects/phases.

At the end of FY 2020 (September 30, 2020), DRCOG staff reviewed the implementation status of DRCOG-selected projects/phases with CDOT and RTD. DRCOG staff discussed with the sponsors the reason(s) for the delays and identified action plans demonstrating the sponsor's commitment to timely initiation.

The TIP Project Delays Report for FY 2020 summarizes the reasons for delays and actions proposed by sponsors to get the project or particular phase(s) initiated. The report includes DRCOG staff recommendations for committee and Board consideration.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

Move to recommend to the DRCOG Board of Directors actions proposed by DRCOG staff regarding TIP project delays for Fiscal Year 2020.

ATTACHMENT

1. TIP Project Delays Report for FY 2020

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Planner, Short Range Transportation Planning, Transportation Planning and Operations Division at 303-480-6737 or tcottrell@drcoog.org.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

A. POLICY

The FY2020 TIP Project Delays Report reviews project phases funded in the current 2020-2023 TIP and the previous 2018-2021 TIP (only those projects that are delayed for a 2nd year). For the first-year delayed projects, the report is based on procedures established in the *2020-2023 Policy on Transportation Improvement Program (TIP) Preparation*, adopted July 18, 2018, with amendments accordingly. The policy states that “a delay occurs when a project phase...has not been initiated in the identified year” and “if a delay is encountered (project phase being analyzed has not been initiated by September 30), DRCOG, along with CDOT or RTD, will discuss the project and the reasons for its delay with the sponsor. The result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board.”

The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of spending federal dollars.

B. PROCESS

To implement the policy, the following steps were taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requested CDOT and RTD to conduct a comprehensive review of all DRCOG-selected projects receiving TIP funds in FY2020. The review also included projects/phases previously delayed from FY2019.
2. CDOT and RTD reviewed all such project phases, identifying those that have not been initiated, and therefore delayed.
3. Project phases delayed for a second year (first year delay was in FY2019) are ineligible to receive further federal funding reimbursement, unless the DRCOG Board grants a variance to continue. Projects meeting this qualification were brought to the Board in November 2020. These are discussed in Section C below.
4. In late October, DRCOG staff notified first year delayed project/phase sponsors and requested a discussion regarding the delay. These projects are discussed in Section D.

Something new and unanticipated since March 2020 has been how COVID-19 has impacted TIP projects, some more than others. Over the last few months, TIP project sponsors were allowed to make a request for DRCOG staff to consider the COVID-19 impacts to their project delays and to select from three options: 1) move the delay deadline out (“reset” to a future date), 2) move funding into a different year (i.e., move FY20 to FY21 and/or shift FY20-23 funding to FY21-24, depending on the situation), or 3) apply to CDOT to use toll credits.

A summary of each project delay status, reported COVID-19 impacts, and recommended actions are included below.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

FY2020 Delays Report Summary

Second Year Delays (11/18/20 Board approved dates in BOLD)					
Project Sponsor	Project Name	Anticipated Initiation of Phase	Rec. 120 Day Deadline	COVID-19 Requested Extension	COVID-19 Adjusted Deadline
Arapahoe County	Iliff Ave Operational Imp: Parker Rd to Quebec St	Jan 2021	Jan 29, 2021	6 Months	2 months – March 29, 2021
Boulder	Broadway Reconstruction: Violet Ave to US-36	Project Advertised; No Longer Delayed			
CDOT Region 1	R1 Traffic Adaptive Pilot Implementation	RFP Released; No Longer Delayed			
Denver	ITS Device Performance and Reliability Improvement	NTP Given; No Longer Delayed			
Douglas County	C-470 Multi-use Trail Grade Separation at Yosemite St	July 2021	Jan 29, 2021	6 Months	July 29, 2021
Douglas County	US-85: Highlands Ranch Pkwy to County Line Rd Capacity Improvements	June 2021	Jan 29, 2021	9 Months	6 Months – July 29, 2021
Wheat Ridge	Wadsworth Blvd Widening: 35th Ave to 48th Ave	Feb 2021	Jan 29, 2021	4 Months	2 Months – March 29, 2021

First Year Delays (BOLD dates subject to Board approval on 12/16/20)					
Project Sponsor	Project Name	Anticipated Initiation of Phase	TIP Policy Deadline	COVID-19 Requested Extension	COVID-19 Adjusted Deadline
Aurora	Nine Mile Pedestrian and Bicycle Bridge	Dec 2020	Oct 1, 2020	6 Months	3 Months - Jan 1, 2021
Aurora	25th Ave. Ped Improvements	July 2021	Oct 1, 2020	Reprogram to FY 2021	Oct 1, 2021
Aurora	13th Ave. Corridor Multimodal Mobility Study	Study Kicked-off; No Longer Delayed			
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	Design NTP; No Longer Delayed			
Boulder	HOP Transit Service Expansion	Aug 2021	Oct 1, 2020	Reprogram to FY 2021	Oct 1, 2021
Boulder County	Flex Route Extension	Jan 2021	Oct 1, 2020	Reprogram to FY 2021	Oct 1, 2021

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

First Year Delays (BOLD dates subject to Board approval on 12/16/20)					
Project Sponsor	Project Name	Anticipated Initiation of Phase	TIP Policy Deadline	COVID-19 Requested Extension	COVID-19 Adjusted Deadline
Boulder County	SH-119 Bikeway: Boulder to Longmont	Feb 2021	Oct 1, 2020	N/A	N/A
Broomfield	US-36 Bike N Ride Shelters, Amenities, Operations & Marketing	Jan 2021	Oct 1, 2020	6 Months	3 Months – Jan 1, 2021
Broomfield	Active Transportation Wayfinding Pilot	Jan 2021	Oct 1, 2020	6 Months	3 Months – Jan 1, 2021
Broomfield	Midway Blvd. Multimodal Corridor Action Plan	Feb 2021	Oct 1, 2020	6 Months	3 Months – Jan 1, 2021
Broomfield	Transit Needs Assessment & Pilot Project	June 2021	Oct 1, 2020	12 Months; Reprogram to FY 2021	Oct 1, 2021
Broomfield	FlexRide Expansion & Marketing	2021	Oct 1, 2020	24 Months	Oct 1, 2021
Castle Rock	Castle Rock Downtown Alley Master Plan	March 2021	Oct 1, 2020	Reprogram to FY 2021	Oct 1, 2021
CDOT Region 1	I-25 and Alameda Ave. Ops Imp.: Valley Hwy Phase 2.0	Jan 2021	Oct 1, 2020	N/A	N/A
CDOT Region 1	Vasquez Blvd. Improvements: 52nd Ave. to E. 64th Ave.	July 2021	Oct 1, 2020	N/A	N/A
Denver	Dynamic Message Sign Implementation	July 2021	Oct 1, 2020	N/A	N/A
Denver	Adaptive Signal Control Pilot	March 2021	Oct 1, 2020	N/A	N/A
Denver	Broadway Station and I-25 Safety & Access Improvements	March 2021	Oct 1, 2020	N/A	N/A
Denver	16th St Mall Rehabilitation	June 2021	Oct 1, 2020	N/A	N/A
Denver	Transit Speed & Reliability on Federal Blvd.	Jan 2021	Oct 1, 2020	N/A	N/A
Denver	Denver Passenger Amenity Program	Feb 2021	Oct 1, 2020	N/A	N/A
Edgewater	Sheridan Corridor Master Plan: Sloan's Lake	April 2021	Oct 1, 2020	Reprogram to FY 2021	Oct 1, 2021
Jefferson County	Jefferson County Bike Master Plan Update	Jan 2021	Oct 1, 2020	N/A	N/A

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TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

First Year Delays (BOLD dates subject to Board approval on 12/16/20)					
Project Sponsor	Project Name	Anticipated Initiation of Phase	TIP Policy Deadline	COVID-19 Requested Extension	COVID-19 Adjusted Deadline
Jefferson County	Front Range Trail Study	March 2021	Oct 1, 2020	N/A	N/A
Longmont	Coffman St. Busway	Design NTP; No Longer Delayed			
Louisville	Rock Creek and Coal Creek Trail Connection	Jan 2021	Oct 1, 2020	N/A	N/A
Louisville	SH-42 Multimodal Imp.: Empire Rd./Lock St. to SH-7	Dec 2020	Oct 1, 2020	N/A	N/A
Louisville	South Boulder Rd: At-Grade Crossing Improvements	Design NTP; No Longer Delayed			
Sheridan	Safe Stops Through Sheridan	June 2021	Oct 1, 2020	N/A	N/A
Thornton	Trail Wayfinding Signage	August 2021	Oct 1, 2020	6 Months; Reprogram to FY 2021	Oct 1, 2021
West Colfax BID	Colfax Viaduct Planning Study	Study Kick-off; No Longer Delayed			
Westminster	US-36/Church Ranch Station Multimodal Access Improvements	June 2021	Oct 1, 2020	N/A	N/A

C. SECOND-YEAR DELAY (FY2019) PROJECTS SEEKING A VARIANCE TO CONTINUE

(Approved by the Board on November 18, 2020)

1. Arapahoe County; Iliff Ave Operational Improvements: Parker Rd to Quebec St (TIP ID 2016-024) FY 2019 Delayed Phase: Construction

Current Status and Action Plan: This project went before the Board in November to seek variances to continue the project. Two variances were granted; 1) 120 days to January 29, 2021, and 2) a two-month COVID-19 variance. This Board action means Arapahoe County will need to advertise the project no later than March 29, 2021.

The project delay comes from three main project elements; ROW acquisition and clearance, utility relocation, and construction phase planning. In addition, the City of Aurora backed out the project requiring project redesign and an additional ROW delay. The project is anticipated to advertise in January 2021.

Reported COVID-19 Impact: Arapahoe County submitted a request for an additional 6 months to advertise the project due to COVID-19 related delays. Reported delays include consultants impacted by COVID-19, meeting with property owners, switching from in person to

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

virtual meetings, and the City of Aurora opting out of the project due to potential further business impacts to those already impacted by COVID-19.

DRCOG staff recommendation: Continuously monitor the progress of this project through project advertisement. If they are unable to achieve this status before March 29, 2021, they must stop all federal reimbursement payment requests retroactive to September 30, 2020.

2. Boulder; Broadway Reconstruction: Violet Ave to US-36
([TIP ID 2016-026](#)) FY 2019 Delayed Phase: Construction

The project was advertised on October 27 and therefore is no longer delayed.

DRCOG staff recommendation: Since the project is no longer delayed, no variance is requested.

3. CDOT Region 1; R1 Traffic Adaptive Pilot Implementation
([TIP ID 2016-004](#)) FY 2019 Delayed Phase: Procurement

The RFP was released on October 29 and therefore is no longer delayed.

DRCOG staff recommendation: Since the project is no longer delayed, no variance is requested.

4. Denver; ITS Device Performance and Reliability Improvement
([TIP ID 2016-004](#)) FY 2019 Delayed Phase: Procurement

The NTP was given on December 4 and therefore is no longer delayed.

DRCOG staff recommendation: Since the project is no longer delayed, no variance is requested.

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TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

5. **Douglas County; C-470 Multi-use Trail Grade Separation at Yosemite St**
([TIP ID 2016-031](#)) FY 2019 Delayed Phase: Construction

Current Status and Action Plan: This project went before the Board in November to seek variances to continue the project. Two variances were granted; 1) 120 days to January 29, 2021, and 2) a six-month COVID-19 variance. This Board action means Douglas County will need to advertise the project no later than July 29, 2021.

The project delay is due to not being able to connect with one ROW property owner who has been unresponsive to a final ROW offer. Multiple attempts of communication with the owner has been attempted since February. Douglas County will to begin the condemnation process shortly in order to gain immediate possession of the property. Assuming CDOT will grant conditional ROW, the project is anticipated to advertise no later than the end of July 2021.

Reported COVID-19 Impact: Douglas County submitted a request for an additional 6 months to advertise the project due to COVID-19 related delays. Reported delays include communication with the one property owner as stated above, as the owners representative was focused on other property priorities during COVID-19.

DRCOG staff recommendation: Continuously monitor the progress of this project through project advertisement. If they are unable to achieve this status before July 29, 2021, they must stop all federal reimbursement payment requests retroactive to September 30, 2020.

6. **Douglas County; US-85: Highlands Ranch Pkwy to County Line Rd Capacity Improvements**
([TIP ID 2016-042](#)) FY 2019 Delayed Phase: Construction

Current Status and Action Plan: This project went before the Board in November to seek variances to continue the project. Two variances were granted; 1) 120 days to January 29, 2021, and 2) a six-month COVID-19 variance. This Board action means Douglas County will need to advertise the project no later than July 29, 2021.

The project delay comes from multiple areas including:

- Utilities: major utility companies (Excel, Century, etc.) staff reductions due to COVID-19, which caused a reprioritization of work load to critical relocations only, and unexpected major waterline realignment requested by a project partner,
- ROW: delayed acquisition by one owner,
- IGA: lack of a draft agreement (first requested in late 2018), and
- Design: redesign due to new bridge criteria required by CDOT, waterline request stated above, and UPRR delays of retaining wall design review and utility permitting.

The project is anticipated to advertise by June 30, 2021.

Reported COVID-19 Impact: Douglas County submitted a request for an additional 9 months to advertise the project due to COVID-19 related delays. Reported delays include most of what was stated above, but especially concentrating on utility company staff reductions and reassignments, bridge element redesigns, and the lack of an executed IGA.

DRCOG staff recommendation: Continuously monitor the progress of this project through project advertisement. If they are unable to achieve this status before July 29, 2021, they must stop all federal reimbursement payment requests retroactive to September 30, 2020.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

7. **Wheat Ridge; Wadsworth Blvd Widening: 35th Ave to 48th Ave** ([TIP ID 2016-020](#)) FY 2019 Delayed Phase: Construction

Current Status and Action Plan: This project went before the Board in November to seek variances to continue the project. Two variances were granted; 1) 120 days to January 29, 2021, and 2) a two-month COVID-19 variance. This Board action means Wheat Ridge will need to advertise the project no later than March 29, 2021.

For additional information and context, the entirety of the project was split over the last two TIP cycles; 35th to 48th in the 2016-2021 TIP and 48th to I-70 in the current 20-23 TIP. The section from 35th to 48th is subject of the 2nd year delay. Even though the project funding was split, Wheat Ridge considers this one project.

The project delays come from the following: a previous environmental delay due to a transition from a PEL to an EA, a revisit of the historic properties, and the transition to working remotely that slowed down the CDOT review of ROW acquisitions and final design plans. Currently, the design is being finalized to obtain clearances and ROW acquisition is ongoing with approval to use eminent domain. The project is anticipated to advertise in phases, with phase 1 anticipated for early February.

Reported COVID-19 Impact: Wheat Ridge submitted a request for an additional 4 months to advertise the project due to COVID-19 related delays. Reported delays include the review of plan sheets and ROW acquisition as stated above, in addition to potential future issues including the scheduling of court dates.

DRCOG staff recommendation: Continuously monitor the progress of this project through project advertisement. If they are unable to achieve this status before March 29, 2021, they must stop all federal reimbursement payment requests retroactive to September 30, 2020.

D. **FIRST-YEAR DELAY (FY2020) PROJECTS SEEKING APPROVAL TO CONTINUE**

Project sponsors listed below with phases NOT initiated by July 1, 2021 (or other date approved), will be delayed for a second year and project sponsors and will need to appear before the DRCOG Board in to continue.

1. **Aurora: Nine Mile Pedestrian and Bicycle Bridge** ([TIP ID 2020-010](#)) FY 2020 Delayed Phase: Environmental and Design

Current Status and Action Plan: Aurora reports the project has been delayed due to extra work to get the IGA executed, in addition to staff vacancies and a hiring freeze due to COVID-19. The RFP has been released and the consultant NTP is expected to be given by the end of December.

Reported COVID-19 Impact: Aurora submitted a request for an additional 6 months to release the RFP due to COVID-19 related delays. Reported delays include those stated above.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: 3 months. Reset October 1 delay deadline to January 1, 2021.
- Jointly monitor progress to pursue release of the RFP no later than December.
- Discuss this project monthly beginning in January 2021, if the RFP has not been release.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

2. **Aurora: 25th Ave. Pedestrian Improvements**

[\(TIP ID 2020-077\)](#) FY 2020 Delayed Phase: Construction

Current Status and Action Plan: Aurora reports the project has been delayed due to staff changes and attempting to get to construction within one year. As part of that, Aurora has removed project design from the federal process. Advertisement is anticipated for July 2021.

Reported COVID-19 Impact: Aurora submitted a request to move the FY 2020 funding to FY 2021 and an additional 10 months to advertise the project due to COVID-19 related delays. Reported delays include center on staff vacancies and a hiring freeze due to COVID-19.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: Reprogram FY 2020 funding to FY 2021. The project will be considered first-year delayed if project advertisement has not taken place by October 1, 2021.
- Jointly monitor progress to pursue project advertisement no later than July 2021.
- Discuss this project monthly beginning in August 2021, if the project has not gone to ad.

3. **Aurora: 13th Ave. Corridor Multimodal Mobility Study**

[\(TIP ID 2020-069\)](#) FY 2020 Delayed Phase: Study

The IGA was executed and the study kick-off meeting was held in early November and therefore is no longer delayed.

DRCOG staff recommendation: Since the project is no longer delayed, no conditions will be placed upon it.

4. **Bennett: SH-79 and I-70 Interchange Eastbound Ramp Improvements**

[\(TIP ID 2020-053\)](#) FY 2020 Delayed Phase: Design

The design NTP was given in November and therefore is no longer delayed.

DRCOG staff recommendation: Since the project is no longer delayed, no conditions will be placed upon it.

5. **Boulder: HOP Transit Service Expansion**

[\(TIP ID 2020-048\)](#) FY 2020 Delayed Phase: Bus Service

Current Status and Action Plan: Boulder reports the project has been delayed due to an interruption in the delivery of the additional buses for the expanded service, in addition to COVID-19 era reduced ridership. Boulder anticipates bus delivery to be no later than March 2021 and to start service in August 2021 when CU Boulder students return to campus.

Reported COVID-19 Impact: Boulder submitted a request for an additional 12 months to begin the service and to move the FY 2020 funding to FY 2021 due to COVID-19. Reported delays include the bus delivery delay and reduced ridership as stated above.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: Reprogram FY 2020 funding to FY 2021. Remaining project funding will also shift accordingly, so instead of being funded from FY 2020-2022, it will be funded from FY 2021-2023. The bus service will be considered first-year delayed if the service has not started by October 1, 2021.
 - Jointly monitor progress to pursue the start of service no later than August 2021.
 - Discuss this project monthly beginning in September 2021, if the service has not started.
-

6. **Boulder County: Flex Route Extension: Boulder to Longmont**

[\(TIP ID 2016-011\)](#) FY 2020 Delayed Phase: Bus Service

Current Status and Action Plan: Boulder County reports the bus service has been delayed due to the greatly reduced ridership directly tied to COVID-19. Pre-COVID-19, service was anticipated to begin in August, but now Boulder County and TransFort (the transit provider in Fort Collins) anticipates beginning the expanded bus service in January 2021.

Reported COVID-19 Impact: Boulder County submitted a request for an additional 12 months to begin the service and to move the FY 2020 funding to FY 2021 due to COVID-19. Reported delays include reduced ridership as stated above.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: Reprogram FY 2020 funding to FY 2021. Remaining project funding will also shift accordingly, so instead of being funded from FY 2020-2023, it will be funded from FY 2021-2024. The bus service will be considered first-year delayed if the service has not started by October 1, 2021.
 - Jointly monitor progress to pursue the start of service no later than January 2021.
 - Discuss this project monthly beginning in February 2021, if the service has not started.
-

7. **Boulder County: SH-119 Bikeway: Boulder to Longmont - Preconstruction Activities**

[\(TIP ID 2020-013\)](#) FY 2020 Delayed Phase: Design

Current Status and Action Plan: Boulder County reports the project has been delayed due to COVID-19 and how it shifted staffing and project priorities within the county. The RFP is still being worked on and Boulder County anticipates giving the consultant NTP by February 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue consultant NTP no later than February 2021.
 - Discuss this project monthly beginning in March 2021, if the NTP has not been given.
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

8. Broomfield: US-36 Bike-N-Ride Shelters, Amenities, Operations, and Marketing
([TIP ID 2020-018](#)) FY 2020 Delayed Phase: Design

Current Status and Action Plan: Broomfield reports the project has been delayed due to additional work to get the IGA executed, in addition to staff furloughs due to COVID-19. The IGA has now been executed and the RFP is being worked on. NTP is anticipated to be in January 2021.

Reported COVID-19 Impact: Broomfield submitted a request for an additional 6 months to achieve NTP due to COVID-19 related delays. Reported delays include the furloughs mentioned above, in addition to extra time for CDOT to return the executed IGA.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: 3 months. Reset October 1 delay deadline to January 1, 2021.
 - Jointly monitor progress to pursue NTP no later than January 2021.
 - Continue ongoing CDOT, Broomfield, and DRCOG bi-weekly meetings regarding all Broomfield projects.
-

9. Broomfield: Active Transportation Wayfinding Pilot
([TIP ID 2020-020](#)) FY 2020 Delayed Phase: Study

Current Status and Action Plan: Broomfield reports the project has been delayed due to additional work to get the IGA executed, in addition to staff furloughs due to COVID-19. The IGA has now been executed and the RFP is expected to be released in December. The study kick-off is anticipated to be in January 2021.

Reported COVID-19 Impact: Broomfield submitted a request for an additional 6 months to kick-off the study due to COVID-19 related delays. Reported delays include the furloughs mentioned above, in addition to extra time for CDOT to return the executed IGA.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: 3 months. Reset October 1 delay deadline to January 1, 2021.
 - Jointly monitor progress to study kick-off no later than January 2021.
 - Continue ongoing CDOT, Broomfield, and DRCOG bi-weekly meetings regarding all Broomfield projects.
-

10. Broomfield: Midway Blvd. Multimodal Corridor Action Plan
([TIP ID 2020-044](#)) FY 2020 Delayed Phase: Study

Current Status and Action Plan: Broomfield reports the project has been delayed due to additional work to get the IGA executed, in addition to staff furloughs due to COVID-19. Broomfield is currently working through the consultant scoping and contracting, and is anticipating kick-offing the study in February 2021.

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TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

Reported COVID-19 Impact: Broomfield submitted a request for an additional 6 months to kick-off the study due to COVID-19 related delays. Reported delays include the furloughs mentioned above, in addition to extra time for CDOT to return the executed IGA.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: 3 months. Reset October 1 delay deadline to January 1, 2021.
 - Jointly monitor progress to study kick-off no later than February 2021.
 - Continue ongoing CDOT, Broomfield, and DRCOG bi-weekly meetings regarding all Broomfield projects.
-

11. Broomfield: Transit Needs Assessment & Pilot Project

(TIP ID 2020-072) FY 2020 Delayed Phase: Study

Current Status and Action Plan: Broomfield reports the project has been delayed due to confusion by both RTD and CDOT on which agency will manage the study. After conversations and the decision for RTD to manage, Broomfield has been waiting since March for IGA development to begin. At this time, Broomfield anticipates executing the IGA no later than March 2021, with the study kick-off no later than June 2021.

Reported COVID-19 Impact: Broomfield submitted a request for an additional 12 months to kick-off the study due to COVID-19 related delays. Reported delays include workload staffing shifts and staffing shortages within RTD and a seven-month gap without indication from RTD of when the IGA would be expected.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: Reprogram FY 2020 funding to FY 2021. Remaining project funding will also shift accordingly, so instead of being funded from FY 2020-2023, it will be funded from FY 2021-2024. The study will be considered first-year delayed if the kick-off meeting has not taken place by October 1, 2021.
 - Jointly monitor progress to study kick-off no later than June 2021.
 - Continue ongoing CDOT, Broomfield, and DRCOG bi-weekly meetings regarding all Broomfield projects.
-

12. Broomfield: Broomfield FlexRide Expansion

(TIP ID 2020-076) FY 2020 Delayed Phase: Bus Service

Current Status and Action Plan: Broomfield reports the bus service has been delayed due to RTD staff changes to begin the IGA process and the greatly reduced ridership directly tied to COVID-19. Pre-COVID-19 (April 2019 to March 2020), Broomfield was waiting for RTD to begin the IGA after numerous communications. The first draft was not received until September, though the scope did not accurately reflect the project intent. Beginning in April, delays were encountered due to COVID-19 and RTD staff changes. Currently, Broomfield and RTD are working towards an IGA in hope to begin service in 2021.

Reported COVID-19 Impact: Broomfield submitted a request for an additional 24 months to begin the service due to COVID-19. Reported delays include the reasons as stated above.

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TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: Reprogram FY2020 funding to FY2021. Remaining project funding will also shift accordingly, so instead of being funded from FY 2020-2023, it will be funded from FY 2021-2024. The bus service will be considered first-year delayed if the service has not started by October 1, 2021. Future relief may be needed during the FY21 project delays review if ridership does not warrant expanded service.
 - Jointly monitor progress to pursue the start of service no later than August 2021 (RTD's August service changes).
 - Continue ongoing CDOT, Broomfield, and DRCOG bi-weekly meetings regarding all Broomfield projects.
-

13. Castle Rock: Downtown Alley Master Plan

[\(TIP ID 2020-077\)](#) FY 2020 Delayed Phase: Study

Current Status and Action Plan: Castle Rock reports the project has been delayed due to match uncertainties during COVID-19. Accordingly, Castle Rock postponed the study earlier this year. The RFP has been released, with a study kick-off anticipated by March 2021.

Reported COVID-19 Impact: Castle Rock submitted a request to move the FY 2020 funding to FY 2021 due to the match uncertainties at the time.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: Reprogram FY 2020 funding to FY 2021. The study will be considered first-year delayed if the kick-off meeting has not been held by October 1, 2021.
 - Jointly monitor progress to pursue study kick-off no later than March 2021.
 - Discuss this project monthly beginning in April 2021, if the kick-off meeting has not been held.
-

14. CDOT: I-25 and Alameda Ave. Operational Improvements: Valley Highway Phase 2.0

[\(TIP ID 2020-061\)](#) FY 2020 Delayed Phase: Design

Current Status and Action Plan: CDOT reports the project has been delayed due to the lack of an IGA between them and Denver. Work has progressed throughout the year, but due to new systemic changes in the IGA process and COVID-19, the process is taking longer than expected. The IGA is expected to be executed in December, with design task orders completed by January 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue IGA execution and the release of the design task orders no later than January 2021.
- Discuss this project monthly beginning in February 2021, if the IGA has not been executed and task orders given.

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TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

15. CDOT R1: US-85 (Vasquez Blvd.) Operational Improvements: E. 52nd Ave. to E. 64th Ave.

[\(TIP ID 2018-009\)](#) FY 2020 Delayed Phase: Design

Current Status and Action Plan: CDOT reports the project has been delayed due to the lack of an IGA between them and Commerce City. Work has progressed throughout the year, with both parties working on the design elements to be included in the IGA scope of work. Both parties believe they are close to defining the scope and anticipated executing the IGA by July 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue IGA execution no later than July 2021.
 - Discuss this project monthly beginning in March 2021, if the IGA has not been executed, to assist CDOT Region 1 in avoiding a second-year delay as of July 1, 2021.
-

16. Denver: Dynamic Message Sign Implementation

[\(TIP ID 2016-004\)](#) FY 2020 Delayed Phase: Construction

Current Status and Action Plan: Denver reports the project has been delayed due to no single issue, but just the overall process taking longer than anticipated. All work is being conducted in house, with an advertisement date anticipated for no later than July 2021. Denver reports this ad date is the worse-case scenario, and hopes to advertise sooner.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue project advertisement no later than July 2021.
 - Discuss this project monthly beginning in March 2021, if the project has not advertised, to assist Denver in avoiding a second-year delay as of July 1, 2021.
-

17. Denver: Adaptive Signal Control Pilot

[\(TIP ID 2016-004\)](#) FY 2020 Delayed Phase: Procurement

Current Status and Action Plan: Denver reports the project has been delayed due to new software installation and implementation associated with the project. Staff is currently reviewing the software and anticipates releasing the RFP by March 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue RFP release no later than March 2021.
- Discuss this project monthly beginning in April 2021, if the RFP has not been released.

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TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

18. Denver: Broadway Station and I-25 Safety and Access Improvements

[\(TIP ID 2016-021\)](#) FY 2020 Delayed Phase: Design

Current Status and Action Plan: Denver reports the project has been delayed due to transferring from an existing IGA to a new IGA. Design work has begun, but a new IGA is still not in place. Denver and CDOT anticipate executing the new IGA by March 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue RFP release no later than March 2021.
 - Include DRCOG in the already ongoing CDOT and Denver discussions regarding all Denver surface transportation projects.
-

19. Denver: 16th St. Mall Rehabilitation: Market St. to Civic Center Station

[\(TIP ID 2016-028\)](#) FY 2020 Delayed Phase: Construction

Current Status and Action Plan: Denver reports the project is currently working on the draft IGA with the design/build contractor. Denver anticipates giving NTP no later than June 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue NTP no later than June 2021.
 - Include DRCOG in the already ongoing CDOT, Denver, and RTD discussions on this project.
-

20. Denver: Transit Speed & Reliability on Federal Blvd.

[\(TIP ID 2020-049\)](#) FY 2020 Delayed Phase: Study

Current Status and Action Plan: Denver anticipates giving NTP no later than December, with the study kick-off in January 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue study kick-off no later than January 2021.
 - Include DRCOG in the already ongoing CDOT and Denver discussions regarding all Denver surface transportation projects.
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

21. **Denver: Denver Passenger Amenity Program**

[\(TIP ID 2020-077\)](#) FY 2020 Delayed Phase: Construction

Current Status and Action Plan: Denver reports project clearances are now being obtained from CDOT, working towards anticipated project advertisement in February 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue project advertisement no later than February 2021.
 - Include DRCOG in the already ongoing CDOT and Denver discussions regarding all Denver surface transportation projects.
-

22. **Edgewater: Sheridan Corridor Master Plan: Sloan's Lake**

[\(TIP ID 2020-077\)](#) FY 2020 Delayed Phase: Study

Current Status and Action Plan: Edgewater reports the project has been delayed due to match uncertainties during COVID-19. Accordingly, the Edgewater council postponed the study earlier this year. The RFP is currently anticipated to be released in January 2021, with a study kick-off in April 2021.

Reported COVID-19 Impact: Edgewater submitted a request to move the FY 2020 funding to FY 2021 due to the match uncertainties at the time.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: Reprogram FY 2020 funding to FY 2021. The study will be considered first-year delayed if the kick-off meeting has not been held by October 1, 2021.
 - Jointly monitor progress to pursue study kick-off no later than April 2021.
 - Discuss this project monthly beginning in May 2021, if the kick-off meeting has not been held.
-

23. **Jefferson County: Jefferson County Bike Master Plan Update**

[\(TIP ID 2020-074\)](#) FY 2020 Delayed Phase: Study

Current Status and Action Plan: Jefferson County reports the project has been delayed due to COVID-19 and how it shifted staffing and project priorities within the county. The RFP has been released and potential consultants are being interviewed. Jefferson County anticipates kicking off the study in January 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue study kick-off no later than January 2021.
 - Discuss this project monthly beginning in February 2021, if the kick-off meeting has not been held.
-

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TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

24. Jefferson County: Front Range Trail Study

[\(TIP ID 2020-073\)](#) FY 2020 Delayed Phase: Study

Current Status and Action Plan: Jefferson County reports the project has been delayed due to COVID-19 and how it shifted staffing priorities within the county. The RFP is anticipated to be released early in 2021, with IGA execution and the kick-off meeting anticipated for March 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue study kick-off no later than March 2021.
 - Discuss this project monthly beginning in April 2021, if the IGA has not been executed and the kick-off meeting has not been held.
-

25. Longmont: Coffman St. Busway

[\(TIP ID 2020-083\)](#) FY 2020 Delayed Phase: Design

The design NTP and kick-off meeting was held in late November and therefore is no longer delayed.

DRCOG staff recommendation: Since the project is no longer delayed, no conditions will be placed upon it.

26. Louisville: Rock Creek and Coal Creek Trail Connection

[\(TIP ID 2020-014\)](#) FY 2020 Delayed Phase: Design

Current Status and Action Plan: Louisville reports the project has been delayed due to transfer in CDOT personnel working on the project and Louisville staff workload. The project is anticipated to give the design NTP in January 2021.

Reported COVID-19 Impact: No relief request submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue the NTP no later than January 2021.
 - Discuss this project monthly beginning in February 2021, if the NTP has not been given.
-

27. Louisville: SH-42 Multimodal Improvements: Empire Rd./Lock St. to SH-7 - Design

[\(TIP ID 2020-040\)](#) FY 2020 Delayed Phase: Design

Current Status and Action Plan: Louisville reports the project has been delayed due to transfer in CDOT personnel working on the project and Louisville staff workload. Lafayette, who is a project partner, was also shut down with a city-wide computer virus, which contributed to a delay. The project is anticipated to give the design NTP in early December.

Reported COVID-19 Impact: No relief request submitted to DRCOG.

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TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue the NTP no later than December.
 - Discuss this project monthly beginning in January 2021, if the NTP has not been given.
-

28. Louisville: South Boulder Rd. At-Grade Crossing Improvements

[\(TIP ID 2020-043\)](#) FY 2020 Delayed Phase: Design

The NTP was given in early November and therefore the project is no longer delayed.

DRCOG staff recommendation: Since the project is no longer delayed, no conditions will be placed upon it.

29. Sheridan: Safe Stops Through Sheridan

[\(TIP ID 2020-077\)](#) FY 2020 Delayed Phase: Construction

Current Status and Action Plan: Sheridan reports the project has been delayed due to COVID-19 and staff who are unfamiliar with the federal process. Sheridan anticipates advertising the project by June 2021.

Reported COVID-19 Impact: No relief request submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue project advertisement no later than June 2021.
 - Discuss this project monthly beginning in April 2021, if the project has not advertised, to assist Sheridan to avoid a second year delay as of July 1, 2021.
-

30. Thornton: Trail Wayfinding Signage

[\(TIP ID 2020-077\)](#) FY 2020 Delayed Phase: Construction

Current Status and Action Plan: Thornton reports the project has been delayed due to a COVID-19 illness and computer malware issues. Thornton anticipates advertising the project in August 2021.

Reported COVID-19 Impact: Thornton submitted a request for an additional 6 months to advertise the project and to move the FY 2020 funding to FY 2021 due to COVID-19. Reported delays include the reasons as stated above.

DRCOG staff recommendation: Approved the delay subject to the following:

- Recommended COVID-19 Relief: Reprogram FY 2020 funding to FY 2021. The project will be considered first-year delayed if the project has not advertised by October 1, 2021.
 - Jointly monitor progress to pursue project advertisement no later than August 2021.
 - Discuss this project monthly beginning in September 2021, if the project has not advertised.
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

31. **West Colfax BID: Colfax Viaduct Planning Study**

[\(TIP ID 2020-077\)](#) FY 2020 Delayed Phase: Study

The study kick-off meeting was held in mid-November and therefore is no longer delayed.

DRCOG staff recommendation: Since the study is no longer delayed, no conditions will be placed upon it.

32. **Westminster: US36/Church Ranch Station Multimodal Access Improvements**

[\(TIP ID 2020-077\)](#) FY 2020 Delayed Phase: Construction

Current Status and Action Plan: Westminster reports the project has been delayed due to an adjustment to the existing IGA. The original project was state-funded and when the project became federally-funded through this TIP Set-Aside, the IGA needed to be updated and scope adjusted. The IGA is now close to being executed and project advertisement is anticipated to be no later than June 2021.

Reported COVID-19 Impact: No relief request was submitted to DRCOG.

DRCOG staff recommendation: Approved the delay subject to the following:

- Jointly monitor progress to pursue project advertisement no later than June 2021.
- Discuss this project monthly beginning in April 2021, as if the project is not advertised by July 1, 2021, it will encounter a second-year delay.

ATTACH D

ATTACHMENT D

To: Chair and Members of the Regional Transportation Committee

From: Alvan-Bidal Sanchez, Transportation Planner
720-278-2341 or ASanchez@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 15, 2020	Action	6

SUBJECT

Fixing America's Surface Transportation Act (FAST Act) 2022 Infrastructure Condition and 2021 Public Transportation Agency Safety Plan (PTASP) Targets.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends setting revised 2022 infrastructure condition pavement targets and 2021 PTASP targets.

ACTION BY OTHERS

[December 7, 2020](#) – TAC Recommended Approval

SUMMARY

The FAST Act requires State DOTs and MPOs to set targets and report on progress towards achieving those targets for several topics in support of a performance-based approach to transportation planning and programming. These topics include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and public transportation agency safety plan.

PM2: Infrastructure Condition (Pavement)

DRCOG must set revised 4-year targets for pavement condition for the Interstate system and non-Interstate National Highway System (NHS). As DRCOG elected to support the state targets set by CDOT at the beginning of the performance period and CDOT has since revised the 4-year (2022) pavement condition targets at the Mid-Performance Period, DRCOG has the option to continue to support the state targets or to set its own targets.

Given that this is the mid-point of the current performance period and DRCOG will coordinate with CDOT to develop new 2-year and 4-year statewide targets in the next performance period, it would not be useful for DRCOG to set separate targets for the Denver region for the remaining two years. Therefore, DRCOG staff recommends supporting CDOT's revised pavement condition targets shown in the table below:

Pavement Condition Performance Measures	Baseline (2018)	Original 4-Year Targets (2022)	Revised 4-Year Targets (2022)
Percent of Pavement in Good Condition (Interstate)	44.88%	47%	40%
Percent of Pavement in Poor Condition (Interstate)	0.25%	1%	5%
Percent of Pavement in Good Condition (Non-Interstate NHS)	49.34%	51%	40%
Percent of Pavement in Poor Condition (Non-Interstate NHS)	0.96%	2%	5%

PTASP: Public Transportation Agency Safety Plan

For the purposes of PTASP, RTD is required to develop a Public Transportation Agency Safety Plan and set its own safety performance targets. DRCOG has the option to support the PTASP targets set by RTD or to set its own targets. In consultation with FTA, DRCOG has through December 2020 to set and report 2021 PTASP targets. DRCOG staff recommends supporting RTD's 2021 performance targets for all measures as identified in their adopted 2021 Public Transportation Agency Safety Plan and shown below:

- Zero fatalities in RTD operating systems; Bus, Light Rail and Commuter Rail
- Preventable accident rate per 100,000 miles:
 - Bus less than 1.0
 - Light Rail less than 1.0
- 10% reduction in Bus preventable accidents
- 10% reduction in Light Rail preventable accidents
- 10% reduction in Commuter Rail accidents
- 25% reduction of lost time employee injuries
- 15% reduction of On-the-Job Injuries (OJIs)
 - 25% reduction of Slip and Fall injuries
 - 25% reduction of injuries from strains
- Measure and hold to current levels of performance for system reliability without decline in reliability or increases in costs as described in the current Transit Asset Management Plan (TAMP).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to recommend to the DRCOG Board of Directors the CDOT-revised 2022 Infrastructure Condition (Pavement) targets, and RTD's 2021 Public Transportation Agency Safety Plan targets as required by the FAST Act.

ATTACHMENT

1. DRCOG Staff Presentation
2. CDOT Presentation (additional information)
3. RTD Presentation (additional information)

ADDITIONAL INFORMATION

If you need additional information, please contact the following staff members:

1. **Alvan-Bidal Sanchez**, DRCOG Transportation Planner
720-278-2341 or ASanchez@drcog.org
2. **Darius Pakbaz**, CDOT Performance Data Manager
303-757-9133 or darius.pakbaz@state.co.us
3. **Dan McClain**, RTD Senior Manager, Safety and Environmental Safety, Security and Asset Management
303-299-3323 or dan.mcclain@rtd-denver.com.



Regional Transportation
Committee

December 15,
2020

FAST Act Performance Measures and Targets

Infrastructure Condition (PM2), and Public
Transportation Agency Safety Plan (PTASP)

Alvan-Bidal Sanchez, AICP
(He, Him, His)

FAST Act Performance Measures



**PM1: Safety
Performance**



**PM2:
Infrastructure
Condition**



**PM3: System
Performance,
Freight, and
CMAQ**



**TAM: Transit
Asset
Management**



**PTASP: Public
Transportation
Agency Safety
Plan**

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

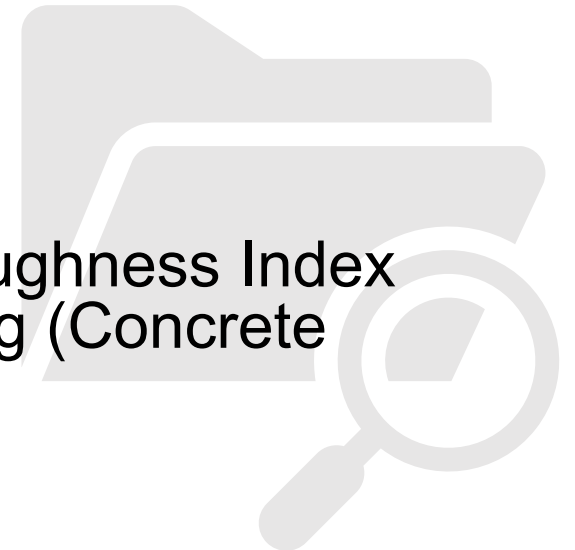
FEDERAL TRANSIT ADMINISTRATION (FTA)



REVISED INFRASTRUCTURE CONDITION (PAVEMENT) TARGETS



- **Area** – Individual State 2- & 4-Year Targets for the Non-Interstate NHS and 4 Year Target for the Interstate System (MPOs: 4-Year Target Only)
- **Data** – Highway Performance Monitoring System (HPMS)
- **Performance Measures** –
 - % of Interstate Pavements in Good Condition
 - % of Interstate Pavements in Poor Condition
 - % of non-Interstate NHS Pavements in Good Condition
 - % of non-Interstate NHS Pavements in Poor Condition
- **Calculation** –
 - Good and Poor Condition Rating Areas: International Roughness Index (IRI), Cracking, Rutting (Asphalt pavements), and Faulting (Concrete pavements)

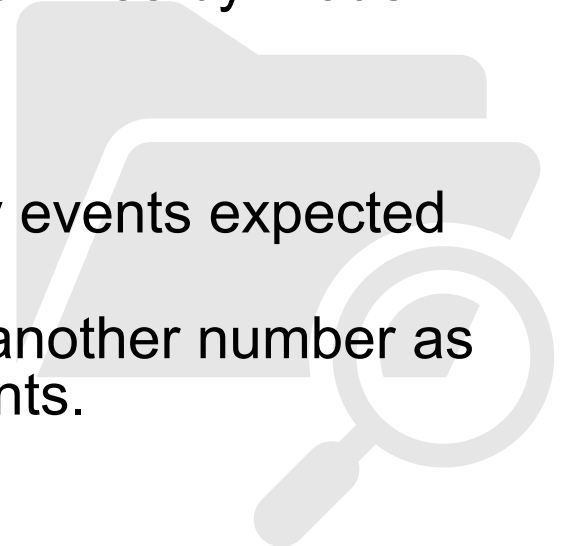


Pavement Condition Performance Measures	Baseline (2018)	<u>Original</u> 4-Year Targets (2022)	<u>Revised</u> 4-Year Targets (2022)
Percent of Pavement in Good Condition (Interstate)	44.88%	47%	40%
Percent of Pavement in Poor Condition (Interstate)	0.25%	1%	5%
Percent of Pavement in Good Condition (Non-Interstate NHS)	49.34%	51%	40%
Percent of Pavement in Poor Condition (Non-Interstate NHS)	0.96%	2%	5%



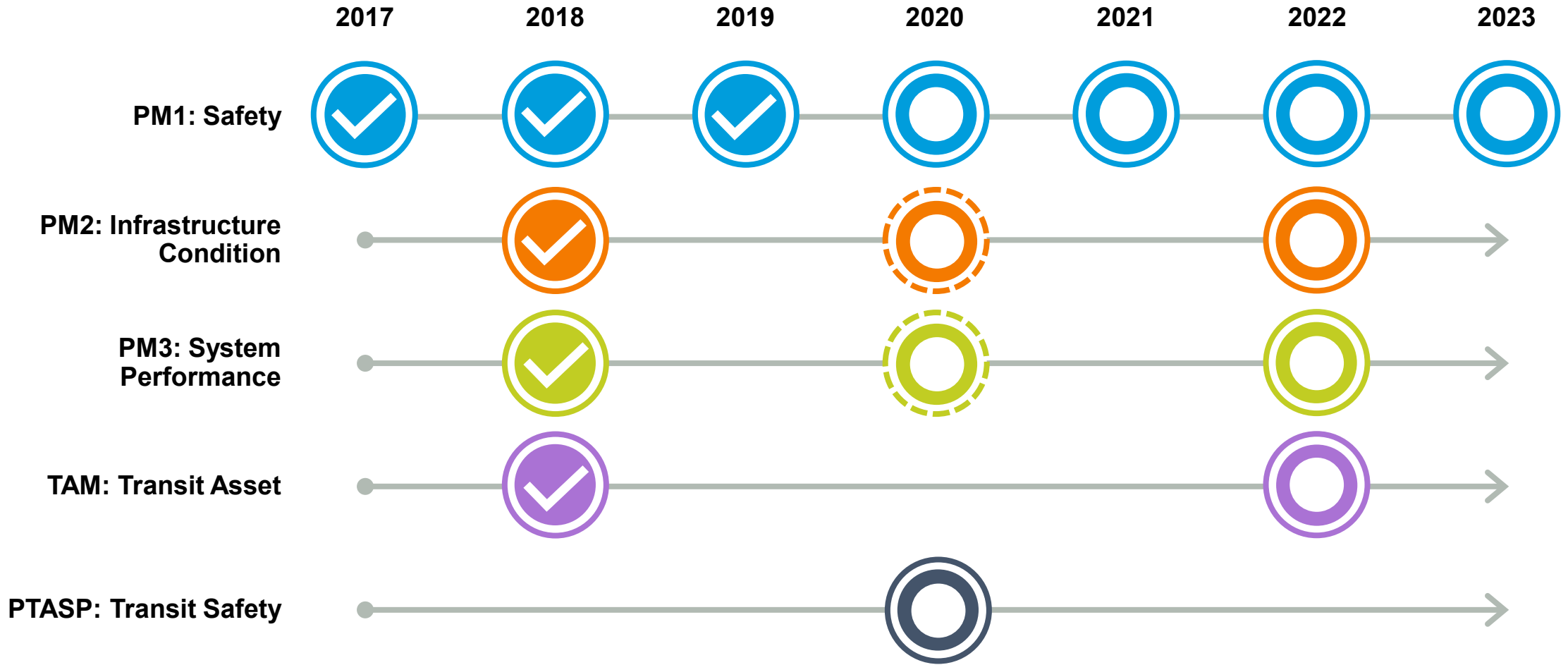
NEW PUBLIC TRANSPORTATION AGENCY SAFETY PLAN TARGETS

- **Area** – All operators of public transportation systems that are recipients and sub-recipients of FTA grant funds
- **Data** – National Transit Database (NTD)
- **Performance Measures** –
 - Total number of reportable fatalities and rate per vehicle revenue miles by mode
 - Total number of reportable injuries and rate per vehicle miles by mode
 - Total number of reportable events and rate per vehicle revenue miles by mode
 - Mean distance between major mechanical failures by mode.
- **Calculation** –
 - Number Targets – Total number of fatalities, injuries and safety events expected per year
 - Rate Targets – Use the total annual vehicle revenue miles, or another number as needed for consistency with state/regional planning requirements.



- Zero fatalities in RTD operating systems; Bus, Light Rail and Commuter Rail
- Preventable accident rate per 100,000 miles:
 - Bus less than 1.0
 - Light Rail less than 1.0
- 10% reduction in Bus preventable accidents
- 10% reduction in Light Rail preventable accidents
- 10% reduction in Commuter Rail accidents
- 25% reduction of lost time employee injuries
- 15% reduction of On-the-Job Injuries (OJIs)
 - 25% reduction of Slip and Fall injuries
 - 25% reduction of injuries from strains
- Measure and hold to current levels of performance for system reliability without decline in reliability or increases in costs as described in the current Transit Asset Management Plan (TAMP).

Target Setting Timeline



MPO Action Taken



MPO Action Required



MPO Action Possible
Pending CDOT Action

Requested Motion

Move to recommend to the DRCOG Board of Directors the CDOT-revised 2022 Infrastructure Condition (Pavement) targets, and RTD's 2021 Public Transportation Agency Safety Plan targets as required by the FAST Act.





COLORADO

Department of Transportation

NPM Pavement Condition and Target Adjustment Denver Regional Council of Governments (DRCOG)

Darius Pakbaz | Performance Data Manager

December 2020



- **Review of the National Performance Measures (NPMs)**
 - Review of Pavement Condition Calculation Procedures
 - Federal FHWA Requirements for NPMs vs. CDOT Drivability Life for PD-14
 - Pavement Condition Based on National Performance Measures:
 - Interstates and Non-Interstate NHS for the State of Colorado and the Denver Regional Council of Governments Region
 - Discussion of NPM Pavement Condition Target Adjustment
 - Adopted by Transportation Commission in September 2020
-
- **Timeline and Next Steps in regard to National Performance Measures**
 - MPO Role



National Performance Measures

General Information

- The **Fixing America's Surface Transportation Act (FAST Act)** requires states to report pavement condition in Good/Fair/Poor format under 23 CFR 490. Metrics for safety, bridges, and system reliability are also required.
- Pavement performance metrics include the following:
 - Performance of the Interstate System.
 - Performance of the non-Interstate National Highway System (NHS), including off-system NHS.
- Under the FAST ACT, there is a minimum performance level for **Interstate System** pavement in poor condition—no more than 5 percent. **If a state exceeds minimum condition, they lose flexibility of a portion of federal funds.**
- Under CDOT's Policy Directive 14, we currently report Drivability Life as the primary pavement asset management performance metric.
 - CDOT uses PD-14 to assess long-term condition of transportation assets, including pavement. A revised Policy Directive 14.0 was adopted by the Transportation Commission on November 19, 2020.





Pavement Metric Threshold

§ 490.311 Metric Thresholds in Final Rule

Rating	Good	Fair	Poor
IRI <i>(inches/mile)</i>	<95	95-170	>170
PSR* <i>(0.0-5.0 value)</i>	≥4.0	2.0-4.0	≤2.0
Cracking Percent <i>(%)</i>	<5	<i>CRCP: 5-10</i> <i>Jointed: 5-15</i> <i>Asphalt: 5-20</i>	<i>>10</i> <i>>15</i> <i>>20</i>
Rutting <i>(inches)</i>	<0.20	0.20-0.40	>0.40
Faulting <i>(inches)</i>	<0.10	0.10-0.15	>0.15

*PSR may be used only on routes with posted speed limit < 40mph.

NPM Pavement Condition & Target Adjustment



National Performance Measures Assessing Pavement Condition

Pavement Condition Measures	
Interstate System	Non-Interstate NHS
Percentage of pavements of the Interstate System in Good condition	Percentage of pavements of the non-Interstate NHS in Good condition
Percentage of pavements of the Interstate System in Poor condition	Percentage of pavements of the non-Interstate NHS in Poor condition

	Good	Fair	Poor
IRI (inches/mile)	<95	95-170	>170
Rutting (inches)	<0.20	0.20-0.40	>0.40
Faulting (inches)	<0.10	0.10-0.15	>0.15
Cracking (%)	<5	5-20 (asphalt) 5-15 (JCP) 5-10 (CRCP)	>20 (asphalt) >15 (JCP) >10 (CRCP)

- Measured on condition of three distresses:
 - International Roughness Index
 - Cracking Percentage
 - Rutting (Asphalt)
 - Faulting (Concrete)

Overall Section Condition Rating	Pavement Type		Measures
	Asphalt and Jointed Concrete	Continuous Concrete	
Good	3 metric ratings (IRI, cracking and rutting/faulting)	2 metric ratings (IRI and cracking)	percentage of lane-miles in "Good" condition
Poor	≥ 2 metrics rated "Poor"	Both metrics rated "Poor"	percentage of lane-miles in "Poor" condition
Fair	All other combinations	All other combinations	



National Performance Measures vs. Drivability Life

- The FAST Act mandates a pavement performance measure that uses a different methodology for pavement condition; state DOTs must report pavement condition in terms of Good, Fair, and Poor condition. This methodology for assessing pavement condition has accurate data only back to 2018.
- Under CDOT Policy Directive 14, drivability life is used as the primary pavement asset management performance metric for investment decisions. This metric has been in use for pavement condition assessment since 2012.

Drivability Life

- Pavement distresses
 - IRI - International Roughness Index
 - Rutting
 - Cracking
 - Faulting
- To have a low DL segment, **one** distress must fall below an acceptable threshold

National Performance Measures




- Pavement distresses
 - IRI - International Roughness Index
 - Rutting
 - Cracking
 - Faulting
- To have a poor segment, **two** distresses must fall below an acceptable threshold



Policy Directive 14

Pavement Objectives - Drivability Life

Policy Directive 14: Drivability Life Pavement Objectives

OBJECTIVE	TARGET	2019 RESULTS (CO)	TARGET MET?
Percentage of Interstate pavement with a high or moderate drivability life based on condition standards and treatments set for traffic volume categories.	greater than 80%	88.3%	
Percentage of non-Interstate National Highway System (NHS) pavement with a high or moderate drivability life based on condition standards and treatments set for traffic volume categories.	greater than 80%	84.0%	
Percentage of State Highway System pavement with a high or moderate drivability life based on condition standards and treatments set for traffic volume categories.	greater than 80%	80.4%	



Revised 4-Year (2022) Pavement Targets

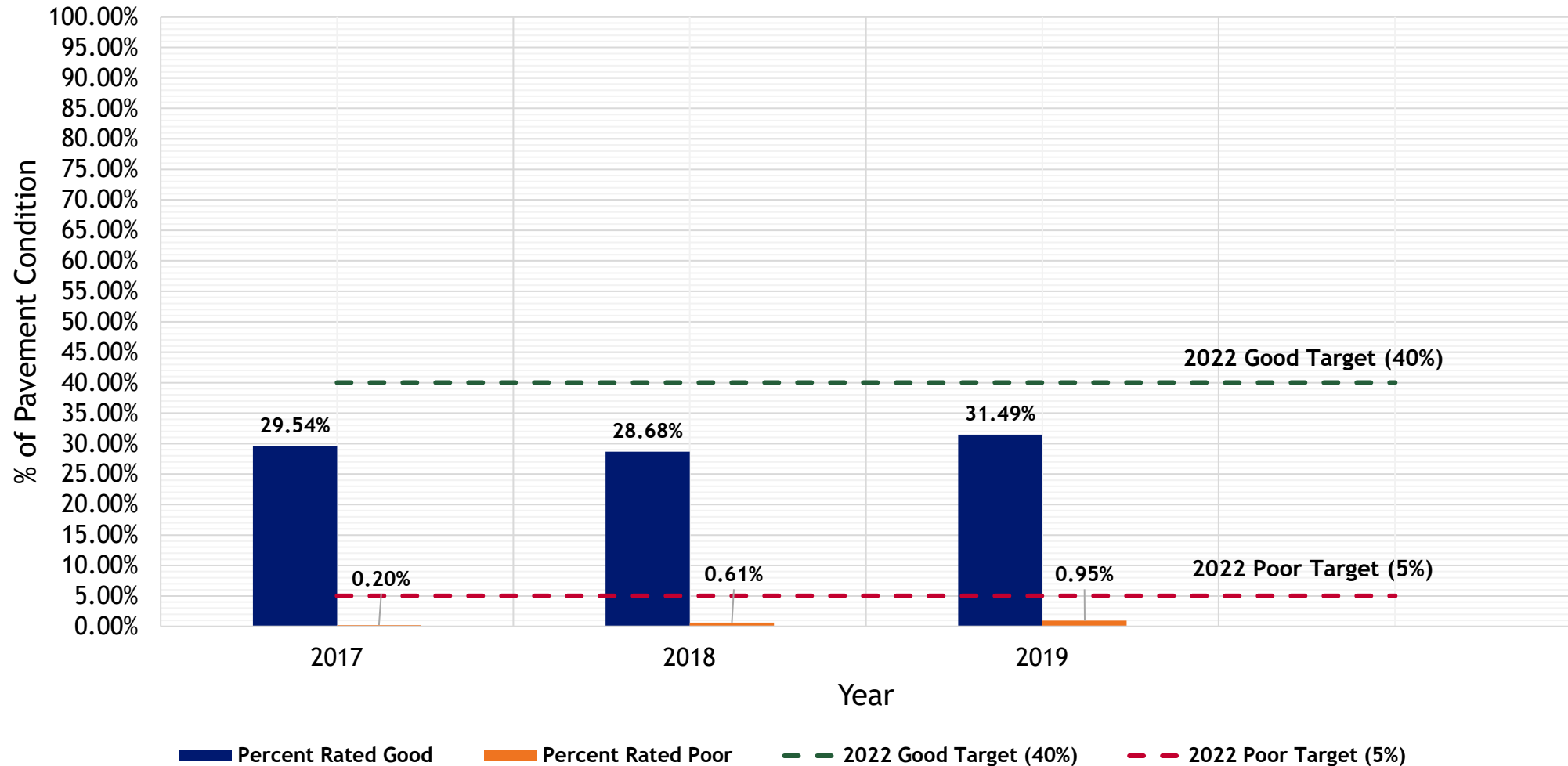
The revised 4-Year Target in the far right column was adopted by the Transportation Commission in September of 2020. This target was also adjusted in the October 2020 Mid Performance Period Progress Report submitted to FHWA.

Performance Measure	2-Year (2020) Target	4-Year (2022) Target	Colorado Current Condition (2019)	DRCOG Current Condition (2019)	Revised 4-Year (2022) Target
Percent of pavements on the Interstate System Rated Good	46%	47%	46.5%	31.49%	40%
Percent of pavements on the Interstate System Rated Poor	1%	1%	2.7%	0.95%	5%
Percent of pavements on the non-Interstate National Highway System (NHS) System Rated Good	50%	51%	41.5%	25.79%	40%
Percent of pavements on the non-Interstate National Highway System (NHS) System Rated Poor	1%	2%	3.1%	5.29%	5%



National Performance Measures Interstate System Pavement Condition

DRCOG Interstate System Pavement Condition 2017-2019

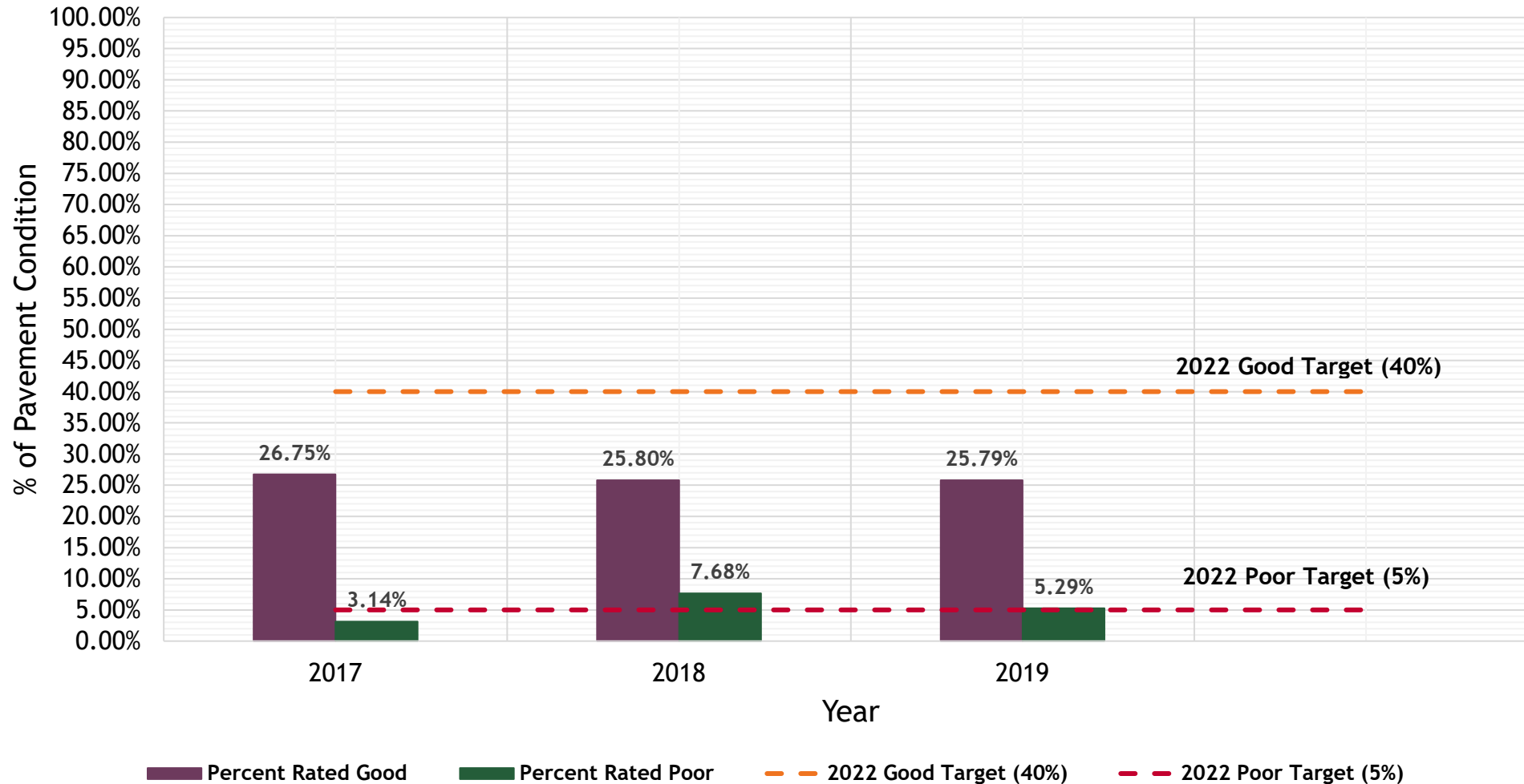




National Performance Measures

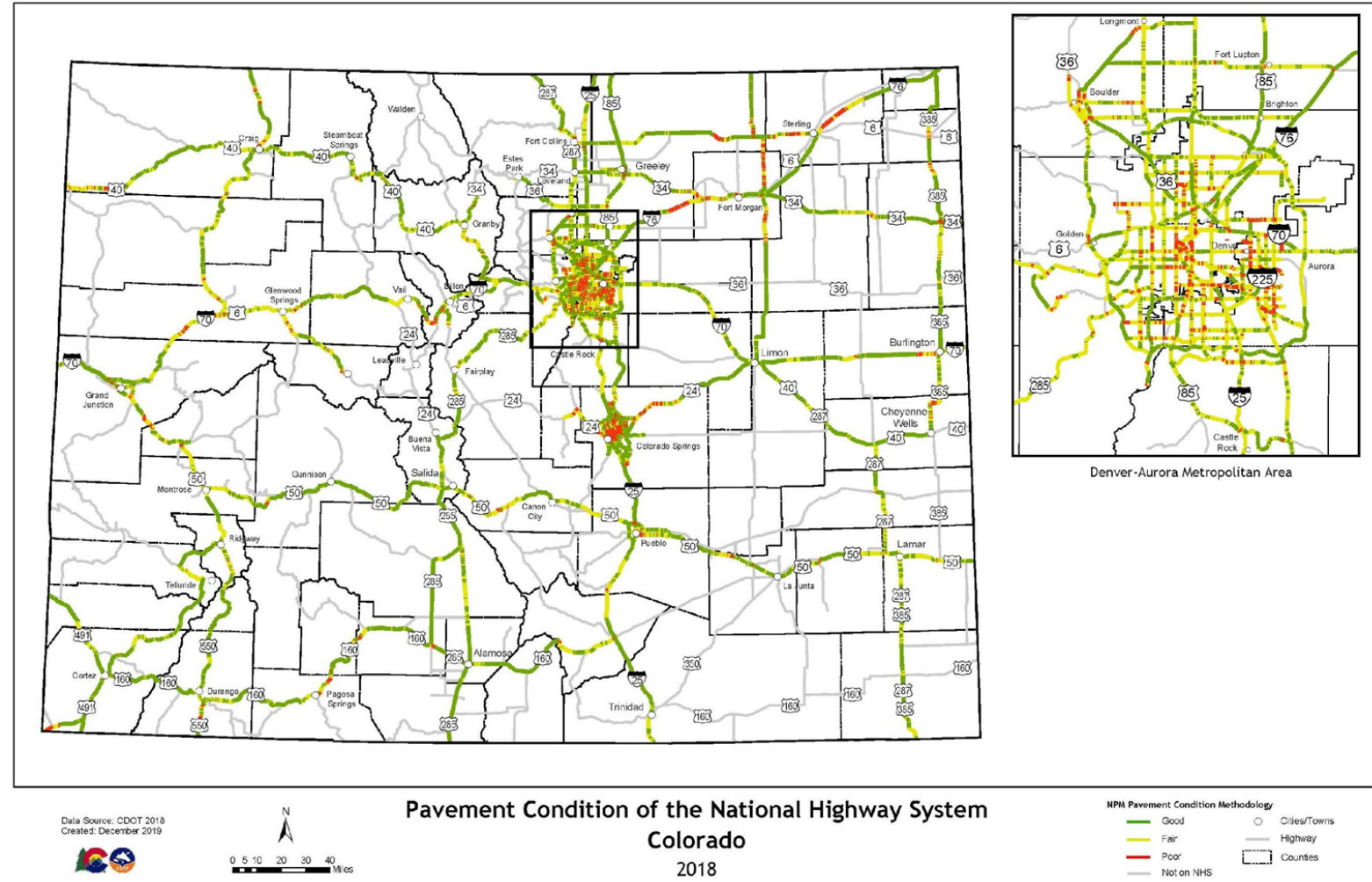
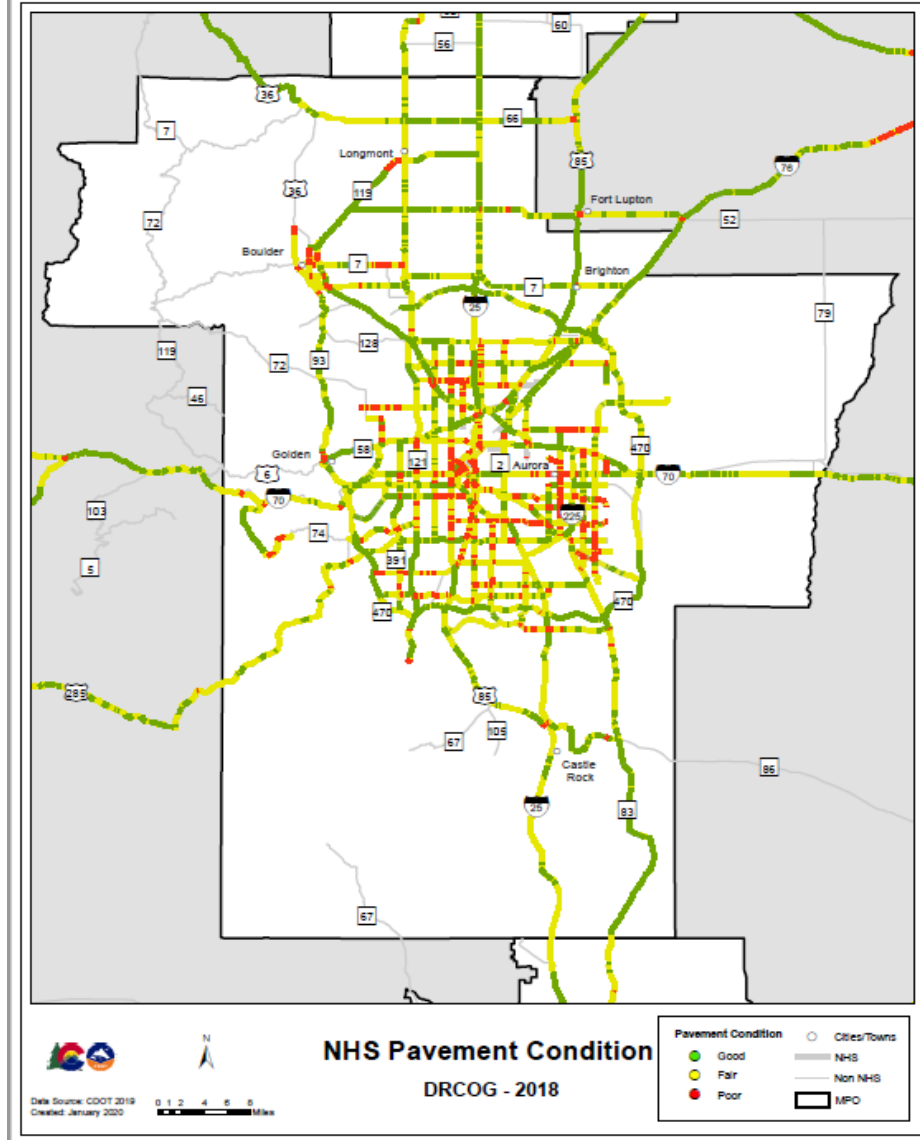
Non-Interstate NHS System Pavement Condition

DRCOG Non-Interstate NHS System Pavement Condition 2017-2019





DRCOG and Colorado Pavement Condition Maps of Condition (as of 2018)





Timeline & Next Steps

- **October 1, 2020:** Mid Performance Period Progress Report submitted to FHWA.
 - Statewide 4-year target adjustments for PM2 and PM3 must be submitted for this report.
- **March 30, 2021:** Deadline for MPOs to support CDOT targets or submit their own for PM2 and PM3 measures.
 - This date is 180 days after submittal of target changes to FHWA.
- **Spring 2022:** Discussion of Target Setting for the 2nd Performance period for NPM metrics related to pavement, bridges, and system reliability.

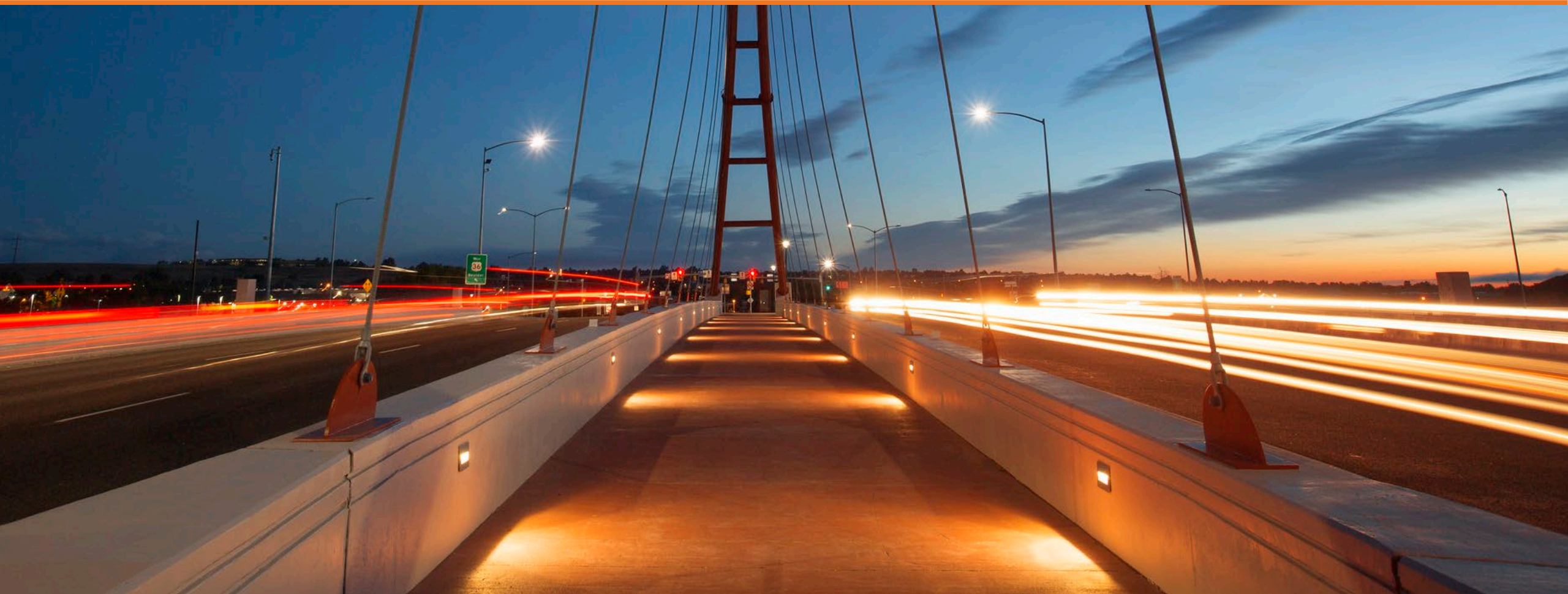




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Questions?





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Contact Information

For questions or comments on this presentation, please contact:

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Division of Transportation Development

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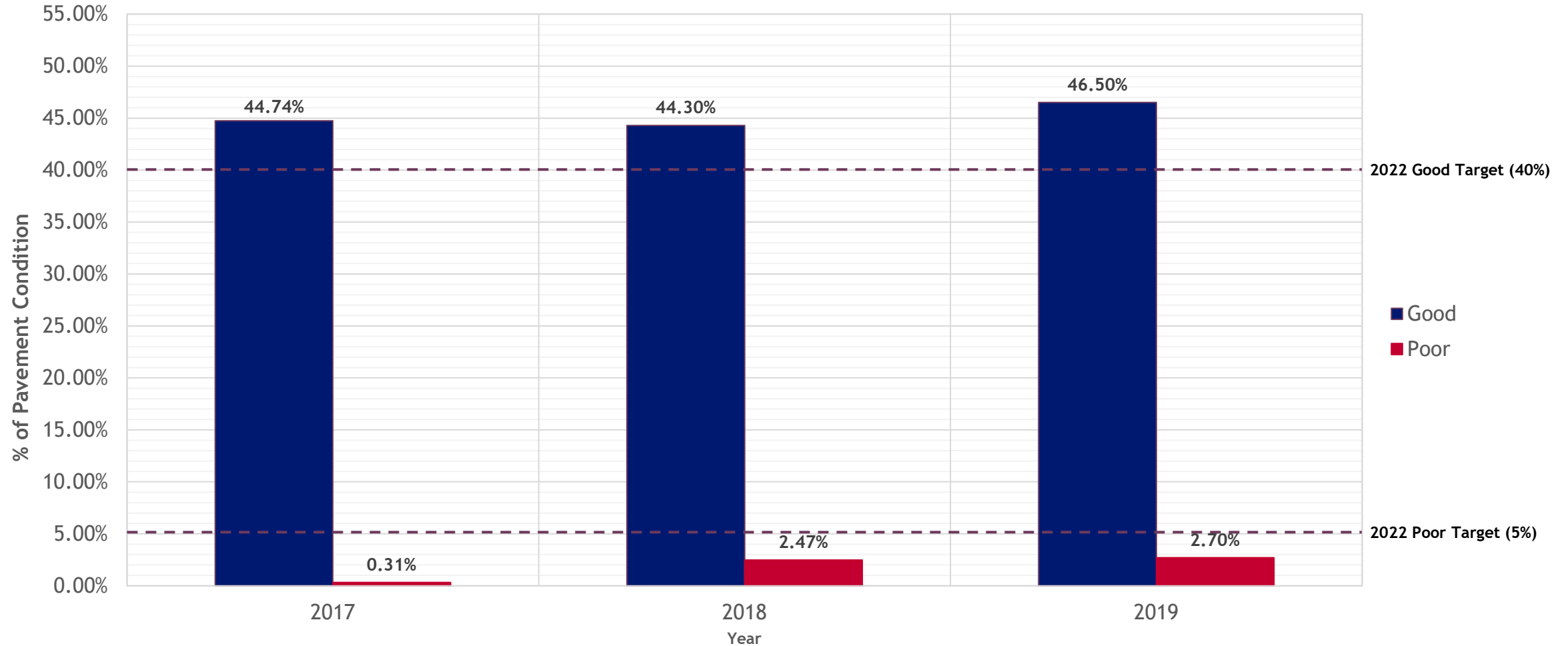
Appendices for Reference

December 2020



National Performance Measures Interstate System Pavement Condition

State of Colorado: Interstate System Pavement Condition
2017-2019

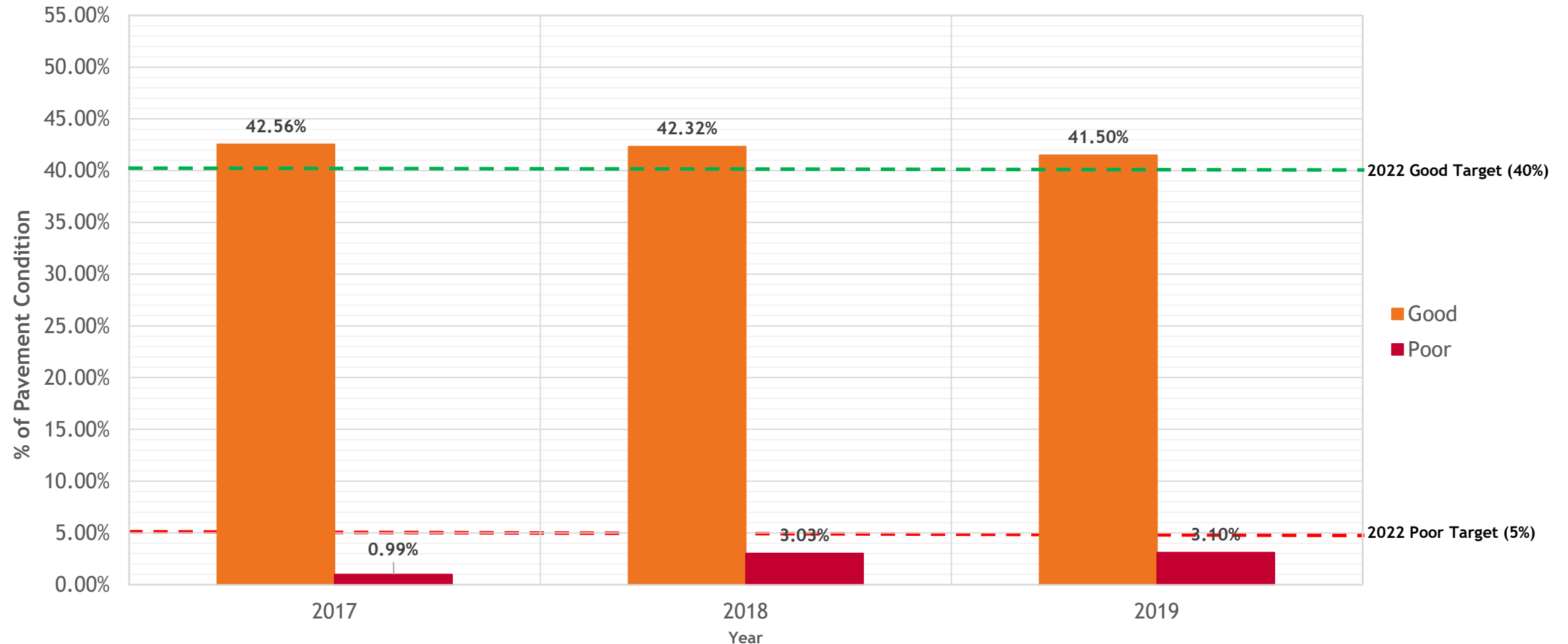




National Performance Measures

Non-Interstate NHS System Pavement Condition

State of Colorado: Non-Interstate NHS System Pavement Condition
2017-2019

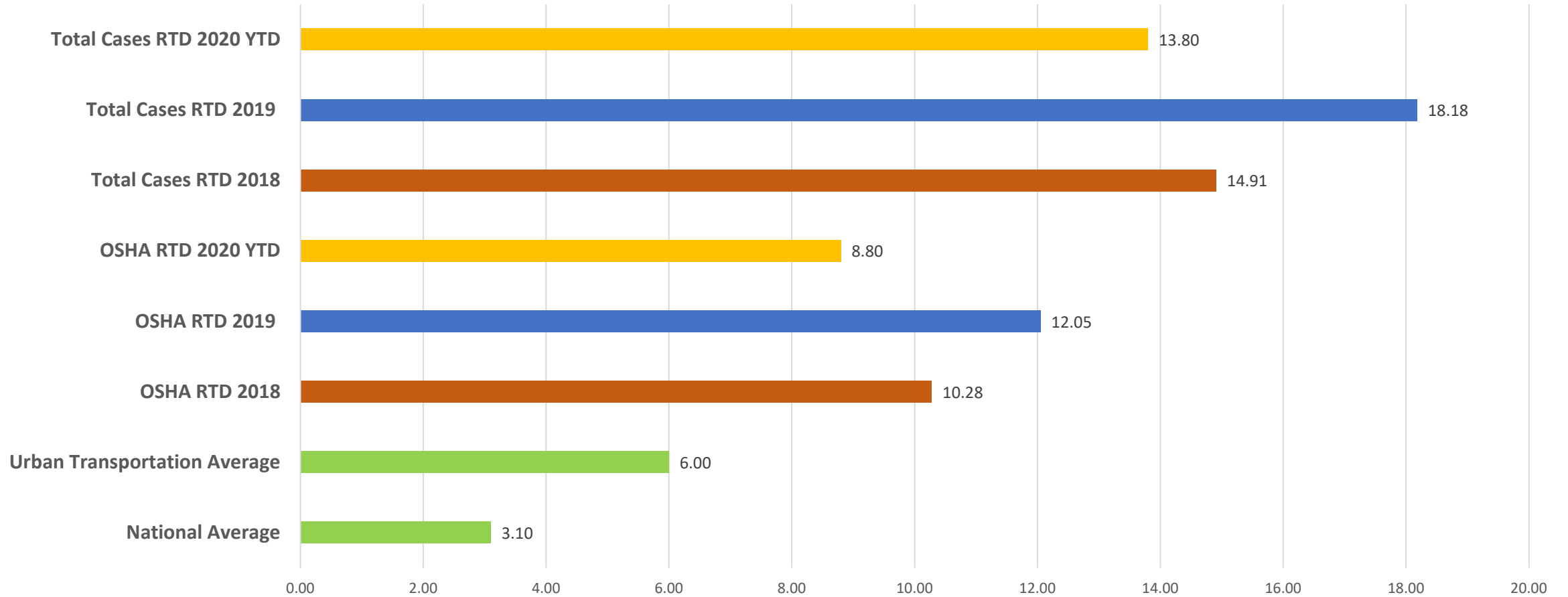


Safety Performance Data

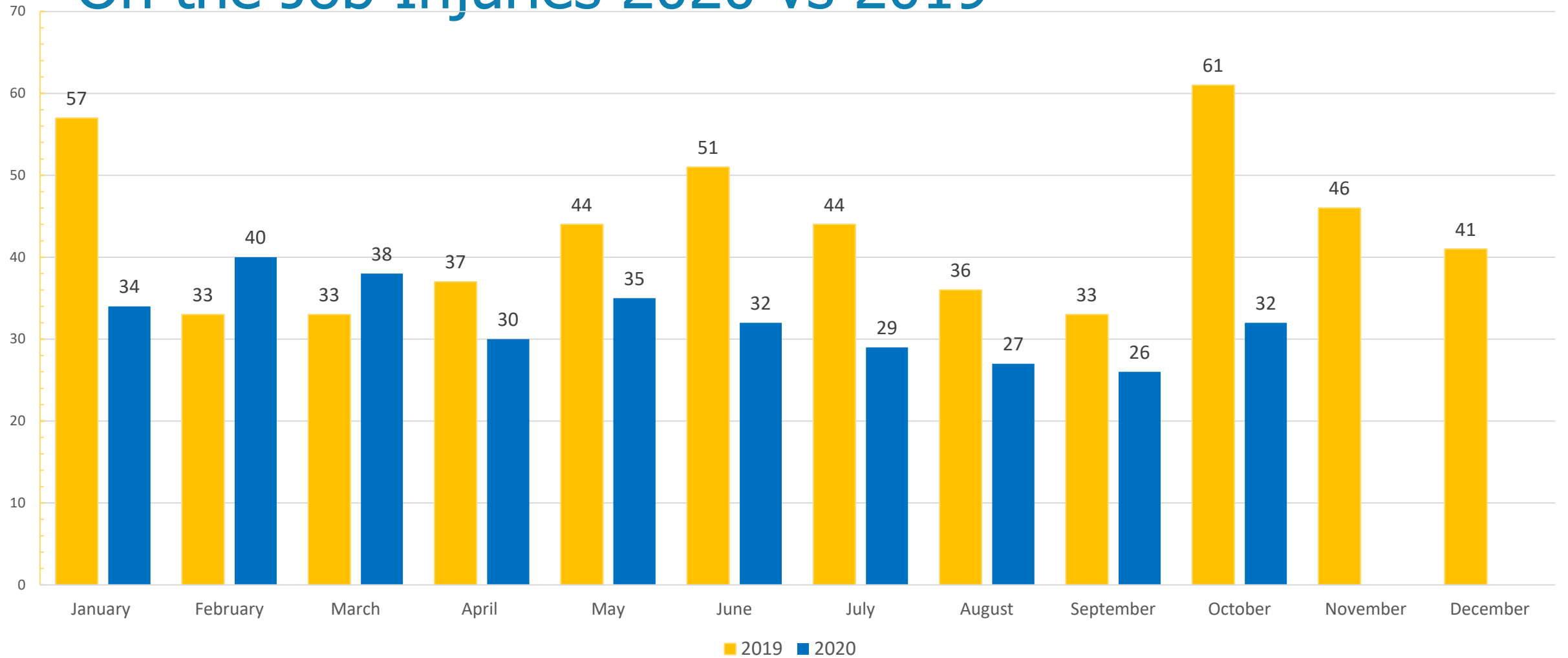
2020 YTD

Incident Rates (Injuries per 100 employees)

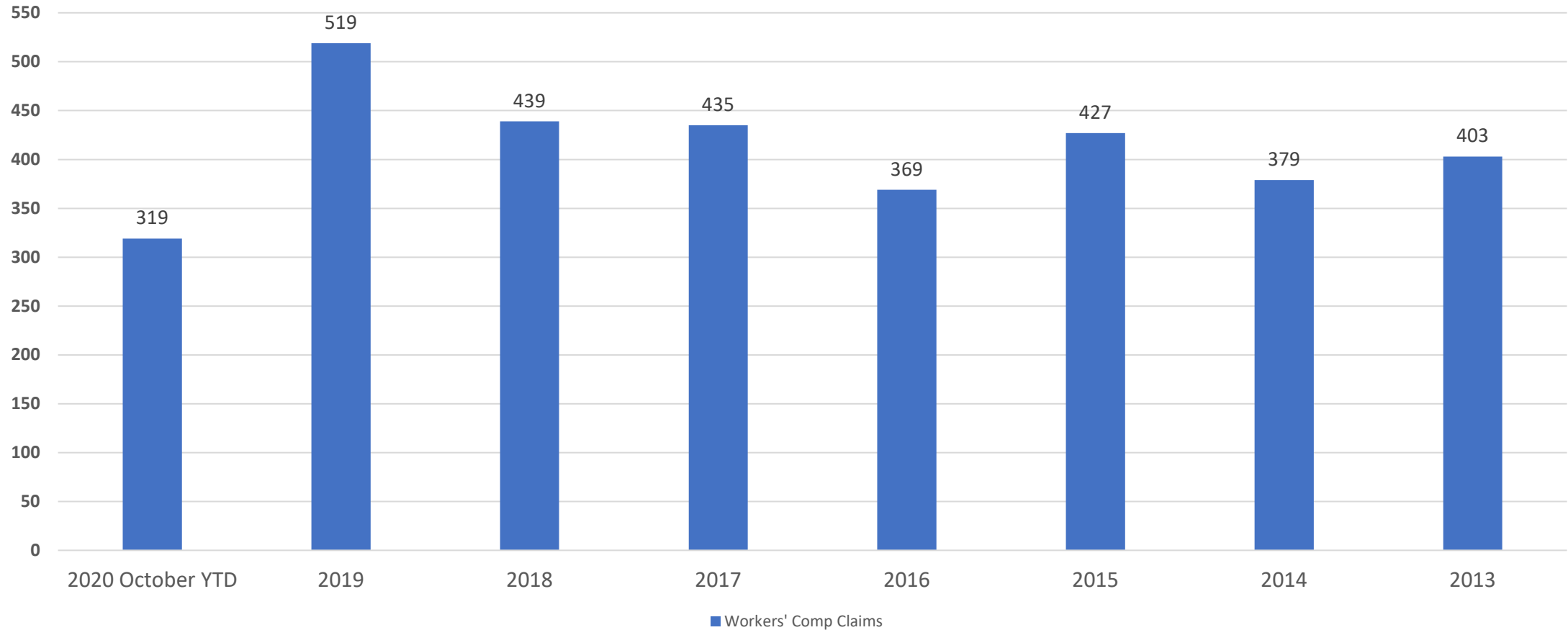
Last updated October 1—Workday Report for hours pending



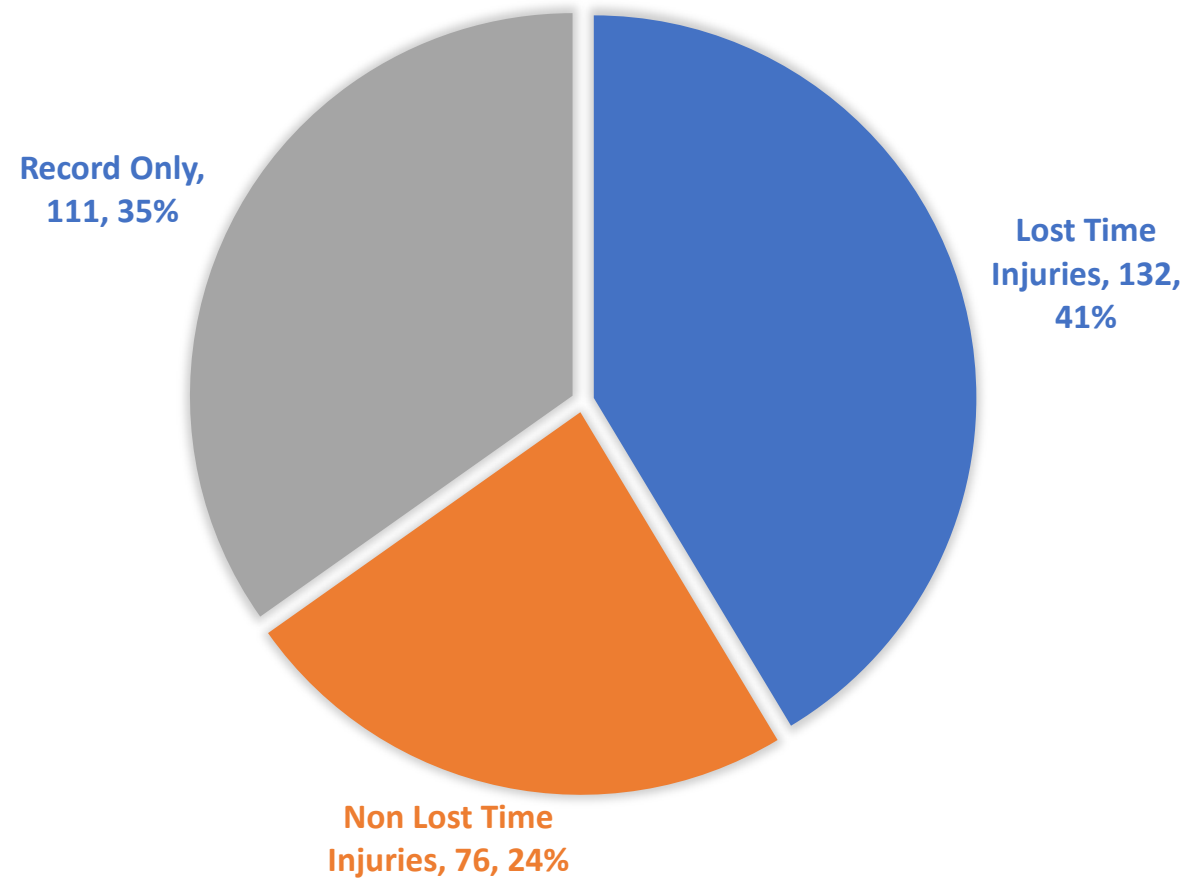
On the Job Injuries 2020 vs 2019



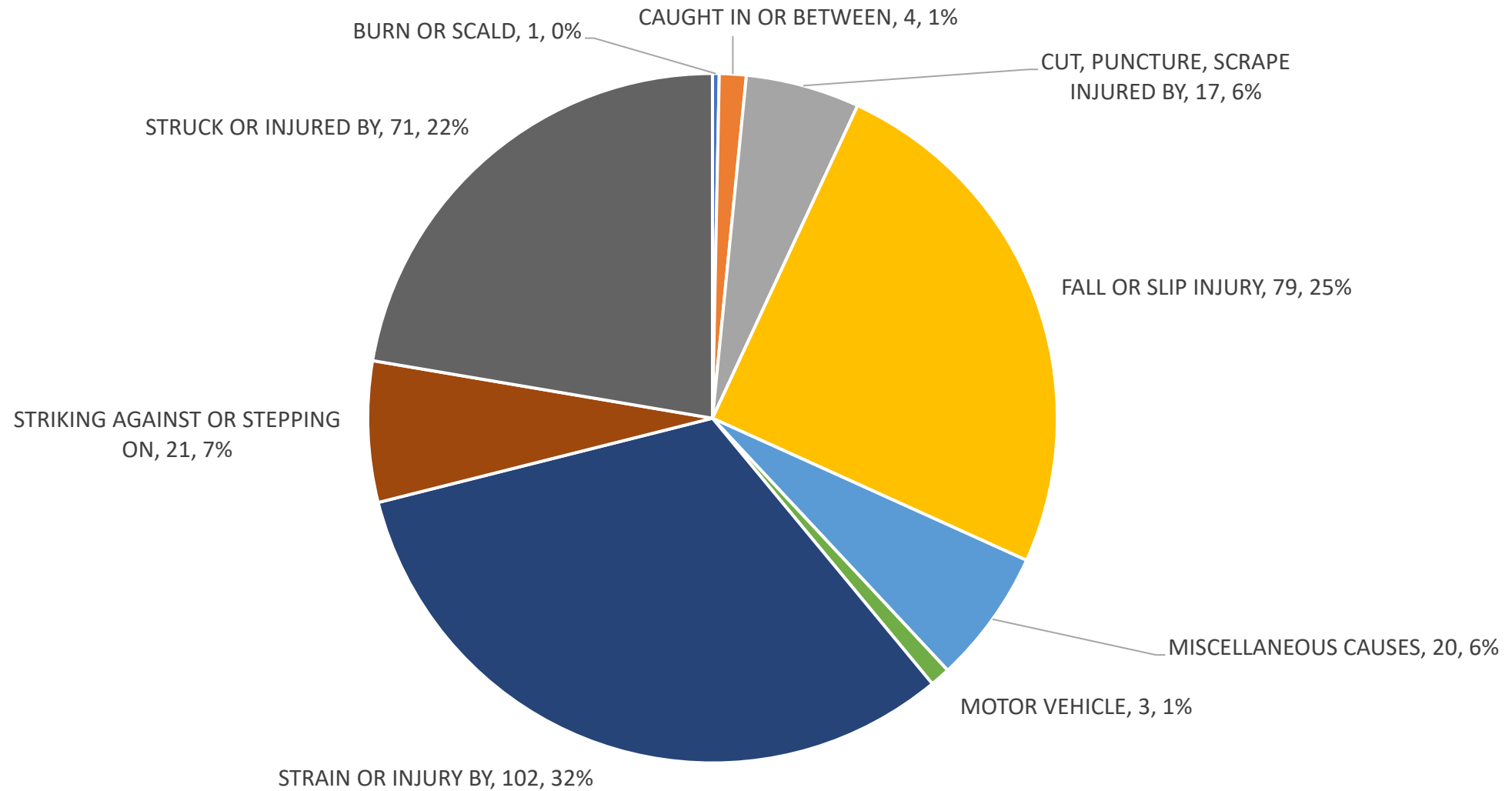
On the Job Injuries 2013—October 2020



2020 On the Job Injuries by type

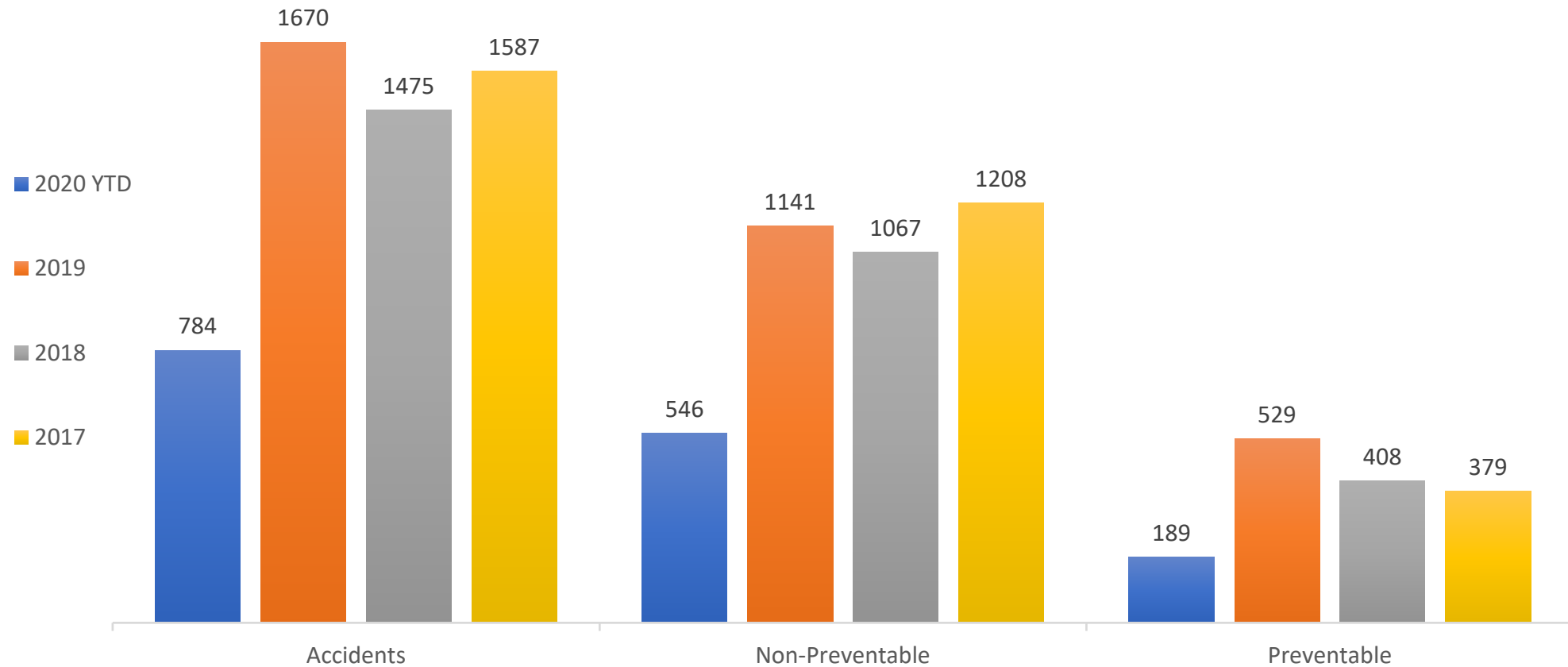


Injury Causes YTD 2020



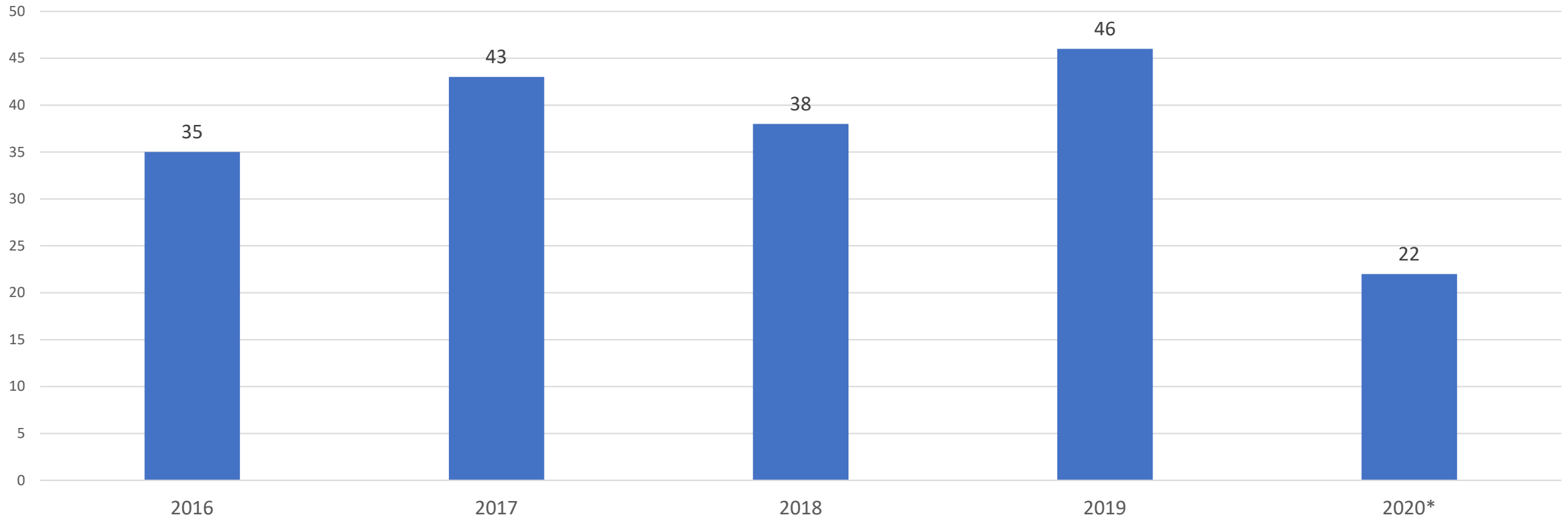
Bus and Light Rail

Bus Safety—Total Accidents 2017-2020 YTD



Rail Safety 2020

- RTD Light Rail Operations 2 Hour Reportable Events to PUC/FTA



Rail Safety 2020

- Internal Safety Reviews (ISR)
 - Winter ISR—2 findings, 6 Recommendations
 - Summer Audit—Completed in November, awaiting final report
 - Multiple findings expected
- PUC Audits
 - Spring Audit—11 Findings
 - Fall Audit Underway
 - CEO and Board Members Interviewed
- PUC/FTA Activity
 - PUC independent Event Investigation
 - April 1, 2020 Train on Train Event in Elati Yard



COVID-19 Update

RTD COVID-19 Update

- Transferred responsibility for COVID -19 Emergency Leave to HR
 - Completely transitioned by November 1
 - All communication should go through hrcovidreporting@RTD-Denver.com
- Over 1100 employees have utilized the RTD COVID-19 Emergency Leave
- 71 confirmed cases of COVID-19 in RTD.
 - Outbreaks at Elati, East Metro, Platte Maintenance, TIC and Mariposa
 - Public Facilities outbreak resolved.
 - Resolving an outbreak requires 28 days without a new confirmed or probable case
 - Summons from DDPHE for Health Department violations at Platte (Mask wearing)



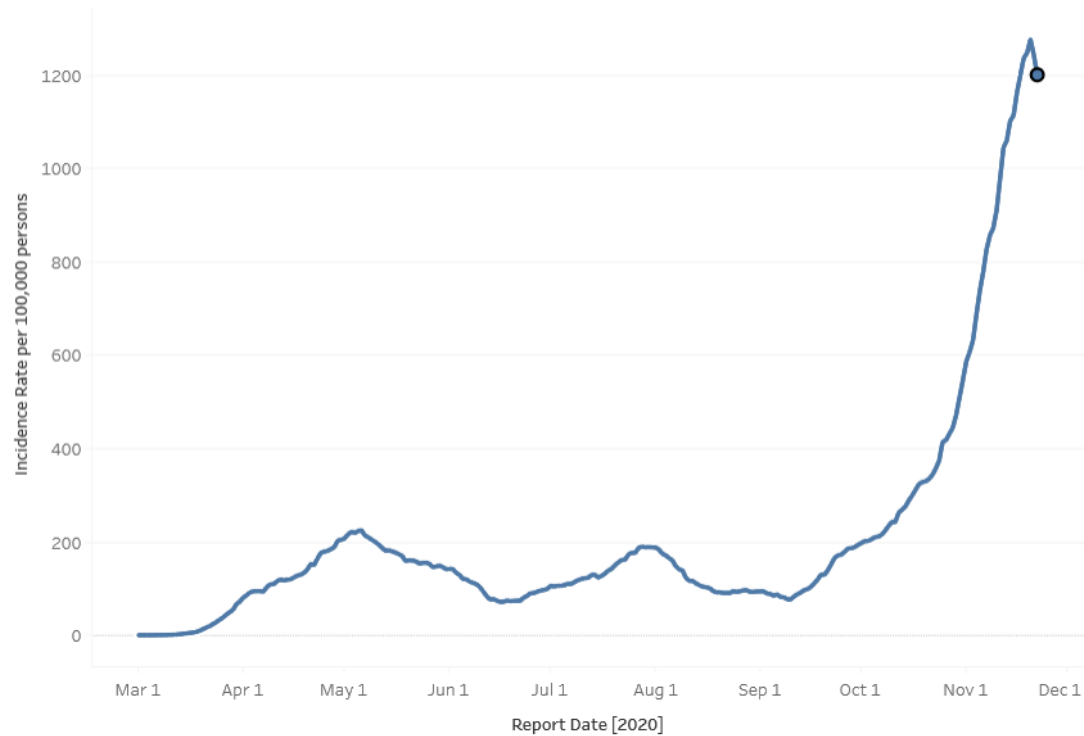
COVID-19 Current State

Denver COVID-19 Cases

- All Denver COVID-19 Cases
- Denver COVID-19 Cases NOT in Congregate Settings

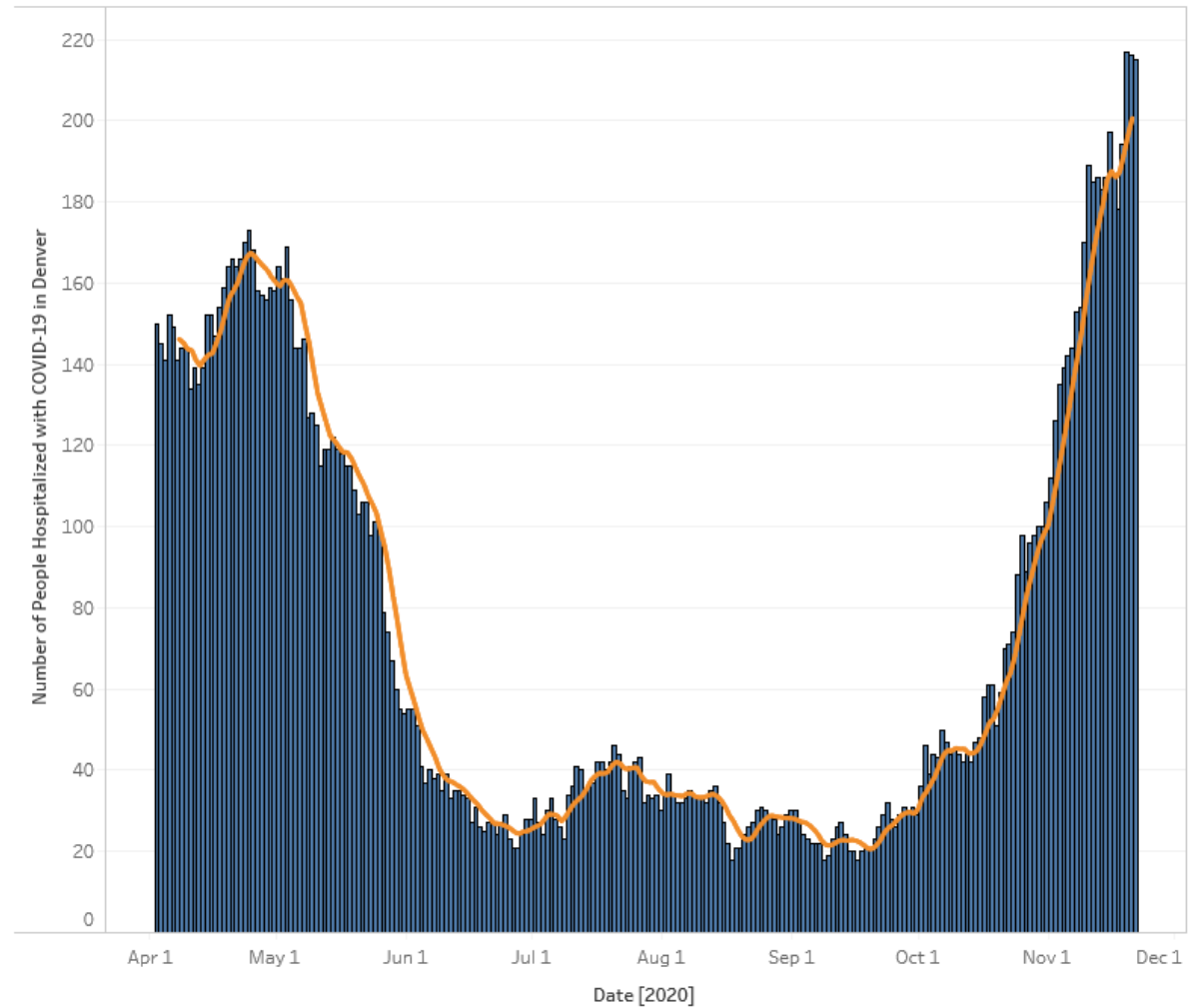


Denver County Two-Week Cumulative Incidence Rate



Denver County COVID-19 Hospitalization Census

- Daily Hospital Census
- 7-Day Moving Average Hospital Census



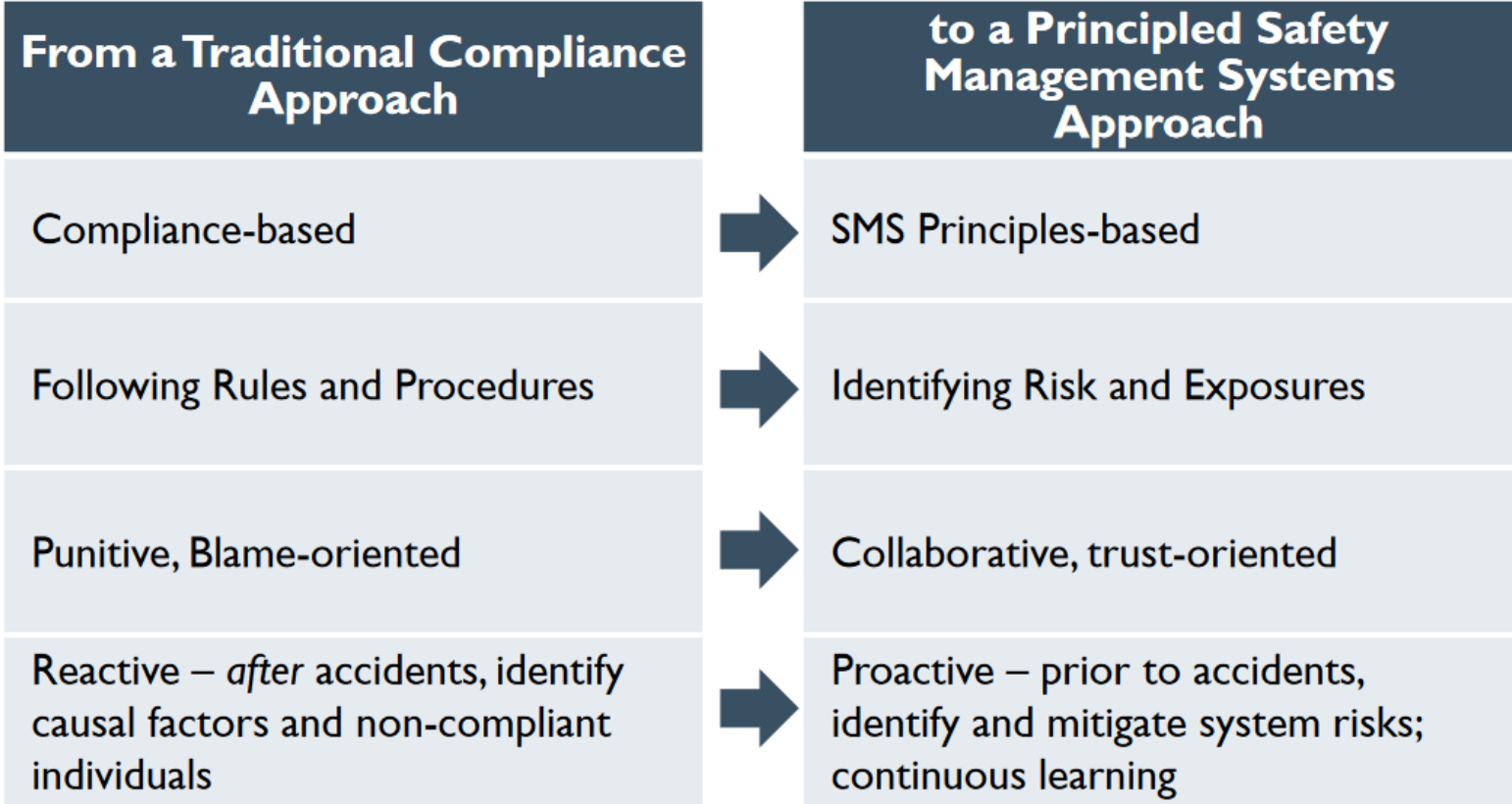
Data Source: North Central Region Healthcare Coalition (NCR HCC) EM Resource



RTD Safety Management Systems

2020 YTD Update

Safety in Context



Safety Culture and SMS

- **Safety Culture:** The shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands.
- **SMS:** Formal, top-down, organization-wide, data-driven approach to managing safety risk and assuring the effectiveness of safety risk mitigations.

FTA

FEDERAL TRANSIT ADMINISTRATION

5



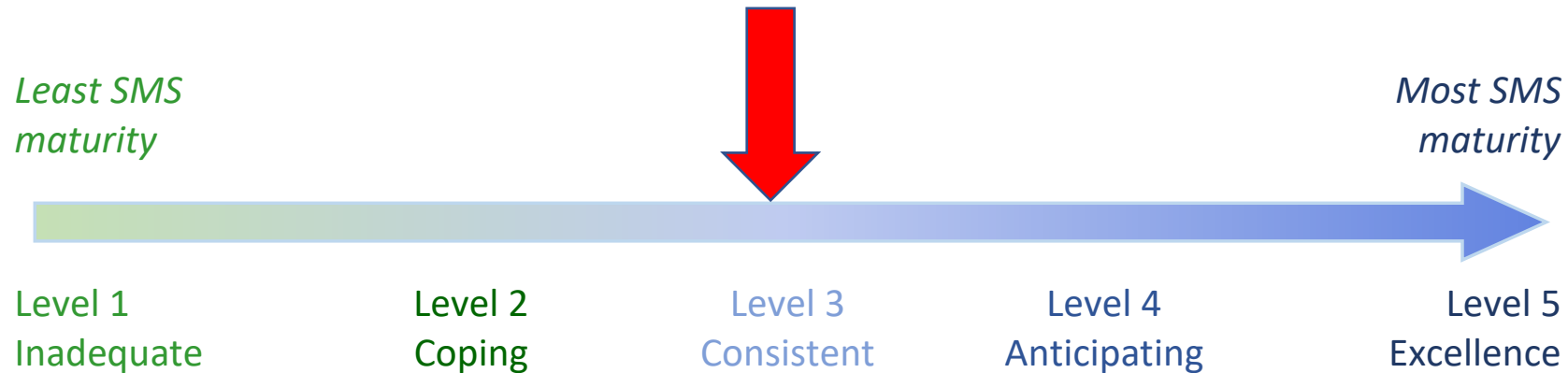
Vision of a Consistent – Level of SMS



- Components of a Safety Management System (SMS) are in place, but there are significant deficiencies.
- Procedures and instructions to manage safety activities exist, but there are serious issues about how well understood these are.
- Individual risks are mostly controlled; however, the overall process that manages this is weak.



Vision of a Consistent – Level of SMS



- The organization has developed a SMS to create a systematic and consistent approach to the management of safety risk.
- All SMS elements are in place and function without significant deficiencies.
- Some consideration is given to the improvement of safety culture within the organization through the development of a safety culture improvement strategy.



RTD Board of Directors and Accountable Executive

Roles and Responsibilities

- Ultimate Responsibility and Accountability for the implementation, maturity and maintenance of the Safety Management System of a public transit agency
- Responsible for carrying out the Transit Asset Management Plan
- Has control over the human and capital resources needed to develop and maintain both the Public Agency Safety Plan and the agency's Transit Asset Management Plan
- Makes the decisions of where those human and capital resources are spent.

Source: FTA 673 Final Rule Preamble, pg. 34430



RTD Board of Directors and Accountable Executive

Roles and Responsibilities

- Ask tough, curious questions around Safety and the SMS of our Senior Leadership Team and staff—Hold us accountable
- Demonstrate that Safety is Core Value
- Help reinforce a culture that includes a focus on Safety Reporting and Risk Management
- Support the General Manager/CEO (Accountable Executive) to ensure resource allocation for Safety Management System maturity
- Review, Understand and Approve the PTASP annually.
- Think like your son, daughter, mother or father works for RTD



SMS Roadmap

Continual Improvement and Maturity Path

SMS Roadmap—Continual Improvement

- SMS Roadmap for 2021
 - SMS Roles and Responsibilities/Clear Expectations Defined for all Levels, Board of Directors to Employees
 - Initiate SMS Risk Registry for all of RTD
 - Internal Safety Reviews (Audits) for all Modes
 - Enhanced Event investigation and Data collection
 - High Potential Event Investigations/Lessons Learned
 - Processes and Systems Developed for High-Risk work/activities
 - Reviewing Job Requirements to reduce exposures to injuries



Public Transit Agency Safety Plan Goals for 2021

- 15% Reduction in total injuries
 - Implement OJI investigations focused on causation and prevention of reoccurrence
- 25% Reduction in Lost Time
- Maintain > 30% Record Only reports
- 25% Reduction in Slip and Fall injuries
 - Develop an awareness and prevention program
- 25% Reduction in Strains
 - Develop better methods/processes for lifting and handling baggage
 - Continue the workplace Physical Demands Evaluation team focused on reducing manual handling of loads greater than 50 lbs/utilization of mechanical means to reduce exposures



ATTACHE

ATTACHMENT E

To: Chair and Members of the Regional Transportation Committee

From: Ron Papsdorf, Division Director, Transportation Planning & Operations
303-480-6747 or rpapsdorf@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 15, 2020	Action	7

SUBJECT

Urban Arterial Multimodal Safety Improvement Program (Safer Main Streets) Project Awards.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG and CDOT staff recommend approval of an initial set of project funding awards as recommended by the Scoring and Selection Panel and reviewed by the Advisory Panel.

ACTION BY OTHERS

[December 7, 2020](#) – TAC Recommended Approval

SUMMARY

The DRCOG Board adopted the *Urban Arterials Multimodal Safety Improvements Program Eligibility Rules and Selection Process* on April 15, 2020. The program has been branded as Safer Main Streets and project applications were solicited beginning July 9, 2020 and closed August 14, 2020.

The goals of the Safer Main Streets program include reducing fatal and serious injury crashes on the region's transportation system, supporting a transportation system that safely accommodates all modes of travel, improving transit access and multimodal mobility, supporting the development of connected urban/employment centers and multimodal corridors, providing safe access to opportunity and mobility for residents of all ages, incomes and abilities, including vulnerable populations, and helping communities adjust to the "new normal" travel patterns caused by COVID-19.

Through a partnership between DRCOG and CDOT, the program has \$77 million of funding available for the program. The funding sources include \$24.5 million of CDOT Region 1 State Flexible (SB17-267) funds for Urban Arterial Safety Improvements, \$26 million of State Transit (SB17-267) funds for Denver Area Arterial Street Pre-BRT and BRT Elements, \$9.5 million of DRCOG-directed Surface Transportation Block Grant (STBG) funds and \$17 million of CDOT-directed STBG funds.

CDOT and DRCOG received 46 applications requesting a total of \$123 million of grant funds. Half of the applications proposed improvements on State Highways, and over half the application had some transit components. The Scoring and Selection Panel, with representatives from CDOT, DRCOG, and RTD reviewed and scored projects against the evaluation criteria and met multiple times to develop a recommendation. CDOT and DRCOG also convened an Advisory Panel twice to first review the initial work of the Scoring and Selection Panel and then to review the final recommendation.

Based on that process, CDOT and DRCOG are recommending awarding \$58.9 million for full or partial funding of 30 projects located in 9 jurisdictions. CDOT and DRCOG further recommend that they work with applicants for projects not currently recommended and those recommended for partial funding to get more detail and clarify and strengthen applications with the goal of allocating the remaining \$18.4 million.

PREVIOUS DISCUSSIONS/ACTIONS

[April 14, 2020](#) – RTC Recommended approval of Urban Arterials Multimodal Safety Improvements Program Eligibility Rules and Selection Process

PROPOSED MOTION

Move to recommend to the DRCOG Board of Directors the award of \$58,853,430 to the proposed list of Safer Main Streets projects as presented.

ATTACHMENTS

1. Recommended Safer Main Streets Project Allocations
2. Projects Not Recommended for Funding
3. Project Review Process Overview
4. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Ron Papsdorf, Transportation Planning & Operations Division Director, at 303-480-6747 or rpapsdorf@drcog.org; or Jordan Rudel, CDOT Region 1 Manager of Planning and Program Management, at 303-757-9881 or Jordan.rudel@state.co.us.

Recommended Safer Main Streets Project Allocations

Applicant	Project	Amount Requested	Award Amount	Panel Score	Benefit/Cost Ratio
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	\$450,000	\$450,000	14.07	2.25
Arapahoe County	S. Federal Blvd. Sidewalk Improvements	\$464,000	\$464,000	17.58	1.11
Boulder, City of	Safer Signals, Safer Streets	\$435,802	\$435,802	16.43	1.31
Boulder, City of	28th St. (US 36) and Colorado Ave. Protected Intersection	\$2,104,000	\$2,104,000	17.47	0.92
Boulder, City of	30th Street – Separated Bike Lanes (SH 7/Arapahoe Avenue – Colorado Avenue)	\$4,720,000	\$2,300,000	16.84	0.10
Boulder County	US 36 Intersections Improvements Project (Lyons to Boulder)	\$240,000	\$240,000	18.68	1.43
Broomfield	US 287/ 120th Avenue Sidepath Infill & Transit Access Improvements	\$2,000,000	\$2,000,000	19.31	1.72
Broomfield	CO 128 / US 36 Bikeway Connection	\$296,000	\$296,000	17.71	0.00
Broomfield	112th/Uptown Ave. Complete Streets and Railroad Safety Improvements	\$4,500,000	\$2,000,000	18.28	0.00
Centennial	Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation	\$400,000	\$400,000	17.55	2.07
Centennial	S Holly St HAWK Signal and pedestrian improvements	\$250,000	\$250,000	15.75	0.13
Commerce City	Colorado Boulevard Bicycle and Pedestrian Improvements	\$2,720,000	\$2,720,000	16.75	0.00
Denver	Mississippi Avenue Vision Zero Safety Project	\$2,132,000	\$2,132,000	16.55	2.73
Denver	SH88 / Federal Boulevard Median Gaps	\$3,600,000	\$3,600,000	18.21	2.63
Denver	West Colfax Pedestrian and Transit Improvements + Partial E. Colfax	\$13,200,000	\$10,000,000	19.15	0.82
Denver	Broadway Corridor Multi-Modal Improvements (Elevate Project)	\$9,600,000	\$4,800,000	18.09	0.43
Denver	Federal Blvd Pedestrian Improvement Project	\$3,812,628	\$3,812,628	18.28	0.29
Douglas County	US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)	\$880,000	\$880,000	13.19	0.30
Englewood	West Dartmouth Ave Multimodal Safety	\$1,260,000	\$1,260,000	16.81	0.64
Erie	County Line Road Telleen to Evans	\$2,360,000	\$2,360,000	17.88	0.10
Lakewood	West Colfax Pedestrian Safety and Infrastructure Project	\$10,000,000	\$10,000,000	21.41	2.91
Littleton	Mineral Station East Mobility-shed Improvements	\$1,688,400	\$1,100,000	15.33	1.07
Littleton	Prince Street Link Project	\$1,252,080	\$615,000	17.10	0.20
Lone Tree	Rapid Rectangular Flashing Beacons (RRFBs)	\$248,000	\$248,000	15.28	1.48
Lone Tree and Douglas County	C470 Trail Connector to RTD / Park Meadows LRT	\$1,600,000	\$1,600,000	17.56	0.00
Longmont	SH 119 & Sunset St Intersection Multimodal Safety Improvements	\$1,200,000	\$1,200,000	17.03	1.15
Morrison	Morrison Main Street Revitalization	\$426,000	\$426,000	16.18	1.50
Nederland	Nederland Crosswalk Improvements	\$280,000	\$280,000	15.60	0.20
Northglenn	Connect Northglenn Multimodal Improvements	\$560,000	\$560,000	14.48	0.74
Superior	US 36 Bikeway Extension - Rock Creek Parkway Segment	\$320,000	\$320,000	16.17	0.00
		\$72,998,910	\$58,853,430		

Please see the "Safer Main Streets Application Review Process Overview" for a full description of all the information considered for this program.

Safer Main Streets Projects not Recommended

Applicant	Project	Amount Requested	Award Amount	Panel Score	Benefit/Cost Ratio
Douglas County	Highlands Ranch Town Center Multimodal Connector	\$4,640,000	\$0	17.11	0.05
Denver	University and Evans Safety Improvements	\$2,720,000	\$0	16.94	1.33
Denver	Evans Avenue Vision Zero Safety Project	\$744,000	\$0	16.14	2.29
Denver	Federal Blvd Signal Rebuild	\$1,960,000	\$0	15.93	0.80
Parker	Parker Road (SH83) Multi-Use Trail/Sidewalk: Sulphur Gulch Trail to south of Parker Square Drive	\$3,200,000	\$0	15.83	0.05
Douglas County	Highlands Ranch Town Center Multimodal Connector	\$4,640,000	\$0	17.11	0.05
Douglas County	C-470 Trail & University Boulevard Pedestrian Grade Separation	\$5,120,000	\$0	15.56	0.00
Denver	Mill 15 Signal Rebuild (6th and 8th Ave)	\$5,760,000	\$0	15.52	1.60
Denver	Mill 22 Signal Rebuild (Evans Ave)	\$1,960,000	\$0	14.79	1.47
Denver	Mill 16A Signal Package (13th and 14th Ave)	\$2,040,000	\$0	14.64	0.46
Douglas County	State Highway 83 Turn Lanes (Rafter Road & Park Drive)	\$2,800,000	\$0	13.42	0.29
Superior	McCaslin Blvd / Indiana St Roundabout	\$1,200,000	\$0	12.95	0.16
Denver	Hampden Multimodal (Phase 2)	\$4,400,000	\$0	n/a	n/a
Denver	BROADWAY STATION / I-25 SAFETY AND ACCESS IMPROVEMENTS PHASE II	\$10,000,000	\$0	n/a	n/a
		\$51,184,000	\$0		

Please see the "Safer Main Streets Application Review Process Overview" for a full description of all the information considered for this program.

**Safer Main Streets
Application Review Process Overview
December 2020**

Background

Recognizing the tremendous potential of the Safer Main Streets Program to make a lasting and tangible difference in safety, CDOT and DRCOG developed a rigorous application review process that included three primary components: 1) detailed evaluation from traffic and safety engineers and staff experts, 2) two rounds of stakeholder input from DRCOG's subregional forums, and 3) quantitative cost-benefit analysis. This process was further informed by alignment with DRCOG's High Injury Network and consideration of equitable distribution of up to \$77M dollars within the DRCOG urban area.

In total, 46 applications were received requesting \$123M in from this program. Of the 46 applications received, 30 projects totaling \$58.8M are recommended to move forward immediately.

Review Process

Selection Panel Review: First Round

All 46 applications were first reviewed by a Scoring and Selection Panel composed of agency transportation experts from CDOT, RTD and DRCOG. Projects were reviewed and scored based on a common set of criteria and first-hand knowledge of many of the application locations. This panel identified an initial list of projects that included those receiving high scores to those requiring additional data and information to understand their safety benefit.

Advisory Panel Input: First Round

The initial recommendations from the Scoring and Selection Panel were conveyed to a second body, the Advisory Panel. The Advisory Panel included representatives from each of the DRCOG sub-regional forums. This Panel supported the findings of the Scoring and Selection Panel, including a recommendation to advance those projects with a less documented safety benefit. The Panel also recommended funding more smaller projects rather than fewer large projects with the idea that many smaller projects could make a larger impact on improving safety in more locations.

The Selection Panel analysis of applications was generally qualitative in nature and was based on careful examination of all of the criteria required as part of the application.

Quantitative Cost-Benefit Analysis

The next step evaluated projects according to the same criteria and methodology used to rate projects via CDOT's FASTER Safety and Highway Safety Investment Program (HSIP)

programs. This includes a benefit-cost analysis which compares a project's potential to reduce future crashes against the cost of the project. The resulting ratio provides a quantitative evaluation of a project whereby a value greater than 1.0 would indicate a crash cost savings higher than the project expenditure. A benefit cost above zero technically indicates a benefit realized however less than the cost of the project.

Selection Panel Review: Second Round

The information from the quantitative cost-benefit analysis was brought forward for consideration with the Selection Panel for a second round of consideration. The cost-benefit ratios were taken into consideration for each project - as well as all the other criteria used for the evaluation (e.g., urban centers, expand access to opportunity, readiness etc.). A deeper discussion within the panel revealed that while many of the projects recommended in the first round matched up with all of the criteria, some fell below what was desired for a safety threshold. Through analysis of applicant's narratives, some of the safety data was captured and understood further, particularly for those with a benefit cost of zero. Other projects had components of their project that met the intent of the program but had portions of the project that were outside of what SMS was aiming to achieve. Through discussion and additional analysis, the panel recommended a list of 30 projects be brought forward to the Advisory Panel for reconsideration.

Advisory Panel Input: Second Round

The list of 30 projects was presented to the Advisory Panel for a secondary input session. The Panel concurred with the Selection Panel's list of 30 projects (totaling \$58.8M) for funding.

DRCOG TAC:

The list of 30 projects was presented to the DRCOG TAC and was unanimously approved for the \$58.8M. This leaves approximately \$18M not recommended through the first call for projects.

Next Steps:

At their December meetings, DRCOG and RTC will determine whether to support moving forward on the initial 30 projects. Staff also will seek input on a process to allocate the remaining \$18M in funding ("SMS 1.5").



Safer Main Streets Initiative DRCOG/CDOT Partnership



Program Highlights

- Safety, Vulnerable Users, Multimodal Benefits

TAC AGENDA

- Schedule
- Applications Received
 - Data Summaries
- Recommendations
 - Mapping
- Next Steps



Program Goals

- Reduce fatal and serious injury crashes on the region's transportation system
- Support a transportation system that safely accommodates all modes of travel
- Improve transit access and multimodal mobility
- Support the development of connected urban/employment centers and multimodal corridors
- Provide safe access to opportunity and mobility for residents of all ages, incomes and abilities, including vulnerable users
- Help communities adjust to the “new normal” travel patterns caused by COVID-19.

This program aims to deliver practical, simple projects that offer immediate business and employment opportunities in the construction industry.



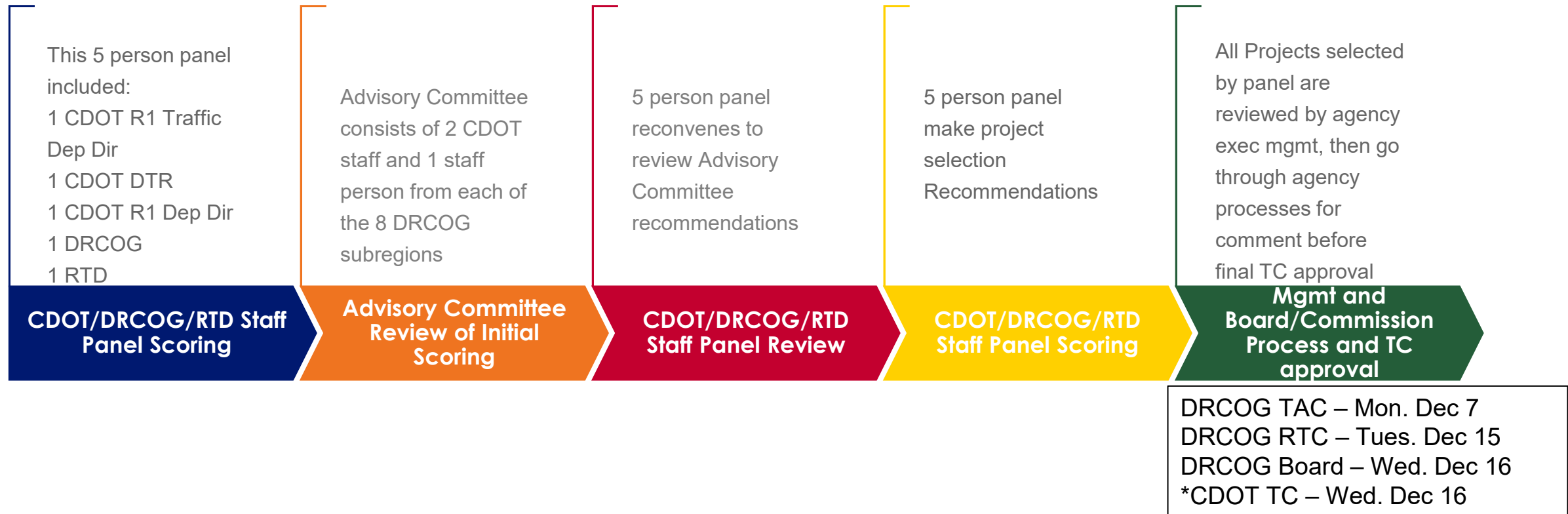
Eligible Project Types

- Bicycle and pedestrian facilities, including sidewalks, crossings, pedestrian amenities, and protected bicycle facilities.
- Pedestrian safety enhancements such as pedestrian-actuated crossings, Rectangular Rapid Flashing Beacon, intersection crosswalk improvements, curb extensions, obstruction elimination, etc.
- Traffic calming, complete street improvements, speed reduction measures.
- Systemic problems where you may address some intersections with crash histories and provide upgrades for other similar intersections on the corridor. For example, signal upgrades for an entire corridor instead of only those with a crash pattern.
- Projects with innovative concepts or those that utilize technology to address overall program goals
- Pedestrian-scale lighting and other street lighting enhancements
- Improved access to transit stops
- Raised medians and signal improvements
- Transit amenities: access enhancements such as bus queue jump lanes and bus pads



Safer Main Streets Project Call Timeline

Project Call Released on July 9th, 2020.



* Although approval by the Transportation Commission is not needed, results will be provided and shared with the TC.



Department of Transportation



46 Applications Received

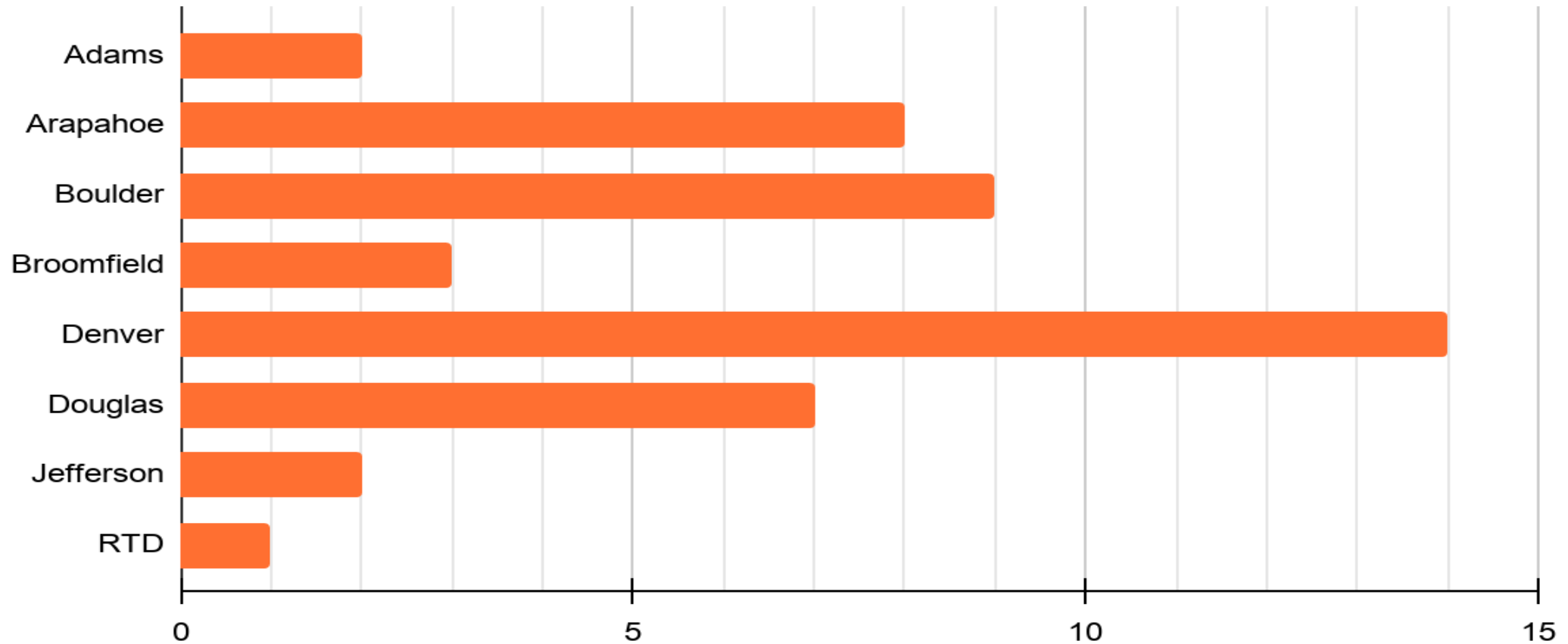
Applications requesting \$123M. Half are proposing work on State Highways and over half had some transit components.

Totals	Requested	Project Total inc Match
Overall	\$122,012,910	\$192,674,911
R1 Applications	\$100,053,108	\$164,350,158
R4 Applications	\$12,859,802	\$16,074,753
Primary or some transit	\$61,394,480	\$115,955,600
On State Hwy	\$53,652,628	\$66,286,558



Number of Applications Received 46 Total Applications Accepted

Applications Received





Summary of Projects to be Awarded

30*

Projects recommended (19 Jurisdictions)

16

Projects not recommended



83%

Include or are near existing transit



65%

On or along State Highways Total



\$83M

Project Leverage from \$58M Program,
Including Local Match





30 Projects Recommended

\$58.9M

Applicant	Project	Request Amount	Award Amount	Applicant	Project	Request Amount	Award Amount
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	\$450,000	\$450,000	*Denver	Broadway Corridor Multi-Modal Improvements (Elevate Project)	\$9,600,000	\$4,800,000
Arapahoe County	S. Federal Blvd. Sidewalk Improvements	\$464,000	\$464,000	Denver	Federal Blvd Pedestrian Improvement Project	\$3,812,628	\$3,812,628
Boulder, City of	Safer Signals, Safer Streets	\$435,802	\$435,802	Douglas County	US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)	\$880,000	\$880,000
Boulder, City of	28th St. (US 36) and Colorado Ave. Protected Intersection	\$2,104,000	\$2,104,000	Englewood	West Dartmouth Ave Multimodal Safety	\$1,260,000	\$1,260,000
*Boulder, City of	30th Street – Separated Bike Lanes (SH 7/Arapahoe Avenue – Colorado Avenue)	\$4,720,000	\$2,300,000	Erie	County Line Road Telleen to Evans	\$2,360,000	\$2,360,000
Boulder County	US 36 Intersections Improvements Project (Lyons to Boulder)	\$240,000	\$240,000	Lakewood	West Colfax Pedestrian Safety and Infrastructure Project	\$10,000,000	\$10,000,000
Broomfield	US 287/ 120th Avenue Sidepath Infill & Transit Access Improvements	\$2,000,000	\$2,000,000	*Littleton	Mineral Station East Mobility-shed Improvements	\$1,688,400	\$1,100,000
Broomfield	CO 128 / US 36 Bikeway Connection	\$296,000	\$296,000	*Littleton	Prince Street Link Project	\$1,252,080	\$615,000
*Broomfield	112th/Uptown Ave. Complete Streets and Railroad Safety Improvements	\$4,500,000	\$2,000,000	Lone Tree	Rapid Rectangular Flashing Beacons (RRFBs)	\$248,000	\$248,000
Centennial	Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation	\$400,000	\$400,000	Lone Tree and Douglas County	C470 Trail Connector to RTD / Park Meadows LRT	\$1,600,000	\$1,600,000
Centennial	S Holly St HAWK Signal and pedestrian improvements	\$250,000	\$250,000	Longmont	SH 119 & Sunset St Intersection Multimodal Safety Improvements	\$1,200,000	\$1,200,000
Commerce City	Colorado Boulevard Bicycle and Pedestrian Improvements	\$2,720,000	\$2,720,000	Morrison	Morrison Main Street Revitalization	\$426,000	\$426,000
Denver	Mississippi Avenue Vision Zero Safety Project	\$2,132,000	\$2,132,000	Nederland	Nederland Crosswalk Improvements	\$280,000	\$280,000
Denver	SH88 / Federal Boulevard Median Gaps	\$3,600,000	\$3,600,000	Northglenn	Connect Northglenn Multimodal Improvements	\$560,000	\$560,000
*Denver	West Colfax Pedestrian and Transit Improvements + Partial E. Colfax	\$13,200,000	\$10,000,000	Superior	US 36 Bikeway Extension - Rock Creek Parkway Segment	\$320,000	\$320,000
* Indicates project awarded funding at reduced amount				Total		\$72,998,910	\$58,853,430

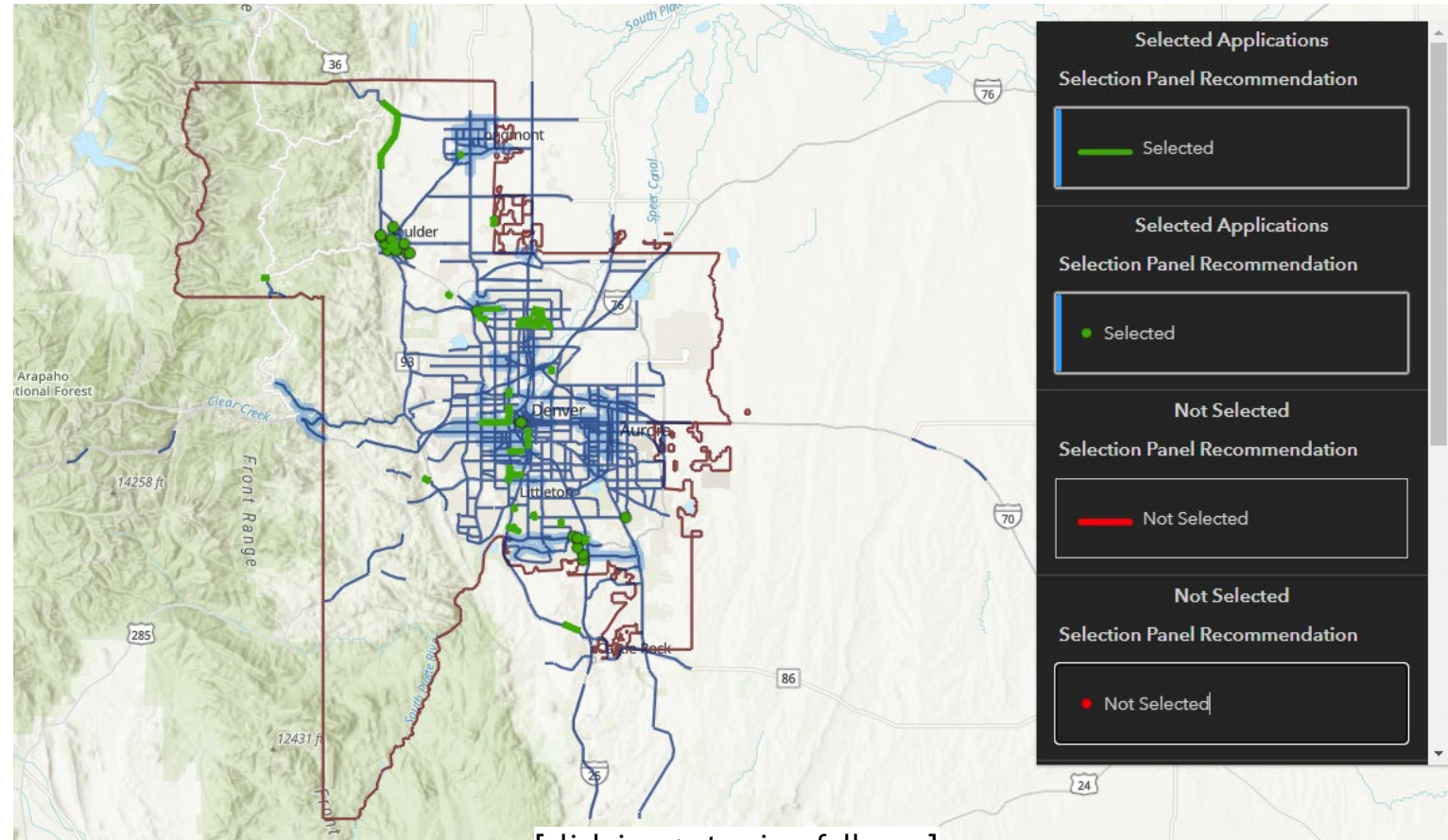


COLORADO

Department of Transportation



Map Locations for 30 Selected Projects



[click image to view full map]

link:

<https://bit.ly/33x2CNB>



What's Next?

- **DRCOG-RTC and Board and CDOT-TC meetings in December**
- **Project Solicitation 1.5** - discussion with local agencies about the opportunity for non-selected projects to provide an updated application for reconsideration
- **Project delivery**; partnering with recipients on IGA development and streamlining process





Thank you for the support in this program!



Questions??

ATTACH F

ATTACHMENT F

To: Chair and Members of the Regional Transportation Committee

From: Todd Cottrell, Senior Planner
303 480-6737 or tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 15, 2020	Information	8

SUBJECT

FY 2020 Annual Listing of Federally Obligated Projects.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is informational only.

ACTION BY OTHERS

N/A

SUMMARY

Federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal obligation. The enclosed report lists all transportation projects in the Denver region that were obligated with federal funds in federal Fiscal Year 2020 (October 1, 2019 – September 30, 2020).

A net total of \$264.4 million was obligated in FY 2020 for 75 transportation projects.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. *FY 2020 Annual Listing of Federally Obligated Projects*

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Senior Planner, Short Range Transportation Planning at 303-480-6737 or tcottrell@drcog.org.

ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Fiscal year 2020
Oct. 1, 2019 –
Sept. 30, 2020

Dec. 16, 2020

Purpose of this Report

The federal metropolitan transportation planning statute states:

"In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year."¹

The Federal Highway Administration defines obligation as the federal government's legal commitment (promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed during this year. The obligated project cost reflected in this report also may not equal final project cost.

This report responds to the directive set forth in statute. It lists all federally-funded transportation projects in the Denver region that were obligated in federal fiscal year 2020 (October 1, 2019 to September 30, 2020).

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 59 local governments in the Denver metro area, promotes a regional perspective towards the metropolitan area's most pressing issues and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and southwest Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. Federal transportation legislation requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). DRCOG develops its positions by working with elected officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed, and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation Advisory Committee](#). Working groups are also created and appointed, as need dictates.

Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan ([RTP](#)), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's [Metro Vision](#) plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the reasonably

¹ [23 U.S.C. 450.334 \(a\)](#)

available financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP before they can be selected for Transportation Improvement Program funding.

Transportation Improvement Program

The Transportation Improvement Program ([TIP](#)) is the adopted list of surface transportation (public transit, roadway, bicycle, pedestrian, air quality, congestion management, etc.) projects and studies that will receive federal or state transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are defined as regionally significant, regardless of funding type. The TIP implements the fiscally-constrained RTP.

The TIP covering FY2020 is the 2020-2023 TIP and was adopted on August 21, 2019. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIPs.

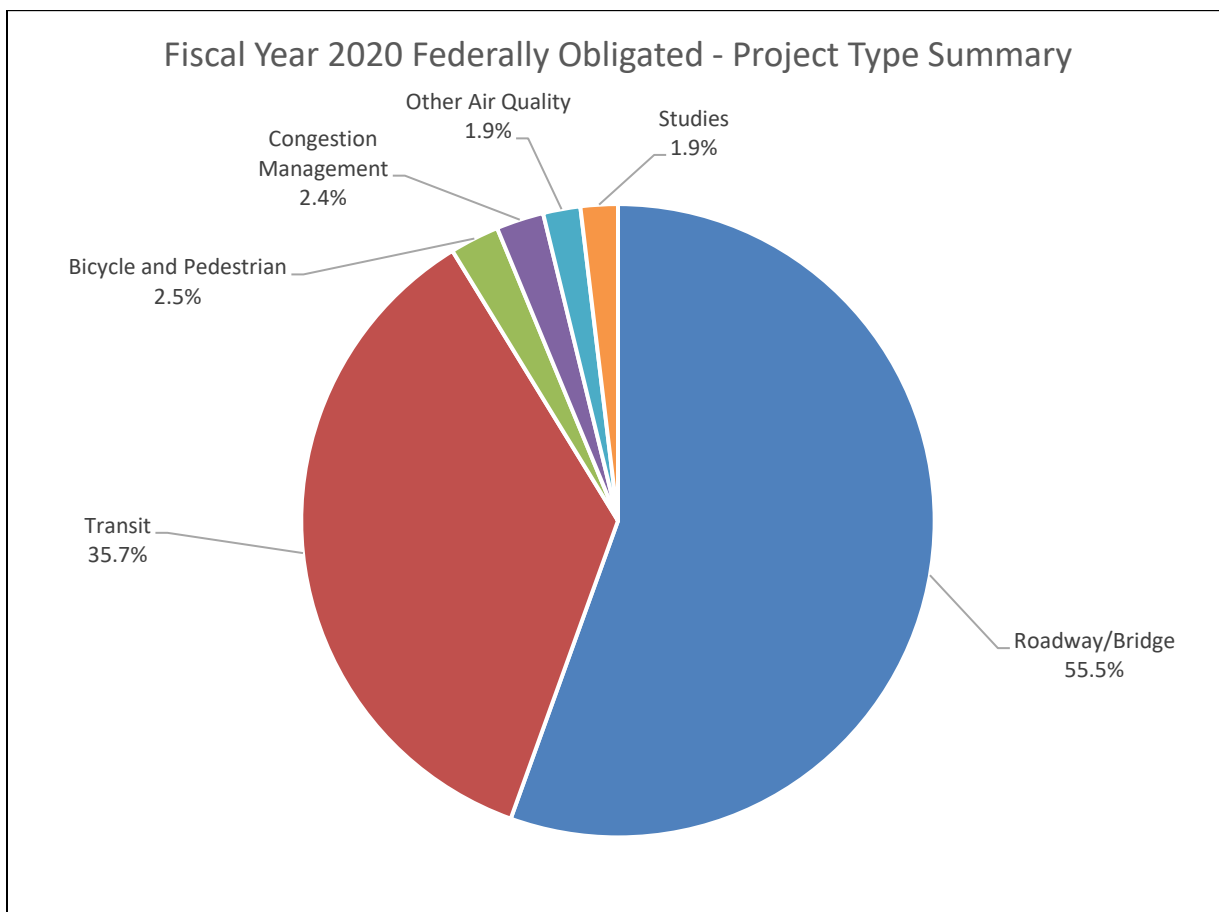
Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG's public involvement strategies include presenting information and educating the public, continuously soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Summary of Obligated Projects

A net total of \$264.4 million was obligated in FY2020 on 75 transportation projects. Some statistics regarding the FY2020 obligations include:

- \$146.7 million (55.5%) for roadway/bridge projects, \$94.5 million (35.7%) for transit projects, \$6.7 million (2.5%) for bicycle and pedestrian projects², \$6.4 million (2.4%) for congestion management projects, \$5 million (1.9%) for other air quality projects, and \$5 million (1.9%) for studies. The chart below illustrates these percentages:



² Stand-alone bicycle and pedestrian projects only. Calculation does not include other projects with a bicycle/pedestrian element.

Obligation Report

This report is organized by TIP project sponsor. Information shown about each project includes:

- TIP Sponsor lists the agency that is financially responsible for the TIP project
- Project Name
- TIP Identification (TIP ID) is a unique number given to each project selected for inclusion into a DRCOG TIP
- Funding Type identifies the program that funds the project, according to the CDOT classification
- Obligations is the sum of all the obligations that occurred for that particular TIP project in FY2020
- B/P indicates if bicycle/pedestrian infrastructure is part of the project
- Total Cost lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Federal Total lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the currently adopted 2020-2023 TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current 2020-2023 TIP that are remaining for the project.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Cost column as part of the total overall project cost. For the purposes of this report in FY2020, federal funding was distributed through the following funding categories:

- ADA (Americans with Disabilities Act) funds are for addressing curb ramp compliance on the state highway system, particularly arterial roadways. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- AID (Accelerated Innovation Deployment) funds projects that adopt innovation in highway transportation.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Congestion Relief funds projects which reduce congestion on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- FASTER Safety supports the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Freight funds improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- The RAMP (Responsible Acceleration of Maintenance & Partnerships) program accelerates funding for projects on the state highway system and transit projects. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Regional Priority Projects (RPP) typically fund construction, widening, and reconstruction on roadways on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- RoadX funds innovative technology to improve the safety, mobility, and efficiency of the transportation system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Safety funds are typically used for projects that reduce the number and severity of crashes. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Section 5307 funds capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5310 funds capital assistance grants to private nonprofit organizations to serve the transportation needs of elderly people and individuals with disabilities.
- Section 5311 funds capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5337, or State of Good Repair funds, intend to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.

- Section 5339 funds the replacement, rehabilitation, and purchase of buses and other transit vehicles as well as construction of bus-related facilities.
- STP-Metro (or STBG) is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, bicycle/pedestrian improvements, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- TIFIA (Transportation Infrastructure & Finance Innovation Act) provides federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit, and rail. The program is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt.
- Transportation Alternative funds such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation.

This report also contains deobligations, depicted with (). Deobligation occurs when the obligation is returned to the federal government. Deobligation can occur for several reasons, including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
- A project phase is closed out, causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project³.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current "investments," their bicycle/pedestrian applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/planning-great-region/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT and RTD, as DRCOG does not directly participate in the obligation process.

³ This report does not include the project phases.

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Adams County	I-270 Corridor Environmental Assessment	2020-068	STP Metro	\$1,304,904	No	\$5,300,000	\$1,800,000	\$0
Arapahoe County	Gun Club Rd and Quincy Ave Operational Improvements	2016-040	Congestion Mitigation / Air Quality	\$871,461	Yes	\$12,700,000	\$3,892,000	\$0
Arapahoe County	US-85 PEL Study: C-470 to I-25	2020-006	STP Metro	\$444,018	No	\$3,000,000	\$1,500,000	\$0
Boulder	Wonderland Creek Underpass and Multi-use Path Connection: Foothills Pkwy to Diagonal Hwy	2012-002	Congestion Mitigation / Air Quality	\$49,999	Yes	\$4,000,000	\$2,000,000	\$0
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	Congestion Mitigation / Air Quality	\$78,037	Yes	\$16,050,000	\$3,950,000	\$0
Boulder	City of Boulder Quiet Zones	2016-068	STP Metro	\$128,631	Yes	\$1,791,000	\$1,056,000	\$0
Boulder	19th St. Multimodal Improvements	2016-084	Transportation Alternatives	\$20,243	Yes	\$890,000	\$0	\$0
Boulder County	71st St. Multimodal Pathway Connection: Winchester to Idylwild Trail	2016-030	Transportation Alternatives	\$301,000	Yes	\$1,075,000	\$0	\$0
Boulder County	Williams Fork Trail Multi-Use Path: 63rd St. to Twin Lakes Rd.	2016-052	Transportation Alternatives	\$358,417	Yes	\$1,420,000	\$0	\$0
Boulder County	Boulder County Quiet Zones	2016-069	STP Metro	\$388,129	Yes	\$2,499,000	\$1,389,000	\$0
Broomfield	Broomfield FlexRide	2020-076	Congestion Mitigation / Air Quality	\$360,000	No	\$1,800,000	\$1,440,000	\$1,080,000
Castle Rock	Founders Pkwy. and Allen Way Intersection Improvements	2016-041	STP Metro	\$284,504	Yes	\$4,468,000	\$0	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$400,416	Yes	\$6,283,000	\$0	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$3,275,668	No	\$38,525,000	\$8,754,000	\$5,400,000
CDOT	Central 70	2016-003	Congestion Mitigation / Air Quality	\$32,532,938	No	\$1,198,217,000	\$25,000,000	\$12,500,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$705,301	No	\$2,099,000	\$400,000	\$0
CDOT	Innovative Mobility Pool	2016-066	RoadX	\$1,049,277	No	\$22,700,000	\$0	\$0
CDOT	Transit Capital Program (FTA 5339)	2018-004	Section 5339	\$8,903,838	No	\$1,304,000	\$0	\$0
CDOT Region 1	US-85: Cook Ranch Rd. to Meadows Pkwy. Widening	2001-154	Freight	\$399,679	No	\$131,803,000	\$6,955,000	\$0
CDOT Region 1	Region 1 Congestion Relief Pool	2007-072	Congestion Relief	\$447,020	No	\$11,627,000	\$0	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$5,425,272	No	\$76,000,000	\$0	\$0
CDOT Region 1	Region 1 Hot Spot Pool	2007-074	Safety	\$73,667	No	\$2,800,000	\$0	\$0
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$2,062,503	No	\$16,400,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$6,529,181	No	\$40,734,000	\$40,734,000	\$26,400,000
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$771,887	No	\$14,436,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$42,997,674	No	\$164,400,000	\$0	\$0
CDOT Region 1	US-6/Federal Blvd/Bryant St: Federal to Bryant Interchange and Ramp Improvements	2007-171	Regional Priority Projects	\$233,722	No	\$30,000,000	\$0	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	FASTER Safety	\$2,671,863	Yes	\$172,579,000	\$0	\$0
CDOT Region 1	SH-79 Realignment & Grade Separation/Flyover (Bennett) PEL Study	2008-116	Regional Priority Projects	\$258,385	No	\$300,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	Regional Priority Projects	(\$114,920)	N/A	\$2,950,000	\$0	\$0
CDOT Region 1	I-25: 120th Ave to SH-7 Managed Lanes	2016-055	Regional Priority Projects	\$16,459,261	No	\$116,677,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: I-25 to Wadsworth	2016-059	TIFIA	(\$502,488)	N/A	\$344,061,000	\$0	\$0
CDOT Region 1	Region 1 ADA Projects	2018-001	ADA	\$58,233	Yes	\$44,972,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$2,117,835	Yes	\$16,736,000	\$6,897,000	\$5,056,000
CDOT Region 1	I-25 Central PEL	2018-008	Freight	\$1,026,010	No	\$3,500,000	\$1,000,000	\$0
CDOT Region 1	US-85 (Vasquez Blvd) Operational Improvements: E. 52nd Ave. to E. 64th Ave.	2018-009	Freight	\$530,568	No	\$12,000,000	\$8,750,000	\$4,250,000
CDOT Region 1	C-470: Wadsworth to I-70	2018-010	RAMP	\$121,120	No	\$5,000,000	\$0	\$0
CDOT Region 1	I-25 Capacity Improvements: Castle Rock to El Paso County Line	2018-014	Freight	\$22,021,134	No	\$356,200,000	\$8,650,000	\$0
CDOT Region 1	Snow Plow Signal Priority Project: Wadsworth and Arapahoe	2020-092	AID	\$800,000	No	\$1,000,000	\$800,000	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$778,981	No	\$38,230,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment	\$7,060,409	No	\$134,104,000	\$37,000	\$37,000
CDOT Region 4	North I-25: Front Range EIS	2008-081	Regional Priority Projects	\$657,192	No	\$23,905,000	\$0	\$0
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	Regional Priority Projects	\$653,551	No	\$24,439,000	\$0	\$0
CDOT Region 4	SH-52 PEL Study: SH-119 to I-76	2020-075	STP Metro	\$504,080	No	\$2,500,000	\$1,250,000	\$625,000
Commerce City	North Metro Rail 72nd Ave. and Colorado Blvd. Station Sidewalks	2012-080	STP Metro	\$35,316	Yes	\$1,927,000	\$0	\$0
Commerce City	88th Ave. NEPA Study: I-76 to Hwy 2	2016-079	STP Metro	\$150,000	No	\$250,000	\$0	\$0
Denver	Broadway Station and I-25 Safety and Access Improvements	2016-021	STP Metro	\$679,661	Yes	\$71,657,000	\$17,365,000	\$12,223,000
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	2016-023	STP Metro	\$84,723	Yes	\$24,500,000	\$7,120,000	\$0
Denver	High Line Canal Trail Underpass at Hampden and Colorado	2016-038	Transportation Alternatives	\$1,021,173	Yes	\$5,400,000	\$1,250,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Denver	South Platte Greenway Access Sidewalk Improvements: Iowa Ave RR Underpass and Santa Fe Dr	2016-077	Congestion Mitigation / Air Quality	\$276,596	Yes	\$3,400,000	\$685,000	\$0
DRCOG	Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects	1999-097	Congestion Mitigation / Air Quality	\$2,380,376	Yes	\$14,969,000	\$4,836,000	\$3,000,000
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	STP Metro	\$681,008	Yes	\$3,200,000	\$1,810,000	\$0
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	Congestion Mitigation / Air Quality	\$302,669	No	\$50,800,000	\$23,345,000	\$18,345,000
DRCOG	Community Mobility Planning and Implementation Set-Aside	2020-077	STP Metro	\$257,940	Yes	\$7,345,000	\$5,749,000	\$4,044,000
Federal Heights	US-287 (Federal)/92nd Ave Intersection Operations Improvements	2012-072	STP Metro	\$235,745	Yes	\$5,671,000	\$3,970,000	\$0
Jefferson County	Jefferson County Bike Master Plan Update	2020-074	Transportation Alternatives	\$70,000	Yes	\$275,000	\$200,000	\$0
Lakewood	Multi-use path on the D10: Wadsworth Blvd to Zephyr St and Kipling St to Oak St	2016-006	Transportation Alternatives	\$769,406	Yes	\$2,400,000	\$1,064,000	\$0
Longmont	Longmont 1st and Emery Quiet Zone	2016-070	STP Metro	\$686,400	Yes	\$1,956,000	\$497,000	\$0
Louisville	Louisville-Lafayette Quiet Zones	2016-071	STP Metro	\$881,007	Yes	\$2,363,000	\$1,556,000	\$0
Northglenn	North Metro Rail 112th Ave. Corridor Improvements	2012-079	STP Metro	\$445,183	Yes	\$1,059,000	\$0	\$0
R A Q C	Air Quality Improvements Set-Aside	2016-002	Congestion Mitigation / Air Quality	\$4,809,382	No	\$16,530,000	\$6,600,000	\$3,300,000
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STP Metro	\$226,567	No	\$1,500,000	\$475,000	\$0
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$59,226,410	No	\$383,900,000	\$271,400,000	\$206,500,000
R T D	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$14,713,863	No	\$90,530,000	\$72,400,000	\$55,100,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
R T D	RTD Bus Purchases	2016-063	Congestion Mitigation / Air Quality	\$1,000,000	No	\$17,321,000	\$9,099,000	\$0
R T D	Mobility as a Service: Implementing an Open-Ticketing Platform	2020-004	STP Metro	\$1,813,000	No	\$3,626,000	\$1,813,000	\$0
R T D	RTD T2 Comprehensive Plan	2020-005	STP Metro	\$1,420,000	No	\$4,000,000	\$1,420,000	\$0
R T D	Micro Transit Service & Mobility Options: North I-25 Area	2020-045	Congestion Mitigation / Air Quality	\$475,000	No	\$2,000,000	\$1,600,000	\$1,125,000
R T D	RTD Electric Bus Purchases	2020-089	Section 5339	\$2,600,000	No	\$17,685,000	\$2,600,000	\$0
Superior	Superior Trail: McCaslin BRT to Davidson Mesa Underpass	2016-034	Congestion Mitigation / Air Quality	\$596,143	Yes	\$1,310,000	\$497,000	\$0
Superior	US-36 Bikeway Extension: Superior to Broomfield	2020-017	Transportation Alternatives	\$84,240	Yes	\$1,312,000	\$1,049,000	\$849,000
University of Colorado-Boulder	University of Colorado Boulder East Campus Pedestrian Bridge & Trail Connection	2016-007	Transportation Alternatives	\$61,592	Yes	\$513,000	\$0	\$0
University of Colorado-Boulder	19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus	2016-073	Congestion Mitigation / Air Quality	\$376,564	Yes	\$7,598,000	\$4,037,000	\$0
Westminster	Westminster Quiet Zones	2018-013	STP Metro	\$43,463	Yes	\$1,455,000	\$800,000	\$0
Wheat Ridge	Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70	2016-020	Surface Treatment	\$2,477,140	Yes	\$45,000,000	\$5,280,000	\$3,280,000
Grand Total of Obligations				\$264,379,167				



Denver Regional Council of Governments
1001 17th St. Suite 700
Denver, CO 80202

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ATTACH G

Regional Transportation Committee 2021 Meeting Schedule

Meetings will be hosted virtually until
notified otherwise

8:30 AM

Jan 19
Feb 16
Mar 16
Apr 20
May 18
Jun 15
Jul 20
Aug 17
Sept 14*
Oct 19
Nov 16
Dec 14*

RTC meetings held monthly on the day (Tuesday) before
the Board Meeting (Board meets every 3rd Wednesday)

This means the RTC meetings are held typically on the
3rd Tuesday of the month, ***except as noted.**

Please check the DRCOG Event Calendar for more
information on meeting details as the date approaches

