

**AGENDA**  
**BOARD OF DIRECTORS**  
**WEDNESDAY, April 21, 2021**  
**6:30 p.m. – 9:05 p.m.**  
**VIDEO/WEB CONFERENCE**  
**Denver, CO**

1. 6:30 Call to Order
2. Roll Call and Introduction of New Members and Alternates
3. Move to Approve Agenda

**STRATEGIC INFORMATIONAL BRIEFING**

4. 6:40 Briefing on the Employee Traffic Reduction Program (ETRP)  
(Attachment A) Tim Taylor, Planning Analyst/Rule Specialist - Climate Change, CDPHE
5. 7:00 Report of the Chair
  - Report on Performance and Engagement Committee
  - Report on Finance and Budget Committee
6. 7:05 Report of the Executive Director
7. 7:10 Public Comment

Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

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

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701.



### **CONSENT AGENDA**

8. 7:20 Move to Approve Consent Agenda  
i. Minutes of March 17, 2021  
(Attachment B)  
ii. FY22-FY23 Community Mobility Planning and Implementation (CMPI) Set-Aside Eligibility  
(Attachment C)

### **ACTION ITEMS**

9. 7:25 Discussion of a resolution adopting the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)  
(Attachment D) Jacob Riger, Manager, Transportation Planning and Operations
10. 7:40 Discussion of a resolution adopting the 2022-2025 Transportation Improvement Program (TIP)  
(Attachment E) Todd Cottrell, Senior Planner, Transportation Planning and Operations
11. 7:55 Discussion on the Transportation Improvement Program (TIP) Waiting List Funding Distribution  
(Attachment F) Todd Cottrell, Senior Planner, Transportation Planning and Operations
12. 8:15 Discussion on State Legislative Issues  
A. Bills on Which Positions Have Previously Been Taken  
(Attachment G) Presentation by Rich Mauro, Senior Policy and Legislative Analyst  
Rich Mauro will respond to questions and provide current status, if requested. These bills require no additional action by the Board unless individual bills are pulled from the package for reconsideration of the Board-adopted position. **To change the Board's position on specific legislative bills require affirmative action by 2/3 of those present and voting.**  
B. New Bills for Consideration and Action  
(Attachment H) Presentation by Rich Mauro, Senior Policy and Legislative Analyst  
Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. **Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.**

### **INFORMATIONAL BRIEFINGS**

13. 8:35 Briefing on the Regional Data Acquisition Program 2020-2021 Project Cycle  
(Attachment I) Ashley Summers, Manager, Regional Planning and Development

14. 8:50 Committee Reports

The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG

- A. Report from State Transportation Advisory Committee – Ashley Stolzmann
- B. Report from Metro Mayors Caucus – Bud Starker
- C. Report from Metro Area County Commissioners – Jeff Baker
- D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
- E. Report from Regional Air Quality Council – Doug Rex
- F. Report from E-470 Authority – John Diak
- G. Report from CDOT – Rebecca White
- H. Report on FasTracks – Bill Van Meter

**INFORMATIONAL ITEMS**

15. Transportation Improvement Program (TIP) administrative modifications  
(Attachment J) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations

**ADMINISTRATIVE ITEMS**

16. **Next Meeting – May 19, 2021**

17. Other Matters by Members

18. 9:05 Adjourn

## CALENDAR OF FUTURE MEETINGS

### April 2021

5	Transportation Advisory Committee	1:30 p.m.
7	Board Work Session	4:00 p.m.
7	Performance and Engagement Committee	Cancelled
16	Advisory Committee on Aging	Noon – 3 p.m.
20	Regional Transportation Committee	8:30 a.m.
21	Finance and Budget Committee	5:30 p.m.
21	Board of Directors	6:30 p.m.
26	Transportation Advisory Committee	1:30 p.m.

### May 2021

5	Board Work Session	4:00 p.m.
5	Performance and Engagement Committee	5:30 p.m.*
5	Special Finance and Budget Committee	5:30 p.m.*
18	Regional Transportation Committee	8:30 a.m.
19	Finance and Budget Committee	5:45 p.m.
19	Board of Directors	6:30 p.m.
21	Advisory Committee on Aging	Noon – 3 p.m.
24	Transportation Advisory Committee	1:30 p.m.

### June 2021

2	Board Work Session	4:00 p.m.
2	Performance and Engagement Committee	5:30 p.m.*
15	Regional Transportation Committee	8:30 a.m.
16	Finance and Budget Committee	Cancelled
16	Board of Directors	6:30 p.m.
18	Advisory Committee on Aging	Noon – 3 p.m.
28	Transportation Advisory Committee	1:30 p.m.

\*Start time for this meeting is approximate. The meeting begins at the end of the preceding Board Work Session



**ATTACH A**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 21, 2021	Strategic Informational Briefing	4

#### SUBJECT

Employee Traffic Reduction Program (ETRP). As a key action step in the Greenhouse Gas Pollution Reduction Roadmap, the State of Colorado is drafting a state regulation that would require larger employers to take steps to support commute options in the workplace.

#### PROPOSED ACTION/RECOMMENDATIONS

N/A

#### ACTION BY OTHERS

In 2019, the Colorado General Assembly passed HB19-1261, the Climate Action Plan to Reduce Pollution. In January 2021, the Colorado Energy Office released the Greenhouse Gas Pollution Reduction Roadmap, which outlined ETRP as an action step.

#### SUMMARY

Tim Taylor, Planning Analyst/Rule Specialist - Climate Change, with the Colorado Department of Health and Environment will present an overview of the proposed, and still in development, regulation that would require larger employers to support commute options in the workplace. He will discuss elements of the draft regulation, review process, and timeline to implement.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

N/A

#### ATTACHMENTS

ETRP presentation

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at [drex@drcog.org](mailto:drex@drcog.org) or (303) 480-6701; or Steve Erickson, Communications and Marketing Director, at 303-480-6716 or [serickson@drcog.org](mailto:serickson@drcog.org).

# Employee Traffic Reduction Program (ETRP)



**COLORADO**

**Air Pollution Control Division**

Department of Public Health & Environment




# Ozone, GHGs & Transportation

- The Denver Metro/North Front Range area does not meet Federal air quality standards for ozone and being re-designated a severe nonattainment area by EPA
- Transportation is a significant source of ozone precursors and greenhouse gases (GHGs)
- The Regional Air Quality Council (RAQC) has developed an ETRP framework with input from local partners



# ETRP Rulemaking Process

- Ongoing stakeholder engagement
  - April 7, 13, 20, 21 & 28 stakeholder meetings/listening sessions
  - GHG Transportation comment form
- Engagement process  ETRP refinement/proposal
- Air Quality Control Commission (AQCC) meetings
  - May 20-21, 2021 (Request for Hearing)
  - August 19-20, 2021 (Rulemaking)



# ETRP Overview

- At least 27 successful mandatory programs throughout the United States
- Requires large employers to develop and implement a plan to reduce the number of single-occupant vehicle (SOV) trips to and from the worksite
- Will apply to an employer's worksite(s) in the ozone nonattainment area with 100 or more employees
- Some Transportation Management Associations (TMA) within the Front Range area offer voluntary commute reduction programs/assistance (Way to Go partnership)



# What ETRP Is Not

- A ban on commuting to perform work duties
- A one-size-fits-all approach
- A way to force work commuters over to carpools, transit or bikes
- A limit on travel for other activities (shopping, taking kids to school, entertainment, etc.)



# What Will ETRP Require?

- Employee Transportation Coordinator (ETC)
- Development and implementation of an ETRP plan to achieve SOV commute rate reduction goal
- Annual employee survey to assess commuting modes/practices
- Annual reporting
- Timeline
  - Early-mid 2022 assign ETC and complete initial employee survey
  - Mid-2022 develop and implement ETRP plan and submit first report
  - Mid-2023 achieve initial reduction goal





# ETRP Options

- Employers can achieve employee SOV commute reduction goal by implementing a range of measures including but not limited to:
  - Telecommuting
  - Flexible/compressed work schedules
  - Public transit benefits/subsidies
  - Ridesharing
  - Employee shuttles
  - Parking management
  - Bike commuting services



# ETRP Successes

- Charter Communications (Colorado - Way to Go)
  - Reduced SOV commute rate 11% in first year and saw 200% increase in transit riders
- Davita (Colorado - Way to Go)
  - 86% of employees non-SOV commuters
- City of Lakewood (Colorado - Way to Go)
  - 145% increase in alternate commute participation in year 1
- Seattle Children's Hospital (Seattle, WA)
  - Reduced SOV commute rate from 73% to 33%
  - Avoided construction of a \$20 million parking garage and strengthened employee engagement



# ETRP Benefits

- In addition to GHG and ozone reductions and helping to reduce traffic congestion, ETRP can provide a variety of other benefits for employers and employees:
  - Reduced overhead costs
  - Enhanced employee recruitment and retention
  - Expanded employee benefits at low/no cost and commute cost-savings
  - Enhanced corporate/public image
  - Reduced employee stress and enhanced productivity
  - Increased employment opportunities for the disabled and others unable to meet traditional work hours



## Next Steps

- APCD is seeking input from community members, businesses, planning organizations, local governments, etc. on ETRP
- Stakeholder meetings' registration, GHG transportation comment form, and additional information available at:

<https://cdphe.colorado.gov/reducing-greenhouse-gas-emissions-from-transportation>

**Thank you for your time and feedback!**

**ATTACH B**

SUMMARY  
BOARD OF DIRECTORS  
WEDNESDAY, March 17, 2021

Members/Alternates Present

Ashley Stolzmann, Chair	City of Louisville
Steve O'Dorisio	Adams County
Bob Fifer	City of Arvada
Alison Coombs	City of Aurora
Larry Vittum	Town of Bennet
Claire Levy	Boulder County
Aaron Brockett	City of Boulder
Margo Ramsden	Town of Bow Mar
Adam Cushing	City of Brighton
William Lindstedt	City and County of Broomfield
Jason Gray	Town of Castle Rock
Deborah Mulvey	City of Castle Pines
Tammy Mauer	City of Centennial
Randy Weil	City of Cherry Hills Village
Craig Hurst (Alternate)	City of Commerce City
Kathryn Wittman	City of Dacono
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
George Teal	Douglas County
Steve Conklin	City of Edgewater
Bill Gippe	City of Erie
Linda Olson	City of Englewood
Celeste Arner (Alternate)	City of Federal Heights
Josie Cockrell	Town of Foxfield
Lynette Kelsey	Town of Georgetown
Rachel Binkley	City of Glendale
Jim Dale	City of Golden
David Kerber (Alternate)	City of Greenwood Village
Tracy Kraft-Tharp	Jefferson County
Stephanie Walton	City of Lafayette
Wynne Shaw	City of Lone Tree
Hollie Rogin (Alternate)	Town of Lyons
Colleen Whitlow	Town of Mead
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Neal Shah	Town of Superior
Jessica Sandgren	City of Thornton
Herb Atchison	City of Westminster
Bud Starker	City of Wheat Ridge
Rebecca White	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Jamie Rife, MDHI; Lynn Baca, Chris Chovan, Adams County; Bryan

Weimer, Arapahoe County; Mac Callison, Aurora; Sarah Grant, Heidi Henkel, Broomfield; Brad Boland, Tim Dietz, Castle Rock; Andrea Suhaka, Centennial; Robin Kerns, Brent Soderlin, Commerce City; Art Griffith, Lauren Pulver, Douglas County; Paul Haseman, Golden; Sean Hogan, Larkspur; Kyle Brown, Louisville; Tim Howard, Superior; Kent Moorman, Thornton; Anita Seitz, Westminster; Piep Van Heuven, Bicycle Colorado; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell Public Affairs; Brandon Figliolino, Danny Herrman, Michael Scott Ramming, Jan Rowe, Jordan Rudel, CDOT; Antonia L. Banducci, DU; Eric Rolle, Shrewsbury & Associates; Evan Derby, Slalom Build; Matthew Lerman, SWEEP; David DeBoskey, Pang Moua, Asegedech Hailmariam, Robert Greer, Citizen; and DRCOG staff.

Chair Ashley Stolzmann called the meeting to order at 6:30 p.m. with a quorum present.

The Chair noted new members and alternates: Web Sill, new member for Gilpin County.

Move to approve agenda

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

Public Hearing on the draft 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) and associated Air Quality Conformity Determinations

Jacob Riger provided a brief overview of the draft to the board and public. The 2050 RTP sets the vision for the Denver region's multimodal transportation. Development of the 2050 RTP involved the general public, local governments, elected officials, CDOT and RTD, toll highway authorities, and other stakeholders. DRCOG must show the 2050 RTP will not cause a violation of federal air quality conformity standards. All pollutant emission tests were passed, as shown in the companion air quality conformity documents.

Andrea Suhaka wanted to express her support and appreciation of the plan. She believes if it comes to fruition, it will greatly improve the Denver metro area, especially regarding air quality.

Michael Scott Ramming stated he had a concern that the 2050 fiscally conservative project list contains the B-Line Northwest extension, but none of the other three unfinished FasTracks extensions. The concern is that given its lower ridership, relative to its cost, it would presumably result in more auto travel and more emissions.

Robert Greer wanted to know if the \$8.2 billion was exclusive to car infrastructure or will that amount include any car infrastructure that might have a bike lane window dressing or something similar.

Evan Derby expressed his disappointment in the priorities that are reflected in the plan. His concern was regarding the number of projects proposing to expand roadway capacity. Mr. Derby is worried about climate change, vehicle emissions, and it seems that roadway expansion is not the way that Colorado and our country will be able to overcome these issues. He was also concerned about the timelines that are being proposed for some of the projects listed in the 10-year plan.

Brandon Figliolino wanted to thank DRCOG staff for all of their hard work with this plan. As a member of the Citizens Advisory Committee, he saw the plan evolve throughout the past couple of years. He stated that while he is disappointed in how many roadway expansion projects there are, he's excited to see all of the transit and multimodal projects.

Robin Kerns wanted to echo the concerns presented regarding the amount of projects proposed to expand roadway capacity. He asked if DRCOG staff could consider some percentage of equity going towards decommissioning some already existing roadways in our communities to offset the increases.

#### Public Hearing on the draft 2022-2025 Transportation Improvement Program (TIP)

Todd Cottrell provided a brief overview of the plan to the directors and public. The TIP is a four-year program of projects laying out how federal, state, and local transportation funding is programmed in the Denver metro area. The TIP includes projects selected by CDOT, RTD, and DRCOG, each with their own selection process and funding sources. Per federal transportation planning requirements, air quality conformity documents must demonstrate that the 2022-2025 TIP will not cause a violation of federal air quality conformity standards.

Chair Stolzmann closed the public hearing at 7:07 p.m.

#### Metro Denver Homelessness Initiative Regional Efforts

Dr. Jamie Rife provided an overview of current efforts to the directors. MDHI is the Metro Denver Continuum of Care for the region and their mission is leading and advancing collaboration to end homelessness in the region. A lot of public and elected officials were coordinating on local solutions, but due to the COVID-19 pandemic, this issue has been brought to light with more severity. MDHI is leading a three-phase effort to initiate regional collaboration to solve this dire need:

- Phase One: Convening of Elected Officials
  - o On March 18, Mayors, County Commissioners, City Council Members, and City Managers came together and discussed what regional coordination looks like on the issue of homelessness. They examined what the region has done over the past three years and what action that can be taken by leaders to help reduce the number of unhoused residents.
- Phase Two: Local Briefing & Planning
  - o Convening of Community Coordination Teams and Briefing Groups at community levels for local planning. The goal is to move communities towards progress on Built for Zero benchmarks in coordination with local planning efforts. Additionally, to create ongoing cadence of briefings and back and forth communication between groups to create opportunity for path clearing.
- Phase Three: Non-Participating Providers and Partners
  - o Begin bringing Non-HMIS providers, community groups, new partners, and housing authorities together to orient them and gain initial buy-in to coordination. Also, to create tangible action steps for these stakeholders to engage in regional and local efforts.



There was an overall response of support for this initiative from directors. Many are aware of the severity of this issue and are ready to begin collaborative efforts to start battling this serious need.

#### Report of the Chair

- Chair Stolzmann wanted to take a moment express her gratitude to all the staff at DRCOG for working tirelessly on efforts to continually improve the Denver region.
- Director Conklin reported the Performance and Engagement Committee met and discussed two items:
  - The possibility of an “in town” board workshop for late summer. In the past it has been an “out of town” gathering, but due to the pandemic, it has proven to be more of a challenge. The group also discussed potential topics and timing.
  - The committee received a briefing on the virtual awards celebration on April 28 at 11:30am.
- Director Shaw reported the Finance and Budget Committee did not meet.

#### Report of the Executive Director

- DRCOG partnered with SCL Health to participate in a COVID-19 vaccination event and provide transportation for older adults on March 6.
- DRCOGs virtual awards celebration (“Reunion”), will be honoring winners of the Metro Vision, Distinguished Service, and the John V. Christiansen awards.
- DRCOG is hosting a virtual series or workshops on Affordable Housing. Our second workshop in the series will be taking place on April 22 at 10am.
- DRCOG received a \$100,000 grant that will invest state dollars to match local funds committed by the Mile High Flood District, Boulder, Broomfield, Castle Rock, Erie Greenwood Village, and Wheat Ridge to acquire detailed land cover data for our region.

#### Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the February 17, 2021 meeting

#### Discussion on the Urban Arterial Multimodal Safety Improvement Program (Safer Main Streets) Project Awards – Round 1.5

Ron Papsdorf provided an overview of the project awards to the Board. The Safer Main Streets program began soliciting project applications on July 9. Through a partnership between DRCOG and CDOT, the program has \$77 million of funding available for the program. The Scoring and Selection Panel reviewed and scored projects against the evaluation criteria and met multiple times to develop a recommendation. CDOT and DRCOG also convened an Advisory Panel to first review the initial work of the Scoring and Selection Panel and then to review the final recommendation. The DRCOG Board awarded \$58.9 million for full or partial funding of 30 projects located in 9 jurisdictions

and agreed that the remaining \$18.4 million would be allocated to unsuccessful applications through a supplemental process. CDOT and DRCOG provided additional outreach and technical assistance to the sponsors of partially funded and not funded projects. Those sponsors were given the opportunity to submit additional information and request reconsideration. Local sponsors submitted eight projects for reconsideration. After review, discussion with those sponsors, and deliberations the Scoring and Selection Panel recommends awarding \$16,811,400 to seven projects.

Director Gippe **moved** Move to award \$16,811,400 to seven projects from the Safer Main Streets program as presented and administratively modify the Transportation Improvement Program. The motion was **seconded** and **passed** unanimously.

#### Discussion on State Legislative Issues – new bills for consideration and action

Ed Bowditch, and Jennifer Cassell, DRCOG's contract lobbyists, provided a brief overview of the current session, including the budget discussions and the new transportation bill. Rich Mauro, Senior Policy and Legislative Analyst, discussed seven bills for support and four bills to monitor, that were provided to members in the agenda packet. Mr. Mauro noted that SB-094 was postponed indefinitely. Staff's recommendation is to support four bills:

Director Coombs **moved** a position of support for SB-173, SB-158, HB-1076, HB-1186, HB-1196, HB-1121, and HB-1117. The motion was **seconded** and **passed** with 29 in favor of the motion and 9 abstentions from Directors Flynn, Wittman, Shah, Kraft-Tharp, Seitz, Fifer, Kerber, Rogin, Williams.

Director Brockett requested to have HB-1205, the Electric Vehicle Road Usage Equalization Fee, be changed from a position of monitor to a position of opposed. Directors deliberated all recommended positions that the Board could take on this bill. After a robust discussion, members decided to maintain a position of monitor.

Director Shaw **moved** to maintain a position of monitor for HB-1205. The motion was **seconded** and **passed** with 30 in favor of the motion and 8 abstentions from Directors Wittman, Shah, Kraft-Tharp, Seitz, Fifer, Kerber, Rogin, Williams.

#### Committee Reports

**State Transportation Advisory Committee** – Director Stolzmann reported that the committee met and made recommendations on five Safe Routes to School (SRTS) applications to the Transportation Commission and four of those five were approved for funding. The committee also took action on recommending support of the 1601 Interchange Approval Process policy. The group received an update on SB-267's third issuance of funding and DRCOG staff asked to have more discussions with CDOT to ensure that the highest priority projects and programs, as identified by our areas.

**Metro Mayors Caucus** –Director Starker informed the Board that they received a report from the Transportation Mobility Committee about the potential legislation coming up this year and how the MMC might react. They received a report on Front Range Passenger

Rail from Spencer Dodge. They also had a briefing on the Metro Denver Regional Convening on Homelessness with MDHI.

**Metro Area County Commissioners** –Director O’Dorisio reported the group met and started discussing topics to be addressed this year, such as mental health needs, homelessness, and collaboration with surrounding jurisdictions.

**Advisory Committee on Aging** – Jayla Sanchez-Warren reported the committee received a presentation on the 2050 MVRTP. They also received a presentation from Nymb Science on their partnership with DRCOG.

**Regional Air Quality Council** – Doug Rex reported the council had a large discussion about the proposed Employer-based Trip Reduction program and is now being considered a mitigation strategy for GHG emissions in response to HB-1261.

**E-470 Authority** – Chair Diak stated that they met and approved six IT contracts regarding back-office rewrites as well as security incident management to ensure safety and efficiency. The authority also reviewed a Toll Plaza Redevelopment proposal from a company based in Dublin, Ireland named Apple Green.

**Report from CDOT** – Director White stated that CDOT is preparing for a third issuance of SB-267 (to be received in April or May), working with the state treasurer, and looking at scenarios of around \$500 million in funding.

**Report on FasTracks** – Director Van Meter reported the committee met and recommended approval of an Equitable Transit Oriented Development policy, that was formally adopted in late February. RTD had a study session that focused on the current status of FasTracks, including all of the unfinished corridors and a deep dive on the Northwest Rail corridor.

**Next meeting – April 21, 2021**

**Other matters by members**

Director Rogin wanted to know if Lyons needs to submit any additional information regarding funding for the TIP. Mr. Papsdorf stated DRCOG staff is still working on finalizing these recommendations and will reach out to any community if additional information is required.

**Adjournment**

The meeting adjourned at 8:35 p.m.

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Ashley Stolzmann, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director

**ATTACH C**

To: Chair and Members of the Board of Directors

From: Doug W. Rex, Executive Director  
303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
April 21, 2021	Consent Agenda	8-ii

#### SUBJECT

Process and eligibility rules for selecting FY 2022 and 2023 projects to be funded through the DRCOG *Community Mobility Planning and Implementation* (CMPI) set-aside of the *2020-2023 Transportation Improvement Program* (TIP).

#### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed eligibility rules and selection process for the CMPI set-aside outlined in Attachment 1.

#### ACTION BY OTHERS

[April 5, 2021](#) – TAC recommended approval

[April 20, 2021](#) – RTC will make a recommendation

#### SUMMARY

The 2020-2023 TIP Policy<sup>1</sup> established \$4.8 million in federal funds for the CMPI set-aside over the 4-year period. For the second two-year period (FY 2022 and 2023) the CMPI set-aside contains:

- \$1 million for small area planning and/or transportation studies and
- \$1.4 million for small infrastructure projects.

In addition to this commitment, \$292,000 small-infrastructure funds and \$235,000 planning funds from the previous call were rolled into this cycle bringing the total available for small infrastructure projects to \$1,692,000 and \$1,235,000 for planning projects.

The purpose of the CMPI set-aside is to support small area planning and small infrastructure projects that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan. The program goals are to:

- Support diverse, livable communities
- Support the development of connected urban centers and multimodal corridors
- Support a transportation system that is well-connected and serves all modes of travel
- Support healthy and active choices
- Expand access to opportunity for residents of all ages, incomes and abilities
- Support a transportation system that is safe, reliable and well maintained

In addition to the program goals outlined above, the 2022-2023 CMPI cycle also includes the following priority emphasis areas. Projects that address one or more priority emphasis area are likely to be more competitive during this round.

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<sup>1</sup> <https://drcog.org/sites/default/files/resources/Adopted%202020-2023%20TIP%20Policy.pdf>

- Planning for or implementing **Active transportation**: DRCOG's [Active Transportation Plan](#)
- Planning for or implementing **Safety**: DRCOG's [Taking Action on Regional Vision Zero](#), DRCOG/CDOT's [Safer Main Streets](#) program, CDOT's [Strategic Transportation Safety Plan](#)
- Planning for improvements and transit-supportive land use along regional **Bus Rapid Transit** corridors identified in the [2050 Metro Vision Regional Transportation Plan](#)

Upon Board of Directors adoption of the eligibility rules and selection process document, a Call for Projects will be opened asking for interested project sponsors to submit Letters of Intent.

PREVIOUS DISCUSSIONS/ACTIONS
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N/A

PROPOSED MOTION
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Move to adopt the eligibility rules and selection process (Attachment 1) for the Community Mobility Planning and Implementation set-aside for fiscal years 2022 and 2023.

ATTACHMENT
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1. CMPI set-aside Eligibility Rules and Selection Process
2. Staff presentation

ADDITIONAL INFORMATION
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If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org) or Derrick Webb, Planner, at 303-480-6728 or [dwebb@drcog.org](mailto:dwebb@drcog.org).

# Community Mobility Planning and Implementation Set-Aside

## FY 2022 and FY 2023 Projects

### Eligibility Rules and Selection Process

#### Program Purpose

The *Community Mobility Planning and Implementation* (CMPI) set-aside was developed to support small area planning and small infrastructure projects that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan. The specific goals of the *Community Mobility Planning and Implementation* set-aside are listed below.

#### 2022-2023 Program Goals and Priority Emphasis Areas

##### Program Goals

The CMPI set-aside was developed specifically with key outcomes within Metro Vision in mind. Specifically, sponsors applying for funding from this set-aside should ensure proposed projects directly address the following CMPI program goals (for more detailed information about each outcome review the [plan](#)):

- Support diverse, livable communities.
- Support the development of connected urban centers and multimodal corridors.
- Support a transportation system that is well-connected and serves all modes of travel.
- Support healthy and active choices.
- Expanding access to opportunity for residents of all ages, incomes and abilities.
- Support a transportation system that is safe, reliable and well maintained.

##### Priority Emphasis Areas

In addition to the program goals outlined above, the 2022-2023 CMPI cycle also includes the following priority emphasis areas. Projects that address one or more priority emphasis area are likely to be more competitive during this round. Projects will be awarded additional points accordingly.

- Planning for or implementing **Active transportation**: DRCOG's [Active Transportation Plan](#)
- Planning for or implementing **Safety**: DRCOG's [Taking Action on Regional Vision Zero](#), DRCOG/CDOT's [Safer Main Streets](#) program, CDOT's [Strategic Transportation Safety Plan](#)
- Planning for improvements and transit-supportive land use along regional **Bus Rapid Transit** corridors identified in the [2050 Metro Vision Regional Transportation Plan](#)

#### Sponsor Eligibility Requirements

- Project sponsors must be eligible to be direct recipients of federal transportation funds. These include local governments, governmental agencies and nonprofits. Non-local government sponsors must include documentation of support from the applicable local government(s) where the project is located. Private, for-profit companies (e.g., contractors, suppliers or consultants) are not eligible.
- **For planning projects**, non-governmental organizations must emphasize connection between planning outcomes and implementation of projects by governmental partner agency.
- **For small infrastructure projects**, only local governments, CDOT, RTD and other governmental agencies are eligible project sponsors. Nonprofits and transportation management associations/organizations

(TMA/Os) are not eligible sponsors for small infrastructure projects but may partner with a governmental agency.

- Project sponsors must also be in good standing with the State of Colorado via the Secretary of State's business database: <http://www.sos.state.co.us/pubs/business/businessHome.html>
- All scopes of work must adhere to the federal Surface Transportation Block Grant program guidance: <https://www.fhwa.dot.gov/specialfunding/stp/>.
- Project sponsors must pledge local matching funds.
- Planning project minimum: \$75,000
- Small infrastructure project minimum: \$100,000

## Project Eligibility Requirements

### Funding background

There are two main project categories for this funding: small area planning and small infrastructure (capital only). Funding for this round currently includes:

- \$1,235,000 is allocated to small area planning projects over the two-year period
- \$1,692,000 is allocated to small infrastructure projects over the two-year period

These totals are subject to change. Planning and small infrastructure projects will be evaluated separately. Additionally, a ranked order waitlist will be developed and adopted subsequent to proposed funding recommendations. Any funds previously allocated and returned during the 2022-2023 cycle will be used to either 1) fully fund a partially funded project from this cycle, 2) fund a subsequent project on the waitlist, or 3) be rolled into the next cycle of funding.

### Eligible project types

Sponsors are encouraged to consider the program goals in developing project concepts. A non-exhaustive list of examples of small area planning and small infrastructure projects are included below.

**Planning project proposals** must identify a path toward consideration for adoption by local government decision makers. All planning proposals should include a plan for adoption of the plan itself, developed policies or ordinances, or a project list to inform capital improvement budgeting, future small infrastructure funding through this set-aside or future Transportation Improvement Program projects. There is no limit to the number of letters of intent a sponsor may submit, however sponsors may only submit two applications per fiscal year for funding consideration.

#### Planning project examples

- Projects that involve multi-jurisdictional coordination and regional collaboration.
- Activities that help to implement previously adopted plans, such as revisions to ordinances or other land use regulations.
- Assistance with public participation related to developing or implementing local plans.
- Site assessments to determine the feasibility of projects, such as transit-oriented development projects or first/last mile strategies and infrastructure improvements.
- Studies or specific plans related to important local issues, such as housing, transportation choices or market studies.
- Local Vision Zero or safety-related plan.

**Small infrastructure project proposals** must be sponsored by a local government, CDOT, RTD or another governmental agency. Project components and scopes must adhere to Surface Transportation Block



Grant program guidance. Per STBG program guidance, projects may not be located on local roads or rural minor collectors unless it is a bicycle and/or pedestrian project. This funding is for capital projects only.

#### Small infrastructure project examples

- Bicycle and pedestrian facilities that are not exclusively recreational, including travelways and crossings.
- Bicycle and micromobility supportive infrastructure: bicycle or micromobility parking, secure bicycle parking, bicycle shelters, bicycle repair stations, etc.
- Pedestrian supportive infrastructure: crosswalks, ADA improvements, benches, etc.
- Safety enhancements: high visibility crosswalks, protected bikeways, enhanced lighting, etc.
- Traffic calming, road diets and complete street improvements.
- Transit amenities: access enhancements to transit such as shelters, benches, bus pads.

## Funding Requirements

Applicants may request funding for up to two years for federal fiscal years 2022 and 2023. Minimum funding considered is \$75,000 for planning and \$100,000 for small infrastructure. There is no funding maximum, however, a single entity will not be awarded more than 50% of the available funds by category. Project sponsors should clearly describe how the funding request is supported by the work proposed for the project.

A local cash match of at least 17.21% of the total project cost is required (federal share equals 82.79%). CDOT is the steward of these funds and does not track overmatch. If a sponsor wants to commit more funding to the project on their own, they may do so.

Additionally, project sponsors must follow all policies outlined in the adopted 2020-2023 TIP Policy, specifically, the Requirements for All DRCOG-Selected Projects on pages 11-14. In order to avoid phase initiation delays and ensure the project is delivered in a timely manner following a funding decision, applicants for small infrastructure funds are strongly encouraged to complete any required right-of-way acquisition activities and a majority of any necessary design prior to applying.

## Application Process

- 1. Attend a mandatory CMPI set-aside pre-application workshop**
- 2. Identify the project concept and begin early discussions with DRCOG staff** (strongly encouraged, not required)
- 3. Submit a letter of intent**

With a multi-step application process, interested applicants should submit a letter of intent and include applicant's contact information, a project description and estimated project cost (see LOI template). Supplemental materials will be accepted if they contribute to the understanding of the project being proposed. Applicants are strongly encouraged to coordinate internally to determine priority of projects when submitting multiple letters of intent. DRCOG staff will not provide priority level feedback.

- 4. Letter of intent discussion**

DRCOG staff will review the letter of intent and request additional information as needed. Applicants will be contacted by staff to schedule time to discuss the proposal before next steps are taken. This will include screening of project proposals for eligibility, identification of potential partners and or project links, and an opportunity to discuss proposed project outcomes. If the letter of intent is accepted, sponsors will be invited to apply.

## 5. Invited applicants complete and submit an application

Applications should be submitted along with letters of support from impacted or participating entities. Per CDOT requirements, the application requires a mandatory Risk Assessment form to be submitted along with the application. Small infrastructure projects requiring CDOT concurrence (projects on a state highway or within the state rights-of-way) must provide an official CDOT response with the application submittal. Small infrastructure projects requiring RTD concurrence (projects involving RTD service, within RTD rights-of-way, or otherwise in need of RTD involvement) must provide an official RTD response with the application submittal. *Requests for concurrence must be submitted to CDOT and/or RTD at least two weeks prior to the application due date.*

## 6. Project review, scoring and recommendation

Applications will be reviewed and scored based on the set-aside evaluation criteria. The internal project review panel will prepare a recommendation to present to DRCOG's Transportation Advisory Committee and Regional Transportation Committee for a recommendation prior to a presentation to the Board of Directors for approval.

## 7. Applicants are notified about approved projects

# Project Funding Evaluation and Selection Process

DRCOG will establish an internal project review panel to assist with scoring and evaluating projects. Participants may include staff from DRCOG divisions:

- Transportation Planning and Operations
- Regional Planning and Development
- Communications and Marketing (Way to Go)
- Area Agency on Aging, and/or
- Executive Office

Additionally, CDOT staff from Region 1, Region 4 and the Division of Transportation Development may be included as advisory participants to the project review panel.

Each member of the panel will review the applications and assign points to the criteria based on information contained in the project application forms. The panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project. The panel will recommend a list of projects to be funded by the *Community Mobility Planning and Implementation* set-aside. The recommended list of projects will be taken through DRCOG committees for review and final approval by the DRCOG Board of Directors.

## Evaluation criteria

Section	Category	Description	Scoring	Total Available
1	Project Type	The extent to which the completed planning project moves toward actionable/ implementable items or the extent to which small infrastructure projects are identified in planning documents.	low – (planning) no commitment to the identification of actionable/implementable items (infra) new project, not identified or related to a study/plan  medium – (planning) minimal commitment to the identification of actionable/implementable items; and/or ordinance or policy development opportunity identified (infra) project not specifically mentioned in plan, but addressed generally	15

Section	Category	Description	Scoring	Total Available
			high – (planning) significant portion of the study/plan committed to identification and prioritization of actionable/implementable items; and/or ordinance or policy development opportunity identified along with potential path to local adoption; (infra) project is identified in previously completed project, study or plan	
	Collaboration and Partnerships	The extent to which the project involves multi-agency and/or multi-jurisdictional collaboration.	<p>low – no partnerships as part of project, sponsor-led and implemented</p> <p>medium – acknowledgement of partnership with other agencies and/or jurisdictions</p> <p>high – partnerships include financial support of project and collaboration throughout project</p>	10
	Innovation and Transferability	The extent to which the project involves an innovative practice or technique and/or potential transferability of project process or products.	<p>low – no potential for outcome to provide proof of concept for a process or practice. No transferability locally or regionally.</p> <p>medium – limited potential for outcome to provide proof of concept for a process or practice. Concept may prove transferrable to other projects locally or regionally.</p> <p>high – strong potential for outcome to provide proof of concept for a process or practice including potential transferability to other projects locally and regionally</p>	15
2	Alignment with CMPI Goals	The project's ability to support each of the six program goals. <i>Note: each goal is worth 10 points and scored from low to high separately to develop total score.</i>	<p>low – minimal relationship to CMPI goal</p> <p>medium – general alignment with CMPI goal</p> <p>high – strong relationship to CMPI goals</p>	60
<b>Additional Points</b>				
3	Alignment with Priority Emphasis Areas	The project's ability to address each emphasis area. <i>Note: each area is worth 5 points and scored from low to high</i>	<p>low – minimal impact or potential to address emphasis area</p> <p>medium – slight impact or potential to address emphasis area</p>	15

Section	Category	Description	Scoring	Total Available
			high – strong impact or potential to address emphasis area	

## Award Conditions

- Funding provided to local government sponsors should not replace existing local funding for staff.
- Applicants should not request funding for projects, activities, or services that are currently performed by other agencies or government entities. Applicants should not request funding for projects, activities, or services that are currently performed by the private sector.
- All project scopes of work are subject to review and approval by DRCOG and CDOT.
- Each applicant awarded funds will sign an IGA and enter into a contract with CDOT to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these federal funds. CDOT will specify requirements for status reporting and reimbursement requests.
- Each awarded project sponsor will be required to attend reimbursement training (approximately 4 hours) that defines the documentation required for tracking expenses and requesting reimbursement.
- All funded small area planning projects must include a DRCOG staff representative as a member of the project management team or equivalent group charged with study development.
- Each awarded project sponsor will be required to attend a post-project debrief with DRCOG staff.
- Projects must be completed within two years from the contract start date.
- Project sponsors will work with DRCOG, CDOT, RTD (as appropriate), and FHWA/FTA to ensure that the project is being implemented in accordance with federal requirements.

# **FY2022-2023 COMMUNITY MOBILITY PLANNING AND IMPLEMENTATION SET- ASIDE**

**Eligibility Rules and Selection Process**

**Derrick Webb, AICP - Planner**

# BUT WAIT, WHAT HAPPENED IN THE LAST CYCLE?



## FY 2020-2021 CMPI Funding Cycle Highlights

### LOI Phase

44 Letters of Intent from 19 sponsors



22 Small Infrastructure, 22 planning

### Application Phase

33 Applications from 17 sponsors



19 Small Infrastructure, 14 planning

### Approval Phase

16 Funded Projects



10 Small Infrastructure, 6 planning



# FY 2020-2023 TIP SET-ASIDE PROGRAMS



**Table 2. 2020-2023 TIP Set-Aside Programs**

Set-Aside Programs	4-Year DRCOG-allocated Funding Allocations for the 2020-2023 TIP	Calls for Projects
<b>Community Mobility Planning and Implementation</b>	<b>\$4,800,000</b> <ul style="list-style-type: none"> <li>• \$2,000,000 for small area planning and/or transportation studies</li> <li>• \$2,800,000 for small infrastructure projects</li> </ul>	Calls for Projects for <u>both</u> are tentatively scheduled for the summer of 2019 and 2021.
<a href="#"><u>TDM Services</u></a>	<b>\$13,400,000</b> <ul style="list-style-type: none"> <li>• \$8,800,000 for the DRCOG Way to Go program</li> <li>• \$2,800,000 for 7 regional TMAs partnership @ \$100,000/year</li> <li>• \$1,800,000 for TDM non-infrastructure projects</li> </ul>	Calls for Projects for the TDM non-infrastructure projects are tentatively scheduled for the summer of 2019 and 2021.
<a href="#"><u>Regional Transportation Operations &amp; Technology</u></a> (traffic signals and ITS)	<b>\$20,000,000</b>	Calls for Projects are tentatively scheduled for the Fall of 2019 and 2021.
<b>Air Quality Improvements</b>	<b>\$7,200,000</b> Regional Air Quality Council (RAQC) will receive: <ul style="list-style-type: none"> <li>• \$4,800,000 for vehicle fleet technology</li> <li>• \$1,800,000 for an ozone outreach and education program</li> <li>• \$600,000 in FY20 for an ozone SIP modeling study</li> </ul>	
<b>Human Service Transportation</b>	<b>\$4,000,000</b> <ul style="list-style-type: none"> <li>• \$4,000,000 to improve service and mobility options for vulnerable populations by funding underfunded/underserved trips and rolling stock expansion.</li> </ul>	Calls for Projects are tentatively scheduled for the summer of 2019 and 2021.

# PROGRAM PURPOSE AND GOALS



**Purpose:** to support planning and small infrastructure projects that contribute to the implementation of key outcomes within *Metro Vision* and the *Metro Vision Regional Transportation Plan*

## Program Goals

- Support diverse, livable communities
- Support the development of connected urban centers and multimodal corridors
- Support a transportation system that is well-connected and serves all modes of travel
- Support healthy and active choices
- Expand access to opportunity for residents of all ages, incomes and abilities
- Support a transportation system that is safe, reliable and well maintained



# PRIORITY EMPHASIS AREAS - NEW

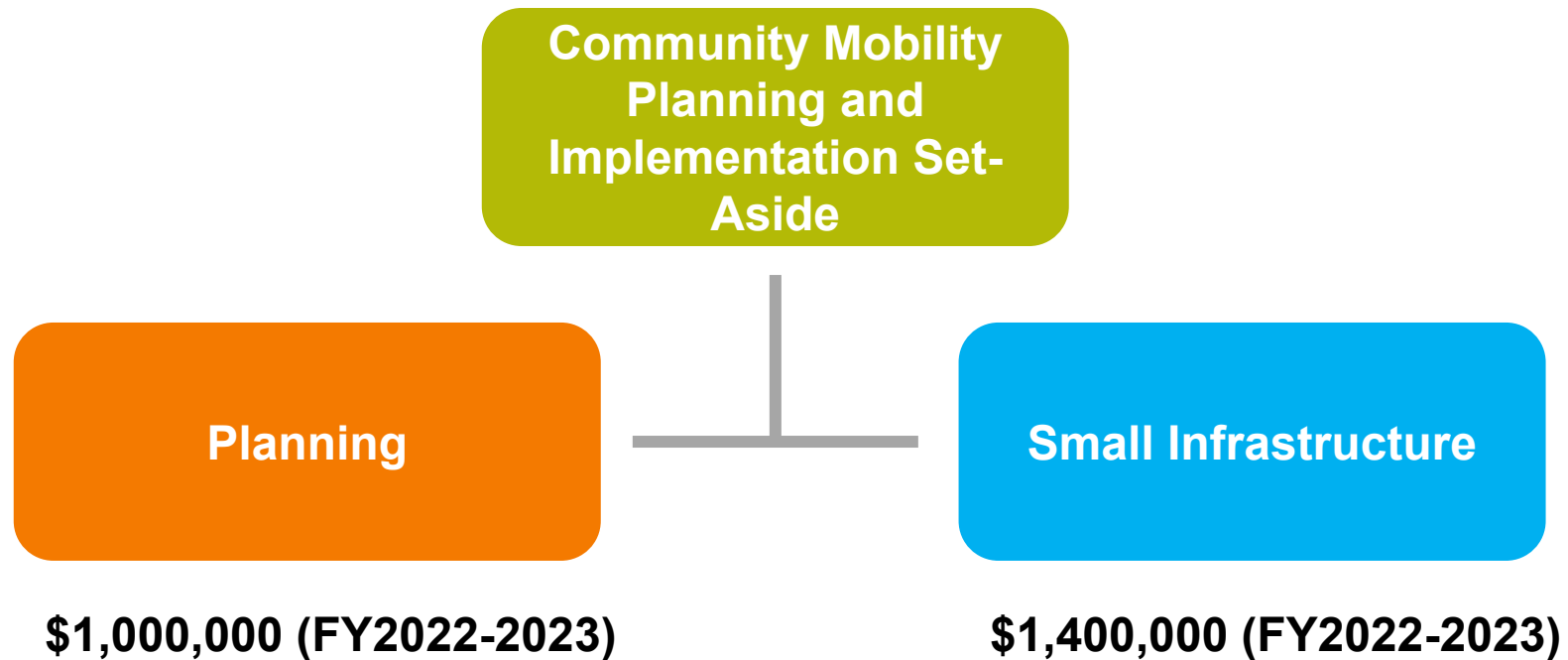


**Projects that address one or more priority emphasis area are likely to be more competitive during this round of funding.**

## **Emphasis Areas:**

- Planning for or implementing active transportation
- Planning for or implementing safety
- Planning for improvements and transit-supportive land use along regional Bus Rapid Transit corridors identified in the 2050 Metro Vision Regional Transportation Plan

# FUNDING AVAILABILITY AND REQUIREMENTS



- Totals are subject to change
- Applicants may request funding for up to two years (2020-2021)
- Planning project minimum: \$75,000
- Small Infrastructure project minimum: \$100,000
- No funding maximums
- Local cash match required: 17.21% of total project cost (federal share – 82.79%)

# SPONSOR ELIGIBILITY



Project sponsors must be eligible to be direct recipients of federal transportation funds. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are **not eligible**.

For **planning projects**, non-governmental organizations must emphasize connection between planning outcomes and implementation of projects by governmental partner agency.

For **small infrastructure projects**, only local governments, CDOT, RTD, and other governmental agencies are eligible project sponsors. Nonprofits and Transportation Management Associations/Organizations (TMA/Os) are not eligible sponsors for small infrastructure projects but may partner with a governmental agency.

Project sponsors must also be in good standing with the State of Colorado via the Secretary of State's business database:

<http://www.sos.state.co.us/pubs/business/businessHome.html>

All scopes of work must adhere to the federal STBG program guidance.

Project sponsors must pledge **local matching funds**.

# ELIGIBLE PROJECTS: PLANNING



## **Planning examples :**

- Projects that involve multi-jurisdictional coordination and regional collaboration.
- Activities that help to implement previously-adopted plans, such as revisions to ordinances or other land use regulations.
- Assistance with public participation related to developing or implementing local plans.
- Site assessments to determine the feasibility of projects, such as transit-oriented development projects or first/last mile strategies.
- Studies or specific plans related to important local issues, such as housing, transportation choices or market studies.
- Local Vision Zero or safety-related plan

# ELIGIBLE PROJECTS: SMALL INFRASTRUCTURE



## **Small Infrastructure examples:**

- Bicycle and pedestrian facilities that are not exclusively recreational, including travelways and crossings
- Bicycle and micromobility supportive infrastructure: bicycle or micromobility parking, secure bicycle parking, bicycle shelters, bicycle repair stations, etc.
- Pedestrian supportive infrastructure: crosswalks, curb cuts/ramps, benches, etc.
- Safety enhancements
- Traffic calming, road diets and complete street improvements
- Transit amenities: access enhancements to transit such as shelters, benches, bus pads

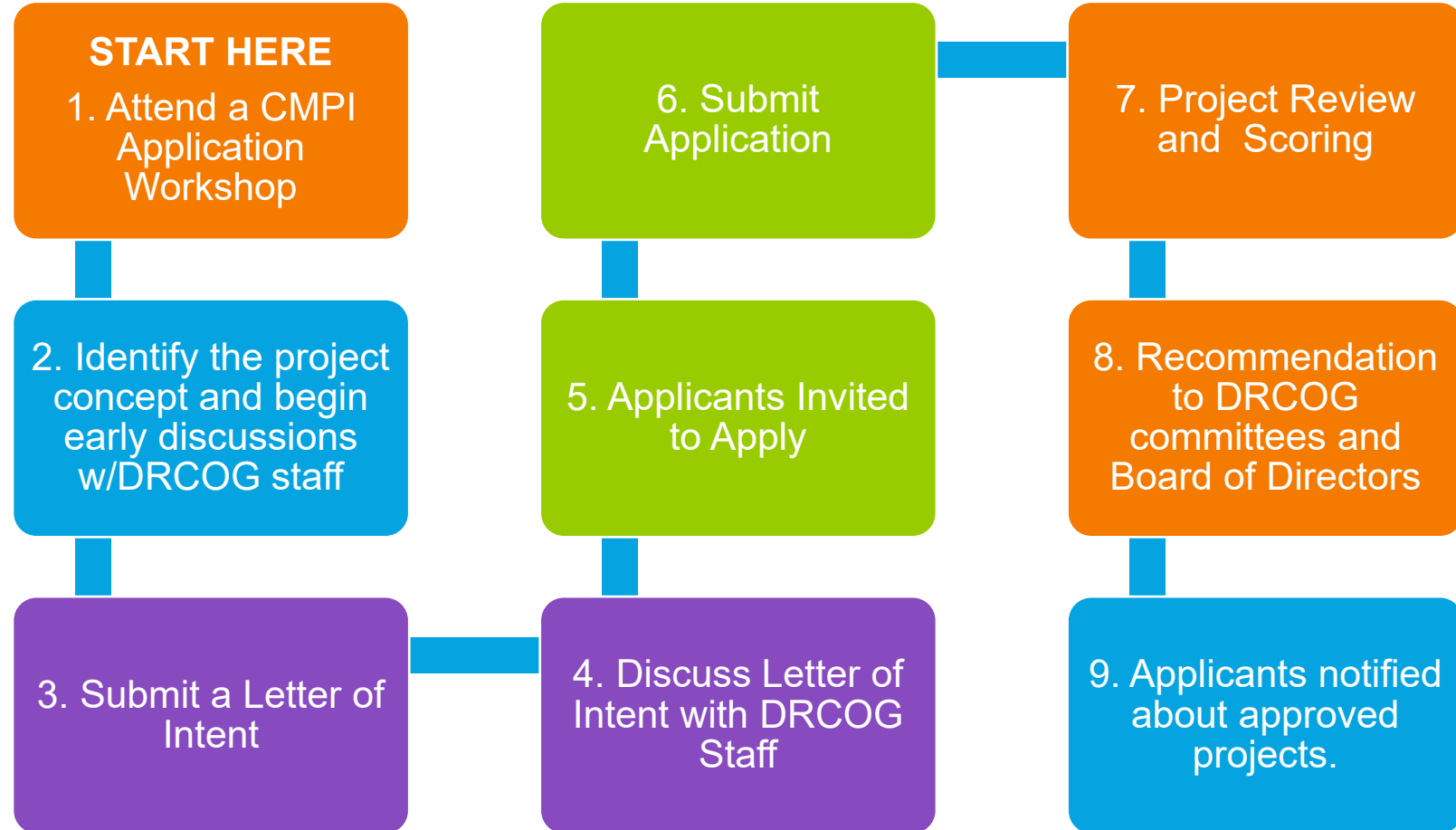
# TWO-STEP APPLICATION PROCESS



Letter of  
Intent

Application

# FULL APPLICATION PROCESS



# APPLICATION REVIEW PROCESS



1. DRCOG establishes an internal project review panel – scoring and evaluation of projects
  - Panel **will include** staff from DRCOG divisions:
    - Transportation Planning and Operations
    - Regional Planning and Development
  - Panel **may include** staff from DRCOG divisions:
    - Communications and Marketing (Way to Go)
    - Area Agency on Aging
    - Executive Office
  - Panel **may include** staff from CDOT R1, R4 and DTD as advisors (non-voting)
2. Each member of the panel will review the applications and assign points to the criteria based on information contained in the application.
3. Panel will convene to discuss the applications and reach consensus on the final total score for each project
4. Panel will recommend a list of projects to be funded by the set-aside – taken through DRCOG committees for review and final approval by the Board of Directors.



# NEXT STEPS – TENTATIVE TIMELINE



- **April**
  - RTC and Board of Directors (Eligibility)
  - Mandatory application workshop
- **May**
  - LOI call
  - LOI discussions
- **June** – Call for projects
- **July** – Application evaluation/scoring
- **August** – TAC Presentation (Funding Recommendations)
- **September** – RTC and Board of Directors (Funding Recommendations)



**THANK YOU!**  
**QUESTIONS?**

**Derrick Webb, AICP**  
**Planner, Regional Planning and Development**  
**[dwebb@drcog.org](mailto:dwebb@drcog.org)**  
**303.480.6728**

**ATTACH D**

To: Chair and Members of the Board of Directors

From: Doug W. Rex, Executive Director  
303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
April 21, 2021	Action	9

#### SUBJECT

Draft 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) and associated air quality conformity determination documents.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the draft 2050 MVRTP and associated air quality conformity determination documents.

#### ACTION BY OTHERS

[April 5, 2021](#) – TAC recommended approval

[April 20, 2021](#) – RTC will make a recommendation

#### SUMMARY

The draft 2050 MVRTP is the culmination of a two-year planning process led by DRCOG in collaboration with the public, local governments, CDOT, RTD, toll highway authorities, Regional Air Quality Council (RAQC), and the Air Pollution Control Division (APCD) of the Colorado Department of Public Health and Environment (CDPHE). The draft plan presents a complete picture of the region's envisioned and fiscally constrained (cost feasible) multimodal transportation system through 2050. It sets the framework for the region to invest in specific projects and programs to address the regional priorities identified through the planning process.

The draft 2050 MVRTP and accompanying appendices (link in Attachment 1) include several innovations in the planning process and final plan document:

Complete redesign of the document for public accessibility and readability

A robust public engagement process, including piloting the Youth Advisory Panel and Civic Advisory Group, 2050 MVRTP video, and use of Social Pinpoint for interactive engagement

Use of the county transportation forums throughout the planning process, especially for project solicitation and evaluation

An innovative scenario planning process to explore multimodal transportation, land use, and mobility relationships

Expanded Environmental Justice analysis, including piloting the population-based approach analysis

Initial "System Performance Report" to address the FAST Act's Transportation Performance Management requirements

Including multimodal projects – and accompanying program investments – in the fiscally constrained project and program investment priorities

Incorporating DRCOG's modal plans (Taking Action on Regional Vision Zero, Active Transportation Plan, Multimodal Freight Plan, Coordinated Transit Plan, and others) into the 2050 MVRTP.

Another critical requirement of the 2050 MVRTP is to show the plan's transportation system investments will not cause a violation of federal air quality conformity standards. Accordingly, the roadway and transit networks were modeled for air quality conformity and the results were used by the state APCD to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the 2050 MVRTP's associated air quality conformity documents (Appendix S).

The draft 2050 MVRTP was the subject of a March 17, 2021 public hearing before the DRCOG Board of Directors. Appendix C includes documentation of the almost 300 comments received during the 30-day public comment review period and DRCOG staff responses to the comments, including revisions to the document based on comments received.

While the draft 2050 RTP has been fully designed and formatted, given the volume of information produced (main plan document plus 19 appendices), DRCOG staff asks for discretion to make minor formatting and clarifying edits post-adoption as needed.

DRCOG staff will provide an overview of the draft 2050 MVRTP at the April 21 Board of Directors meeting.

#### PREVIOUS DISCUSSIONS/ACTIONS

[February 3, 2021](#) – Board Work Session: reviewed major elements of the public review draft of the 2050 MVRTP

[March 17, 2021](#) – Public Hearing

#### PROPOSED MOTION

Move to adopt a resolution adopting the 2050 Metro Vision Regional Transportation Plan, and the associated DRCOG CO and PM-10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination, concurrently.

#### ATTACHMENTS

1. Link: [Draft 2050 MVRTP and appendices](#)
2. Draft resolution
3. Staff presentation

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org) or Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or [jriger@drcog.org](mailto:jriger@drcog.org)

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2021

A RESOLUTION TO ADOPT THE 2050 METRO VISION REGIONAL TRANSPORTATION PLAN, AND THE ASSOCIATED DRCOG CO AND PM-10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

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

WHEREAS, the transportation planning process within the Denver region is carried out by the Denver Regional Council of Governments through a cooperative agreement with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, state and federal statutes require the Denver Regional Council of Governments to adopt and obtain federal certification for its Regional Transportation Plan every four years; and

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

WHEREAS, the *2050 Metro Vision Regional Transportation Plan*, including the *2050 Fiscally Constrained Regional Transportation Plan*, was prepared by the Denver Regional Council of Governments in cooperation with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, the *2050 Metro Vision Regional Transportation Plan* identifies fiscally constrained air quality regionally significant highway capacity and rapid transit projects that can reasonably be provided over a 30-year time horizon; and

WHEREAS, the financial plan of the *2050 Metro Vision Regional Transportation Plan* meets fiscal constraint based on a reasonable estimate of funds available from 2020 to 2050; and

WHEREAS, an air quality analysis of the *2050 Fiscally Constrained Regional Transportation Plan* has been prepared consistent with the requirements of the Clean Air Act as amended, and regulations promulgated by the U. S. Environmental Protection Agency, which indicates that the *2050 Fiscally Constrained Regional Transportation Plan* and 2022-

A RESOLUTION TO ADOPT THE 2050 METRO VISION REGIONAL TRANSPORTATION PLAN, AND THE ASSOCIATED DRCOG CO AND PM-10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

Resolution No. \_\_\_\_\_, 2021

Page 2

*2025 Transportation Improvement Program* conform to the State Implementation Plan for Air Quality; and

WHEREAS, a public hearing before the Denver Regional Council of Governments was held on March 17, 2021 at the conclusion of the 30-day public review period and comments received on the *2050 Metro Vision Regional Transportation Plan* were addressed; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the *2050 Metro Vision Regional Transportation Plan* and associated air quality conformity determinations.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the *2050 Metro Vision Regional Transportation Plan*. This updated plan supersedes any Regional Transportation Plan previously adopted by the Denver Regional Council of Governments.

BE IT FURTHER RESOLVED that the Board of Directors of the Denver Regional Council of Governments, and as the Metropolitan Planning Organization, hereby determines that the *2050 Fiscally Constrained Regional Transportation Plan* conforms to the applicable implementation plans approved or promulgated under the Clean Air Act, as amended, by virtue of the demonstrations incorporated in the associated *DRCOG CO and PM-10 Conformity Determination* and the *Denver Southern Subarea 8-Hour Ozone Conformity Determination*, concurrently.

BE IT FURTHER RESOLVED that the Chair of the Denver Regional Council of Governments is hereby authorized to certify copies of the *2050 Metro Vision Regional Transportation Plan* to all counties and municipalities lying wholly or partly in the Denver region.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2021 at Denver, Colorado.

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Ashley Stolzmann, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director



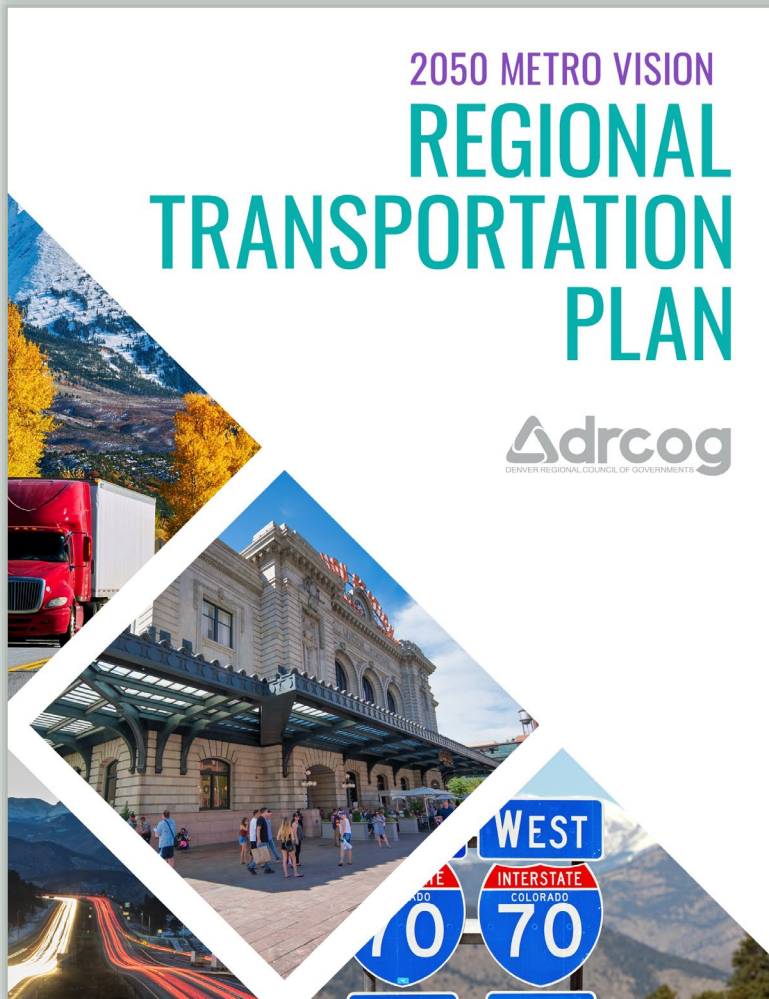
# **Adoption of 2050 Metro Vision Regional Transportation Plan & Air Quality Conformity**

**Board of Directors  
APRIL 21, 2021**

**Jacob Riger | Alvan-Bidal Sanchez**



# What is the 2050 RTP?



Implements  
Metro Vision



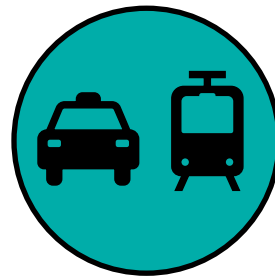
Region's multimodal  
vision



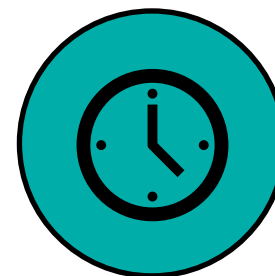
Fiscally-constrained  
(what's feasible)



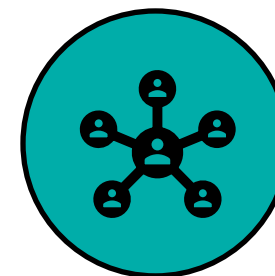
TIP funding for road  
& transit projects



Updated frequently  
(every 4 years)



Developed with  
partners



Federally required  
(MPO function)



# Air quality conformity



2050 MVRTP must address **ozone, carbon monoxide, and PM10** pollutants



Air quality conformity is **regional** (entire MVRTP and TIP); **not based on individual projects**



Regionally significant transportation projects included in the regional travel model transportation **networks**



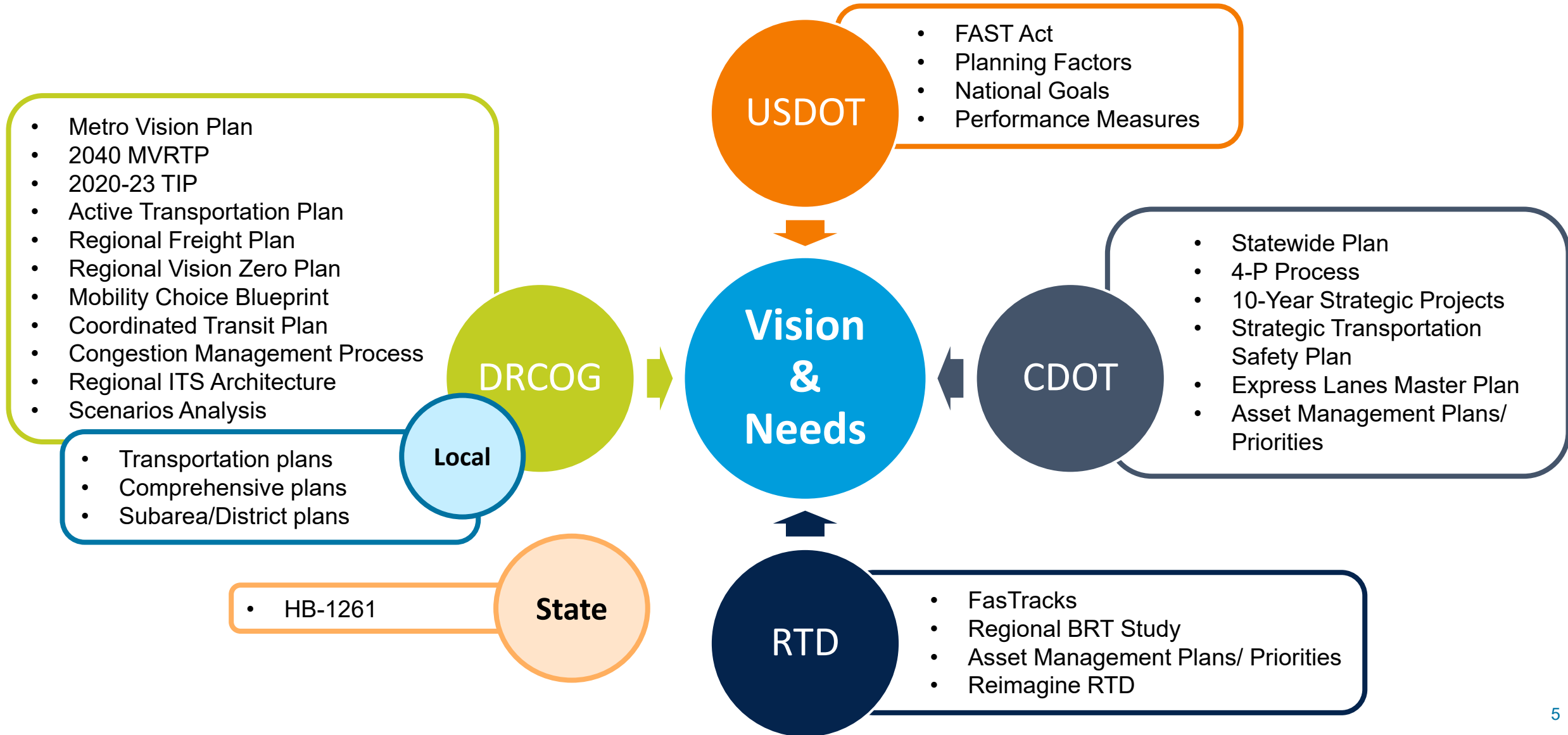
2050 MVRTP **passed pollutant emission tests** for regional air quality conformity

# 2050 MVRTTP Strategic Focus

- Help implement Metro Vision Plan (regional aspirational vision)
- Focus on regional priorities: safety/vision zero, air quality/GHG, regional transit, active transportation, freight, multimodal mobility
- Balance regional priorities and local context
- Explicit programmatic investment addressing policy priorities
- Multimodal candidate projects (and MV Plan evaluation of projects)
- Significant innovative public & stakeholder engagement

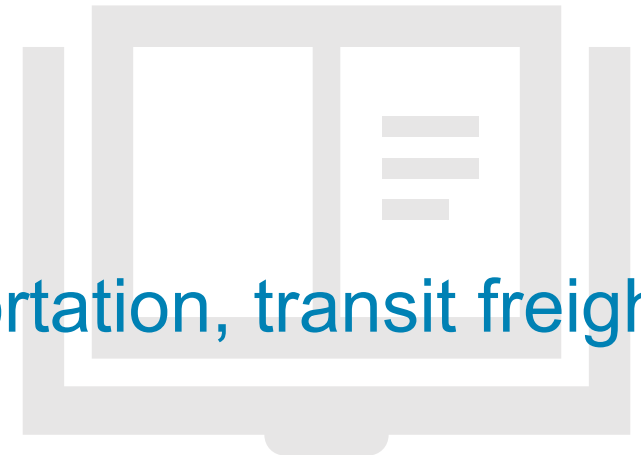
# Policy Framework & Desired Outcomes

## “Vision & Needs”



# Included in the plan

- Public and stakeholder engagement
- Profile, operation, and impacts of the transportation system
- Financial plan and major projects included in the plan
- Performance measures and outcomes
- Environmental and equity analysis
- Small area forecasts and scenario planning
- Air quality documents
- Other materials addressing safety, active transportation, transit freight, telecommunications, financial plan, performance, and other topics



# Project and program investment priorities

## Multimodal mobility

Provide more ways to travel by car, bus, bicycle, and foot.

## Freight

Maintain efficient movement of goods within & beyond the region.

## Active transportation

Expand travel options for vulnerable and underserved transportation users.

## Safety

Increase the safety for all users of the transportation system.

## Air quality

Improve air quality and reduce greenhouse gas emissions.

## Regional transit

Expand the region's rapid transit network.





# Fiscally constrained projects



## Multimodal mobility

Multimodal capital projects

**\$8.2 billion**



## Air quality

Transportation Improvement Program set-asides

**\$373 million**



## Regional transit

Regional bus rapid transit projects

Corridor transit planning projects and program

**\$1.2 billion**  
**\$725 million**



## Safety

Arterial safety and Regional Vision Zero projects and program

**\$465 million**



## Active transportation

Active transportation program

**\$180 million**



## Freight

Freight program

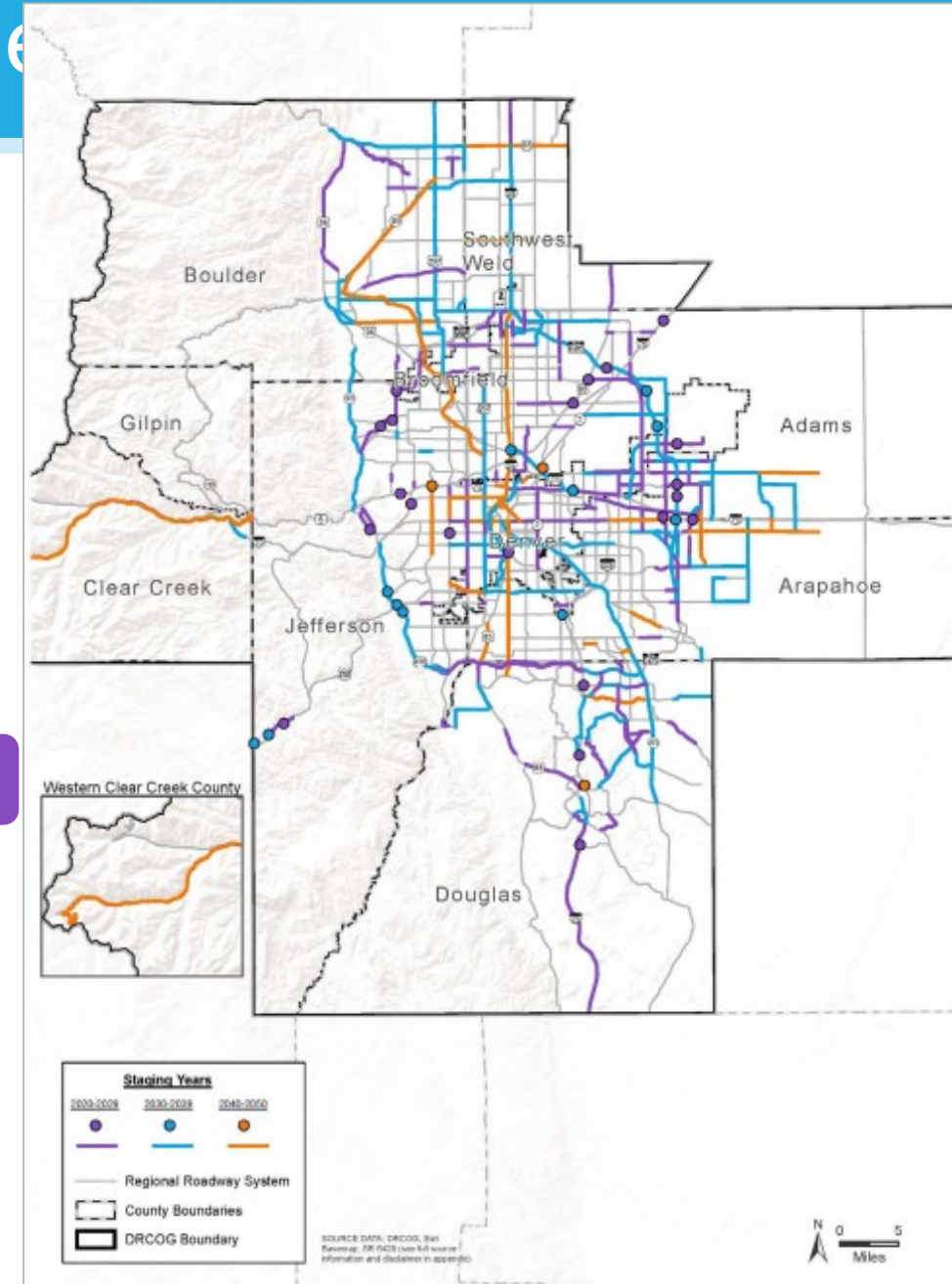
**\$220 million**



## Local projects

Locally funded projects

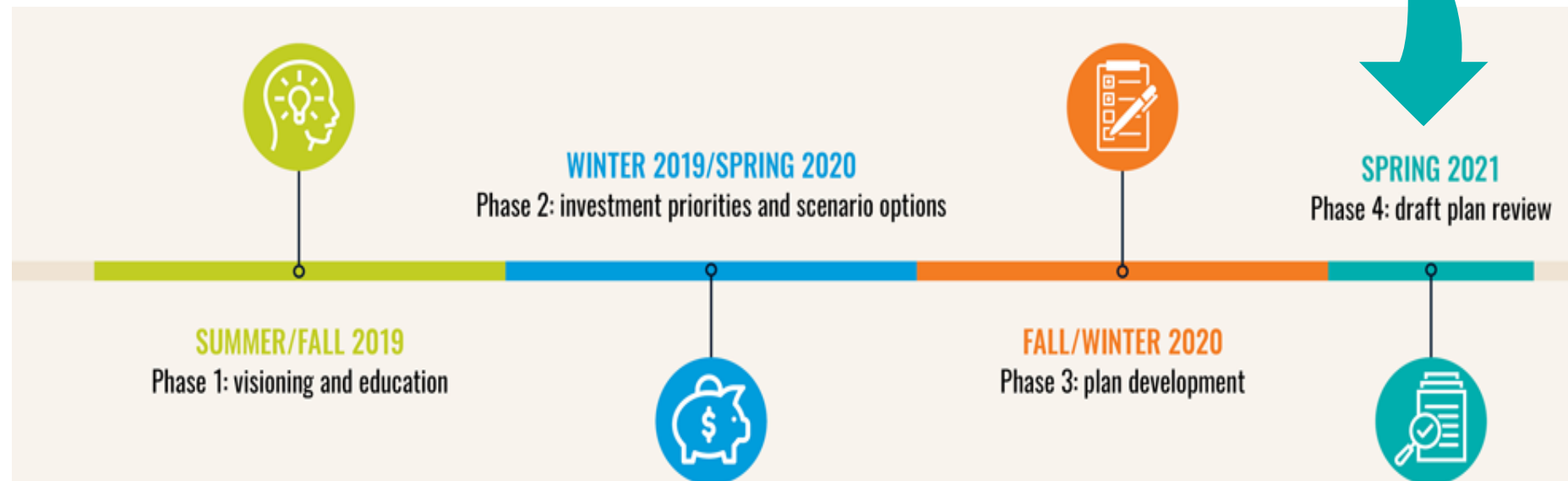
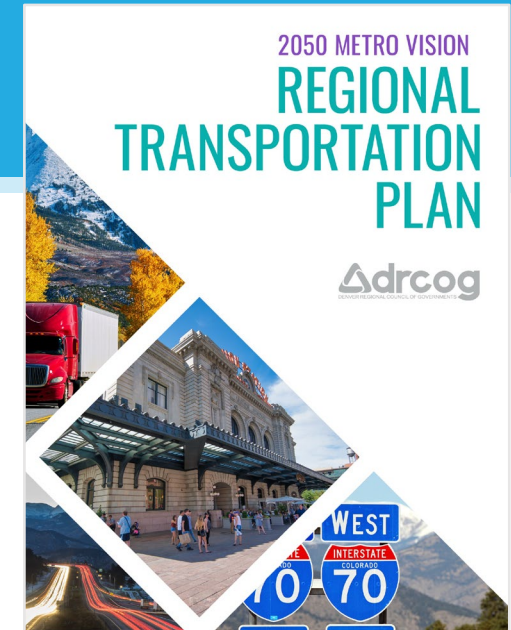
**\$4.0 billion**



**February 12 through March 17**

## Promotion

- Eblasts
- Media release
- Web and social media
- Local govt toolkit





## Online on-demand open house

- Plan documents and summaries
- Surveys and discussion boards
- Interactive map to explore projects in detail

## Virtual public meetings

- Q&A with DRCOG planners
- Environmental justice & transportation panel

## Regional presentations

- 13 organizations
- County transportation forums
- Advisory group meetings

## Public hearing held on March 17



200+ written  
comments

250 interactive  
poll responses



6 people testified  
at public hearing

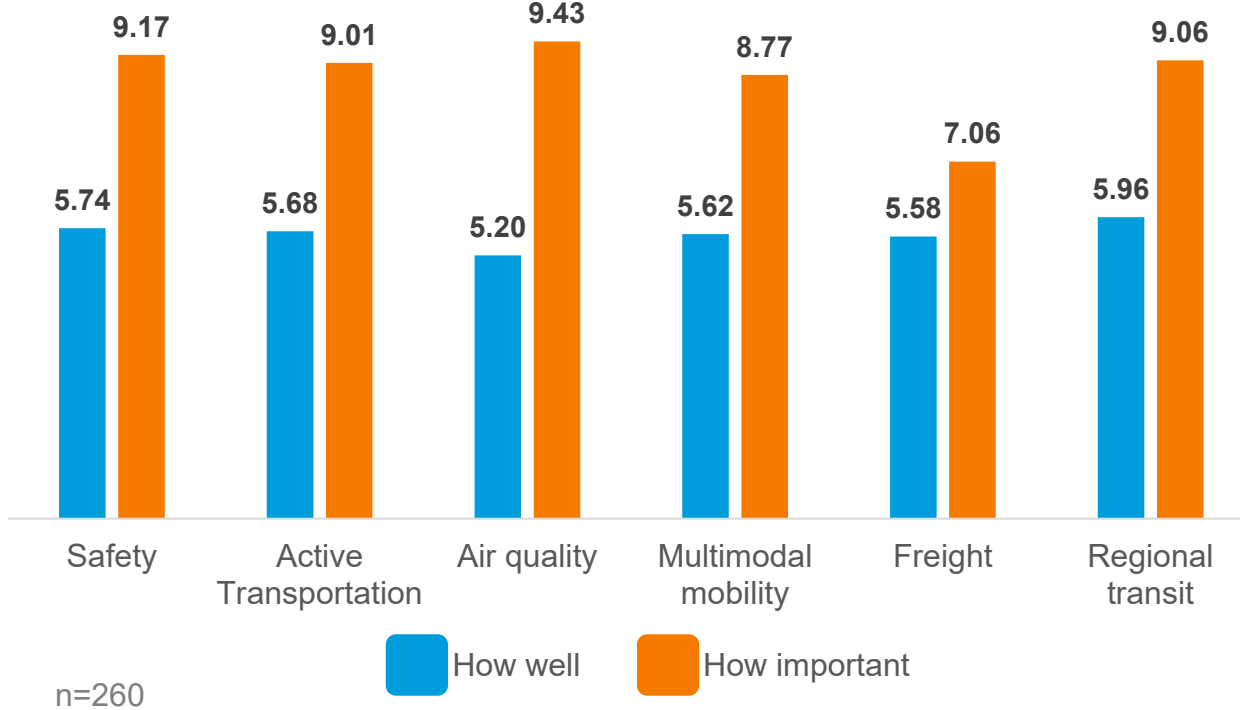
Over 4,000 visits  
to open house



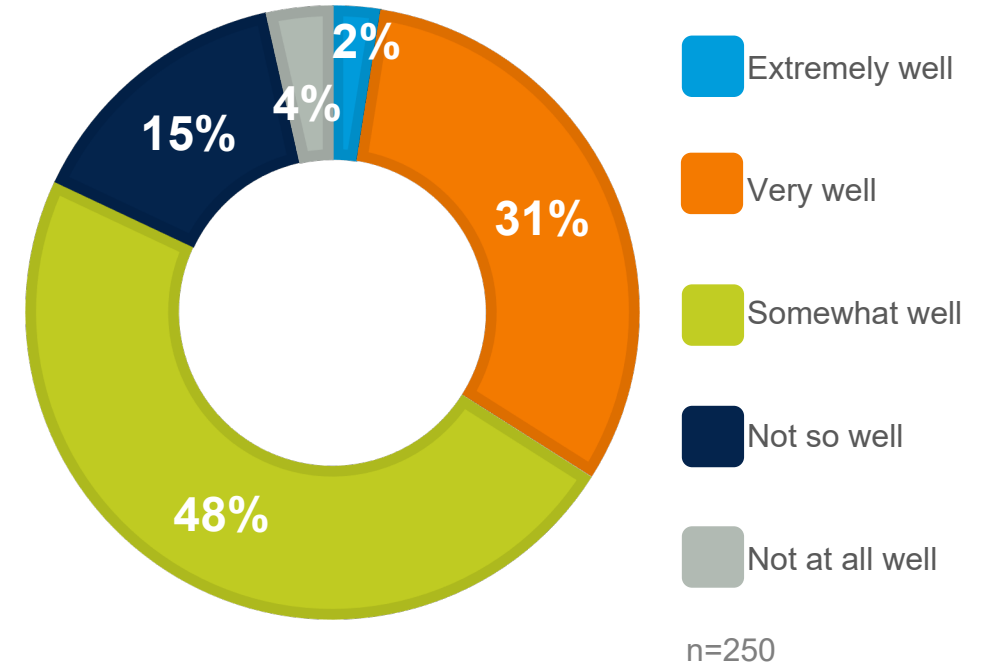
90 attendees at  
public meetings

# Public comment period – summary of Menti results

How well do you think the 2050 RTP will improve...  
How important to you is....



How well does the plan align with your ideal transportation system?



## General Public

- Strong support for multimodal projects & funding – even more desired
- Minimal support for road projects & funding
- Interest in equity and environmental justice analysis

## Local Governments

- Support for 2050 RTP projects & priorities
- Technical questions and requested revisions

## Agency Partners (CDOT, RTD, FTA, FHWA)

- Support for 2050 RTP projects & planning process
- Requested revisions to clarify methodologies, processes, etc.

**In your agenda packet:  
View full engagement  
summary and matrix of  
all comments with staff  
responses**

# Proposed Motion

Move to adopt a resolution adopting the 2050 Metro Vision Regional Transportation Plan, and the associated DRCOG CO and PM-10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination, concurrently.





# Thank you! Questions?

Jacob Riger, AICP | [jriger@drcog.org](mailto:jriger@drcog.org)  
Alvan-Bidal Sanchez, AICP | [asanchez@drcog.org](mailto:asanchez@drcog.org)

**ATTACHE**

To: Chair and Members of the Board of Directors

From: Doug W. Rex, Executive Director  
303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
April 21, 2021	Action	10

#### SUBJECT

Draft *2022-2025 Transportation Improvement Program* (2022-2025 TIP) and associated air quality conformity determination documents.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the *2022-2025 TIP* and associated air quality conformity determination documents.

#### ACTION BY OTHERS

[April 5, 2021](#) – TAC recommended approval

[April 20, 2021](#) – RTC will make a recommendation

#### SUMMARY

The 2022-2025 TIP is a four-year, short-term program that lays out how federal, state, and local transportation funding is programmed to projects in the Denver metro area. The TIP includes projects selected by DRCOG, CDOT, and RTD, each with their own selection processes and funding sources. The 2022-2025 TIP is an update to the 2020-2023 TIP to be consistent with CDOT's Statewide Transportation Improvement Program (STIP). Accordingly, a new call for projects for DRCOG-selected projects was not conducted and no new DRCOG projects were selected for the 2022-2025 TIP.

Federal transportation planning and air quality regulations require DRCOG to show that the Regional Transportation Plan (RTP) and TIP will not cause a violation of federal air quality conformity standards. The 2050 MVRTP's roadway and transit networks, which include the air quality regionally significant projects contained in the 2022-2025 TIP, were modeled for air quality conformity. The results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the air quality conformity documents.

The documents were the subject of a public hearing before the DRCOG Board of Directors on March 17, 2021. Attachment 1 includes the public comments received during the public hearing process. Attachment 2 highlights proposed adjustments and changes that are reflected in the draft final TIP document as compared to the public hearing version.

#### PREVIOUS DISCUSSIONS/ACTIONS

[March 17, 2021](#) – Public Hearing

#### PROPOSED MOTION

Move to adopt a resolution adopting the *2022-2025 Transportation Improvement Program* and the associated DRCOG CO and PM 10 Conformity Determination and the Denver Southern Subarea 8-Hour Ozone Conformity Determination.

<b>ATTACHMENTS</b>
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1. Public Comments Received
2. Changes from the public hearing version of the draft document
3. Staff presentation
4. Resolution

Links:

- [Draft 2022-2025 Transportation Improvement Program](#)
- [Air Quality Conformity Documents](#)

<b>ADDITIONAL INFORMATION</b>
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For additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org) or Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org)



## Lisa Houde

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**From:** Robin Kerns <robker@mwhsolutions.org>  
**Sent:** Thursday, February 11, 2021 2:37 PM  
**To:** Lisa Houde  
**Subject:** TIP Draft Comments RK

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Lisa,

Hope 2021 finds you in good health and spirits! Thought I would take a moment to provide some comments on the TIP. Please take everything as a question and not a critic of DRCOG, as I'm sure there is more to the body of work than I can appreciate.

As I tried to understand the basis for decision making and reviewed the Policy Document, (pg.12), under IMPROVE TRANSPORTATION SAFETY AND SECURITY, there are 2 points that I feel compelled to make:

- 1- Equity – After 2020, Equity must become part of our dialogue, and as a public planner for 10 years, vehicles are not proving themselves to be inherently equitable. For example:
  - 2020 showed the in-ability for the public to safely gather in streets in order to protest against “Inequity”. As this was used by extremists in an organized fashion across the country to easily turn the gathered public into targets.
  - From page. 12, “There are approximately 220 reported traffic crashes per day in the region, resulting in about 70 injuries per day and four traffic fatalities per week (more than 200 annually).” As I understand our Federal Safety reports over the recent years, our roads are statistically becoming safer for vehicles while becoming more hazardous for youth and seniors (pedestrians). This is an Equity issue.
  - So the question I would ask is: Are we trying to make Transportation safer “For” people, or “From” people.
- 2- Fiscal responsibility to infrastructure at local level. – To draw from the Strong Towns concepts, it seems like most local jurisdictions cannot actually afford the infrastructure they have. That is also the more Regional case is it not? So the question is simply: Can Program evaluation include short and long term budget issues? We need more accountability in this area.

Thanks for listening! I am still working on the Lemon-Aid Stand, and appreciate being apart of the Citizens Academy.

Best wishes, Robin

Mr. Robin Kerns, AICP, LEED AP, EcoDistricts AP  
Project and Environmental Manager



575 Union Blvd. Suite 100  
Lakewood, CO 80228  
[robker@mwhsolutions.org](mailto:robker@mwhsolutions.org)  
Direct / Mobile: 303-987-7783

## Lisa Houde

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**From:** Patricia Whyde <nurs2300@yahoo.com>  
**Sent:** Thursday, February 25, 2021 3:03 PM  
**To:** Lisa Houde  
**Cc:** Patricia Whyde  
**Subject:** TIP (transportation improvement program)

Hello,

I was notified of a public comment period for TIP so I thought I would respond.

I found the list of current projects, future projects and planned studies interesting. I specifically liked the list of what is guiding decision making; "diverse livable communities, developing connected urban centers with multimodal corridors, transport systems connecting and serving all modes of transport, healthy and active choices, access for all ages, incomes, and abilities". I think an organization who is guided by these principles in moving in the right direction.

Electric buses, great; safer main streets pool project, great; safe routes to school pool, great; bike projects, great; trail projects, great; ADA compliance projects, great; bus lane projects, great; sidewalk completion projects, great; multimodal projects, great; traffic light timing projects, great; FAST TRACK completion, great..

What I did find distressing is the timeline of many of the projects. For example, I think the Sheridan BLVD Multimodal improvements had a time line of 2020- 2045. I guess I don't understand that timeline. Sheridan BLVD is a horrible road. The bus stops don't provide a comfortable place for people to wait for the bus, the traffic goes too fast, there are some areas where this is no sidewalk or the sidewalk is too narrow. These sidewalks are not ADA compliant that is for sure. The traffic light timing on Sheridan does not give enough time to walkers and bikers trying to cross the street or enough time for other cars turning left if there is a turn signal. The street is too wide and there are not enough safe places for people to cross. Someone should not have to walk half a mile to cross at an intersection. I can think of many treacherous roads throughout Denver and the vicinity that are too wide and the cars speed is way too fast. I would like to see a faster commitment to safer streets.

Alameda Ave, Federal BLVD, Sheridan, Wads and other streets deserve fast projects that promote safe streets. Decreasing the speed is a cheap fix.

I think having more toll roads is a great idea. Make I-25 and I-70 toll roads. If you ride a bike or use the bus you don't have to pay a toll.

It is interesting that the speed of the I-70 completion project through Denver will be completed faster than a bike path on Broadway.

I thought the HOPE grant was interesting to read about. It is great to hear that the grant is going toward an RTD study on how to improve transit services and how to better serve those that are underserved. I guess I want to know how many people in your department ride the bus. Really, all you need to do is try and ride the bus from Downtown Denver to say Aurora and realize no one should have to deal with a 4 hour commute when it would be 30 minutes by car. That is exhausting and it sort of implies that people's time who ride the bus is not valuable. I would like to see more buses on the road as well, electric of course.

Thanks for providing the public a comment period.  
Patricia Whyde

# 2022-2025 Transportation Improvement Program (TIP)

## Project Changes from Public Hearing Draft to Action Draft

1. **2007-091**: Adjust prior funding to reflect March 2021 administrative modification

### Public Hearing Draft

Title: **Region 4 Traffic Signal Pool**

Project Type: **Safety**

TIP-ID: **2007-091**

STIP-ID: **SR46668**

Open to Public:

Sponsor: **CDOT Region 4**

#### Project Scope

Pool funds traffic signal projects in CDOT Region 4 (Boulder and SW Weld Counties). Specific projects will not be listed.



#### Affected County(ies)

Boulder

Weld

#### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☒ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$360	\$300	\$500	\$500		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$425</b>	<b>\$360</b>	<b>\$300</b>	<b>\$500</b>	<b>\$500</b>	<b>\$0</b>	<b>\$2,085</b>

### Revised Funding for Action Draft

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (PRI)		\$0	\$0	\$0	\$0		
State (Safety)		\$360	\$300	\$500	\$500		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$918</b>	<b>\$360</b>	<b>\$300</b>	<b>\$500</b>	<b>\$500</b>	<b>\$0</b>	<b>\$2,578</b>

# 2022-2025 Transportation Improvement Program (TIP)

## Project Changes from Public Hearing Draft to Action Draft

### 2. 2012-010: Replace Multimodal Options Funds with Surface Transportation Block Grant funds

## Public Hearing Draft

Title: DRCOG Second Commitment to FasTracks Pool

Project Type: Transit Operational Improvements

TIP-ID: 2012-010

STIP-ID:

Open to Public:

Sponsor: DRCOG

### Project Scope

Set aside to fund second commitment in principle to FasTracks corridors not yet allocated. Individual projects will be TIP'd upon approval of Policy Amendments per the process and requirements of DRCOG Resolution 20-2008 (July, 2008).

Corridor projects previously approved using second commitment funds include:

- West Corridor (TIP ID 2007-042)- July 2010, \$7,422,000
- US-36 Corridor (TIP ID 2008-114)- Feb 2011, \$2,755,000
- Denver Union Station (TIP ID 2007-057)- July 2010, \$2,519,000
- East Corridor (TIP ID 2008-111)- Nov 2011, \$13,350,000.
- Gold Corridor (TIP ID 2008-111)- May 2012, \$6,461,000.
- Northwest Corridor (TIP ID 2007-050)- May 2012, \$1,200,000; June 2016, \$5,058,000; September 2017, \$1,746,000..
- North Metro Corridor (TIP ID 2007-055)- May 2012, \$7,451,000.
- I-225 Corridor (TIP ID 2007-056)- July 2012, \$7,250,000.
- Southeast Corridor (TIP ID 2007-059) - July 2017, \$1,928,000.

Remaining allocations include:

- Southwest Extension \$2,089,000
- Central Corridor \$771,000

Affected County(ies)

Regional



### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☒ Transit Assets
- ☒ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (MMOF)		\$2,860	\$0	\$0	\$0		
Local		\$2,860	\$0	\$0	\$0		
Total	\$0	\$5,720	\$0	\$0	\$0	\$0	\$5,720

## Revised Funding for Action Draft

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$2,860	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$715	\$0	\$0	\$0		
Total	\$0	\$3,575	\$0	\$0	\$0	\$0	\$3,575

# 2022-2025 Transportation Improvement Program (TIP)

## Project Changes from Public Hearing Draft to Action Draft

3. **2012-107:** Adjust nine pool projects to account for February administrative modifications and add two pool projects to reflect FY 2021 Small Urban project awards

## Public Hearing Draft

Title: Enhanced Mobility for Elderly and Disabled (FTA 5310)

Project Type: Transit Operational Improvements

TIP-ID: 2012-107

STIP-ID:

Open to Public:

Sponsor: CDOT

### Project Scope

Funds will be used for Mobility Management and activities such as purchase of vans and operating assistance for door-to-door service for the elderly and disabled.



### Affected County(ies)

Regional

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☒ Transit Assets
- ☒ Transit Safety
- ☐ Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Via (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	\$82	Easter Seals Colorado	Vehicle Replacement (FY19 Large Urban)	\$55	Laradon Hall Society	Van Replacement (FY20)	\$103
SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	\$124	SRC	Vehicle Replacement (FY19 Large Urban)	\$42	Goodwill - Denver	Replacement Vehicle (FY20)	\$55
SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	\$153	SRC	Bus Replacement (FY19 Large Urban)	\$72	VIA	Mobility Management (FY20 Small Urban)	\$419
Via Mobility Services	Bus replacement (FY19 Small Urban)	\$105	SRC	Bus Replacement (FY19 Large Urban)	\$124	VIA	Operating (FY20 Small Urban)	\$248
Easter Seals	Minivan replacement (FY19 Large Urban)	\$38	VIA	Bus Replacement (FY19 Small Urban)	\$38	VIA	4 Vehicle Replacement (FY 20 Small Urban)	\$273
Seniors Resource Center	Bus Replacement (FY19 Large Urban)	\$408	VIA	Bus Replacement (FY19 Small Urban)	\$59	VIA	2 Van Replacement (FY20 Small Urban)	\$117
Via	Mobility Management (FY19 Small Urban)	\$285	Adams County	Mobility Management (FY20)	\$108	Douglas County	Mobility Management (FY21-22)	\$450
Via	Operating (FY19 Small Urban)	\$255	Broomfield	1 Vehicle Expansion (FY20)	\$54	DRCOG	Ride Alliance Annual Maintenance (FY21-22)	\$57
Continuum of Colorado	Operating (FY18)	\$60	Broomfield	Equipment (FY20)	\$25	DRMAC	Mobility Management (FY21-22)	\$445
Via	Operating (FY19 Small Urban)	\$168	DRMAC	Mobility Management (FY20)	\$288	Lakewood	Operating (FY21-22)	\$60
Via	Mobility Management (FY19 Small Urban)	\$418	SRC	Mobility Management (FY20)	\$439	Laradon Hall Society	Operating (FY21-22)	\$72
Via	Mobility Management (FY19 Large Urban)	\$227	SRC	Operating (FY20)	\$385	Laradon Hall Society	4 Replacement Vehicles (FY21-22)	\$212
Seniors Resource Center	Mobility Management (FY19 Large Urban)	\$248	SRC	Van Expansion (FY20)	\$83	VIA	Operating (FY21-22)	\$1,000
Seniors Resource Center	Operating (FY19 Large Urban)	\$273	SRC	BOC Expansion (FY20)	\$73	VIA	Mobility Management (FY21-22)	\$400
DRMAC	Mobility Management (FY19 Large Urban)	\$250	VIA	Mobility Management (FY20)	\$192	VIA	Software Purchase (FY21-22)	\$258
Douglas County	Mobility Management (FY19 Large Urban)	\$375	Douglas County	1 Van Expansion (FY20)	\$48	Continuum of Colorado	Operating (FY 21)	\$135
Continuum of Colorado	Operating (FY19 Large Urban)	\$90	Douglas County	Mobility Management (FY20)	\$395			
Continuum of Colorado	Vehicle Replacement (FY19 Large Urban)	\$68	Easter Seals	1 BOC Expansion (FY20)	\$52			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal (5310)		\$1,800	\$1,800	\$1,800	\$1,800			
State		\$0	\$0	\$0	\$0			
Local		\$450	\$450	\$450	\$450			
Total	\$34,418	\$2,250	\$2,250	\$2,250	\$2,250	\$0	\$43,418	

**ATTACHMENT 2 – Errata Sheet**  
**2022-2025 Transportation Improvement Program (TIP)**  
**Project Changes from Public Hearing Draft to Action Draft**

**Revised Pool Projects for Action Draft**

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Via (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	\$82	Easter Seals Colorado	Vehicle Replacement (FY19 Large Urban)	\$55	Laradon Hall Society	Van Replacement (FY20)	\$103
SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	\$124	SRC	Vehicle Replacement (FY19 Large Urban)	\$42	Goodwill - Denver	Replacement Vehicle (FY20)	\$55
SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	\$153	SRC	Bus Replacement (FY19 Large Urban)	\$72	VIA	Mobility Management (FY20 Small Urban)	\$419
Via Mobility Services	Bus replacement (FY19 Small Urban)	\$105	SRC	Bus Replacement (FY19 Large Urban)	\$124	VIA	Operating (FY20 Small Urban)	\$248
Easter Seals	Minivan replacement (FY19 Large Urban)	\$38	VIA	Bus Replacement (FY19 Small Urban)	\$38	VIA	4 Vehicle Replacement (FY 20 Small Urban)	\$273
Seniors Resource Center	Bus Replacement (FY19 Large Urban)	\$408	VIA	Bus Replacement (FY19 Small Urban)	\$59	VIA	2 Van Replacement (FY20 Small Urban)	\$117
Via	Mobility Management (FY19 Small Urban)	\$285	Adams County	Mobility Management (FY20)	\$108	Douglas County	Mobility Management (FY21)	\$260
Via	Operating (FY19 Small Urban)	\$255	Broomfield	1 Vehicle Expansion (FY20)	\$54	DRCOG	Ride Alliance Annual Maintenance (FY21)	\$57
Continuum of Colorado	Operating (FY18)	\$60	Broomfield	Equipment (FY20)	\$25	DRMAC	Mobility Management (FY21)	\$297
Via	Operating (FY19 Small Urban)	\$168	DRMAC	Mobility Management (FY20)	\$288	Lakewood	Operating (FY21)	\$35
Via	Mobility Management (FY19 Small Urban)	\$418	SRC	Mobility Management (FY20)	\$439	Laradon Hall Society	Operating (FY21)	\$42
Via	Mobility Management (FY19 Large Urban)	\$227	SRC	Operating (FY20)	\$385	Laradon Hall Society	3 Replacement Vehicles (FY21)	\$169
Seniors Resource Center	Mobility Management (FY19 Large urban)	\$248	SRC	Van Expansion (FY20)	\$83	VIA	Operating (FY21)	\$578
Seniors Resource Center	Operating (FY19 Large Urban)	\$273	SRC	BOC Expansion (FY20)	\$73	VIA	Mobility Management (FY21)	\$231
DRMAC	Mobility Management (FY19 Large Urban)	\$250	VIA	Mobility Management (FY20)	\$192	VIA	Software Purchase (FY21)	\$170
Douglas County	Mobility Management (FY19 Large Urban)	\$375	Douglas County	1 Van Expansion (FY20)	\$48	Continuum of Colorado	Operating (FY 21)	\$135
Continuum of Colorado	Operating (FY19 Large Urban)	\$90	Douglas County	Mobility Management (FY20)	\$395	VIA	Mobility Management (FY 21 Small Urban)	\$489
Continuum of Colorado	Vehicle Replacement (FY19 Large Urban)	\$68	Easter Seals	1 BOC Expansion (FY20)	\$52	VIA	Operating (FY 21 Small Urban)	\$429



**ATTACHMENT 2 – Errata Sheet**  
**2022-2025 Transportation Improvement Program (TIP)**  
**Project Changes from Public Hearing Draft to Action Draft**

4. **2012-108:** Update scope description to reflect completed portion of project.

## Public Hearing Draft

Title: **RTD Capital Improvements: Bus and Facilities Funding**

Project Type: **Transit Vehicles**

TIP-ID: **2012-108**

STIP-ID:

Open to Public:

Sponsor: **R T D**

### Project Scope

Funds will be directed to capital improvements including the following:

1 - Civic Center Station infrastructure improvements including improvements to the building, access areas, boarding areas, shelters, and overall accessibility through reconfiguration of adjacent park area;

2 - Funds will also be used to purchase fuel efficient buses and vans equipped with ADA-compliant lifts.



Affected County(ies)

Regional

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☒ Transit Assets
- ☒ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (5339)		\$6,350	\$6,540	\$6,730	\$6,940		
State		\$0	\$0	\$0	\$0		
Local		\$1,600	\$1,640	\$1,690	\$1,740		
Total	\$15,155	\$7,950	\$8,180	\$8,420	\$8,680	\$0	\$48,385

## Revised Scope for Action Draft

### Project Scope

Funds will be directed to capital improvements including the purchase of fuel efficient buses and vans equipped with ADA-compliant lifts.



## 2022-2025 Transportation Improvement Program (TIP)

### Project Changes from Public Hearing Draft to Action Draft

5. **2016-063:** Adjust prior funding and FY 2022 funding, and remove funding from FY 2024 & FY 2025 to reflect funding discussions with RTD

### Public Hearing Draft

Title: **RTD Bus Purchases**Project Type: **Transit Vehicles**TIP-ID: **2016-063**

STIP-ID:

Open to Public:

Sponsor: **R T D**

#### Project Scope

Project to be used by RTD to purchase buses to be used region-wide.



#### Affected County(ies)

Regional

#### Performance Measures

- ☐ Bridge Condition
- ☐ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☐ Safety
- ☒ Transit Assets
- ☒ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (5339)		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,000	\$1,000	\$1,000	\$1,000		
State		\$0	\$0	\$0	\$0		
Local		\$250	\$250	\$250	\$250		
Total	\$0	\$1,250	\$1,250	\$1,250	\$1,250	\$0	\$5,000

### Revised Funding for Action Draft

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (5339)		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$2,000	\$1,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$500	\$250	\$0	\$0		
Total	\$1,250	\$2,500	\$1,250	\$0	\$0	\$0	\$5,000



## 2022-2025 Transportation Improvement Program (TIP)

### Project Changes from Public Hearing Draft to Action Draft

#### 6. 2020-021: Replace Transportation Alternatives funding with Multimodal Options Funds

### Public Hearing Draft

Title: C-470 Grade-Separated Trail over Acres Green Drive

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2020-021

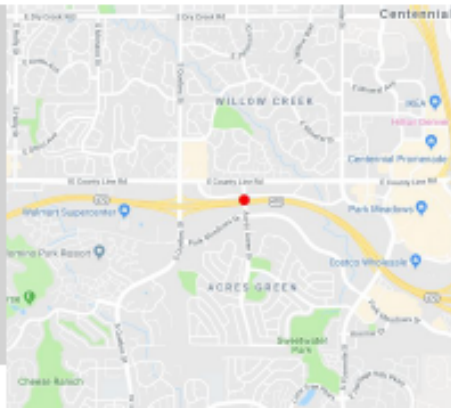
STIP-ID:

Open to Public: 2023

Sponsor: Lone Tree

#### Project Scope

Grade-separate the C-470 Regional Trail over Acres Green Dr.



Affected Municipality(ies)
Lone Tree

Affected County(ies)
Arapahoe

Project Phases	
Year	Phase
2022	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (TAP)		\$2,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$2,000	\$0	\$0	\$0		
Total	\$0	\$4,000	\$0	\$0	\$0	\$0	\$4,000

### Revised Funding for Action Draft

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (MMOF)		\$2,000	\$0	\$0	\$0		
Local		\$2,000	\$0	\$0	\$0		
Total	\$0	\$4,000	\$0	\$0	\$0	\$0	\$4,000

# 2022-2025 Transportation Improvement Program (TIP)

## Project Changes from Public Hearing Draft to Action Draft

7. **2020-042:** Add CDOT-controlled FY 2022 COVID funding

### Public Hearing Draft

Title: **SH-7 and 119th Ave. Intersection Improvements**

Project Type: **Multimodal**

TIP-ID: **2020-042**

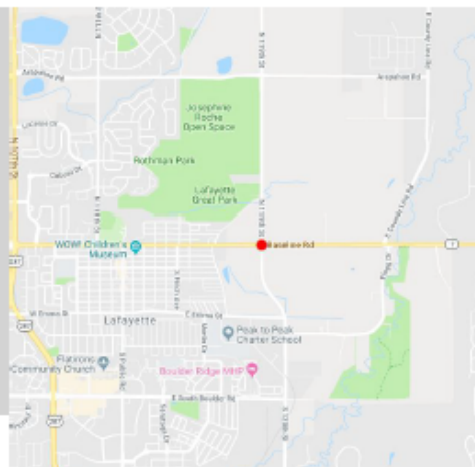
STIP-ID:

Open to Public: **2022**

Sponsor: **Lafayette**

#### Project Scope

Operational improvements for additional left turn lanes and new BRT stops.



#### Affected Municipality(ies)

Erie

Lafayette

#### Affected County(ies)

Boulder

#### Performance Measures

- ☐ Bridge Condition
- ☐ Congestion
- ☐ Freight Reliability
- ☒ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$10,248	\$0	\$0	\$0	\$0	\$0	\$10,248

### Revised Funding for Action Draft

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$0	\$0	\$0		
Federal (STBG-PAN)		\$1,805	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$10,248	\$1,805	\$0	\$0	\$0	\$0	\$12,053

## 2022-2025 Transportation Improvement Program (TIP)

### Project Changes from Public Hearing Draft to Action Draft

8. **2020-064**: Split Congestion Mitigation/Air Quality funding with Surface Transportation Block Grant funding

### Public Hearing Draft

Title: SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County

Project Type: Roadway Operational Improvements

TIP-ID: 2020-064

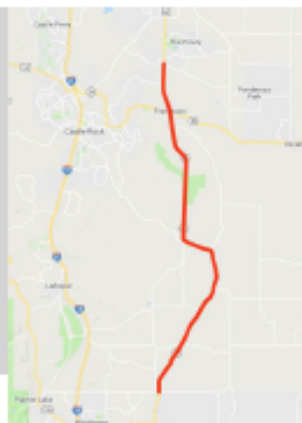
STIP-ID:

Open to Public: 2024

Sponsor: Douglas County

#### Project Scope

Construct safety improvements, possibly including passing lanes, intersection improvements, turn lanes, and others to reduce crashes.



#### Affected County(ies)

Douglas

#### Project Phases

Year	Phase
2022	Initiate Construction
2023	Initiate Construction

#### Performance Measures

<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,500	\$4,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
Local		\$3,500	\$0	\$0	\$0		
Total	\$0	\$7,000	\$5,000	\$0	\$0	\$0	\$12,000

### Revised Funding for Action Draft

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,500	\$483	\$0	\$0		
Federal (STBG)		\$0	\$3,517	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$2,000	\$1,000	\$0	\$0		
Local		\$3,500	\$0	\$0	\$0		
Total	\$0	\$7,000	\$5,000	\$0	\$0	\$0	\$12,000

## 2022-2025 Transportation Improvement Program (TIP)

### Project Changes from Public Hearing Draft to Action Draft

9. **2020-077:** Remove RTD pool project (due to project return), increase FY 2022 funding (to reflect an RTD FY19 STAMP/UC Pool project return, and adjust unallocated balance (from both RTD project returns)

### Public Hearing Draft

Title: Community Mobility Planning and Implementation Set-Aside

Project Type: Roadway/Transit Studies

TIP-ID: 2020-077

STIP-ID:

Open to Public:

Sponsor: DRCOG

#### Project Scope

The Community Mobility Planning and Implementation (CMPI) Set-Aside supports small area planning and small infrastructure projects that contribute to the implementation of key outcomes of Metro Vision and the Metro Vision Regional Transportation Plan.

The program goals support (1) diverse, livable communities, (2) development of connected urban centers and multimodal corridors, (3) a transportation system that is well-connected and serves all modes of travel, (4) healthy and active choices, and (5) access to opportunity for residents of all ages, incomes and abilities.



Affected County(ies)

Regional

#### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☒ Transit Assets
- ☒ Transit Safety
- ☐ Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Castle Rock	Downtown Alley Master Plan (FY20)	\$180	RTD	Multimodal Wayfinding System (FY21)	\$240	Boulder	Enhanced Pedestrian/Bicyclist Crossings (FY21)	\$230
West Colfax BID	Colfax Viaduct Planning Study (FY20/21)	\$200	Lakewood	Alameda Corridor Shared-Use Path (FY20/21)	\$336	Aurora	25th Ave. Pedestrian Improvements (FY20)	\$391
Edgewater	Sheridan Corridor Master Plan: Sloan's Lake (FY20)	\$140	Denver	Passenger Amenity Program (FY20)	\$200	Thornton	Trail Wayfinding Signage (FY20)	\$250
Thornton	Eastlake Streetscape Conceptual Plan (FY21)	\$145	Westminster	US-36/Church Ranch Station Multimodal Access Improvements (FY20)	\$83	Denver	Mobility Choice Network (FY21)	\$247
Adams County	SW County Sidewalk Community Prioritization Planning (FY20)	\$35	Sheridan	Safe Stop Through Sheridan (FY20)	\$158	Unprogrammed	-Carried to the FY22/23 Call for Projects-	\$52
Boulder	Curbside Management Policy and Program (FY21)	\$248	Littleton	Downtown Raised Pedestrian Crossings (FY20/21)	\$214			
Amounts In \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal (STBG)		\$2,452	\$0	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$613	\$0	\$0	\$0			
Total	\$4,280	\$3,065	\$0	\$0	\$0	\$0	\$7,345	

## 2022-2025 Transportation Improvement Program (TIP)

### Project Changes from Public Hearing Draft to Action Draft

## Revised Pool Projects and Funding for Action Draft

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Castle Rock	Downtown Alley Master Plan (FY20)	\$180	Lakewood	Alameda Corridor Shared-Use Path (FY20/21)	\$336	Aurora	25th Ave. Pedestrian Improvements (FY20)	\$391
West Colfax BID	Colfax Viaduct Planning Study (FY20/21)	\$200	Denver	Passenger Amenity Program (FY20)	\$200	Thornton	Trail Wayfinding Signage (FY20)	\$250
Edgewater	Sheridan Corridor Master Plan: Sloan's Lake (FY20)	\$140	Westminster	US-36/Church Ranch Station Multimodal Access Improvements (FY20)	\$83	Denver	Mobility Choice Network (FY21)	\$247
Thornton	Eastlake Streetscape Conceptual Plan (FY21)	\$145	Sheridan	Safe Stops Through Sheridan (FY20)	\$158	Unprogrammed	-Carried to the FY22/23 Call for Projects-	\$492
Adams County	SW County Sidewalk Community Prioritization Planning (FY20)	\$35	Littleton	Downtown Raised Pedestrian Crossings (FY20/21)	\$214			
Boulder	Curbside Management Policy and Program (FY21)	\$248	Boulder	Enhanced Pedestrian/Bicyclist Crossings (FY21)	\$230			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal (STBG)		\$2,652	\$0	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$663	\$0	\$0	\$0			
Total	\$4,280	\$3,315	\$0	\$0	\$0	\$0	\$7,595	

# 2022-2025 Transportation Improvement Program (TIP)

## Project Changes from Public Hearing Draft to Action Draft

10. **2020-081**: Adjust prior year funding and add FY 2022 funding

### Public Hearing Draft

Title: **SH-119 Corridor Safety/Mobility Operational Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-081**

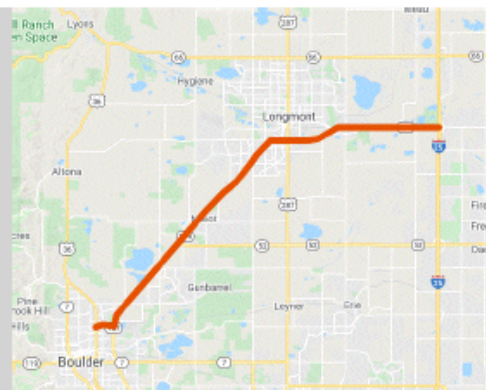
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

#### Project Scope

This project will address safety and mobility through operational and traffic improvements on the SH-119 corridor, from Boulder to Longmont, including the intersection with SH-52. Project includes study, design, and construction.



#### Affected County(ies)

Boulder

#### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☒ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$3,483	\$0	\$0	\$0	\$0	\$0	\$3,483

### Revised Funding for Action Draft

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG-PAN)		\$3,200	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
State (PRI)		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$3,859	\$3,200	\$0	\$0	\$0	\$0	\$7,059




# 2022-2025 Transportation Improvement Program (TIP)

## Project Changes from Public Hearing Draft to Action Draft

11. **2020-087:** Adjust three pool project and add four new pool projects to reflect the Round 1.5 project selections that were added by the Board of Directors in March 2021. Adjust funding table to include local match

### Public Hearing Draft

Title: Safer Main Streets Pool		Project Type: Roadway Operational Improvements	
TIP-ID: 2020-087	STIP-ID:	Open to Public:	Sponsor: CDOT Region 1
<b>Project Scope</b> Urban arterial safety investments, with a focus on bicycle and pedestrian mobility. Improvements include shoulders, striping, medians, traffic signals, and safe crossings that align with DRCOG's Vision Zero elements. Pool funding contains both DRCOG and state funding sources.			

Affected County(ies)

Regional

Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	\$450	Centennial	S Holly St HAWK Signal and Pedestrian Improvements	\$250	Lakewood	West Colfax Pedestrian Safety and Infrastructure Project	\$10,000
Arapahoe County	S. Federal Blvd. Sidewalk Improvements	\$464	Commerce City	Colorado Boulevard Bicycle and Pedestrian Improvements	\$2,720	Littleton	Mineral Station East Mobility-shed Improvements	\$1,100
Boulder	Safer Signals, Safer Streets	\$435	Denver	Mississippi Avenue Vision Zero Safety Project	\$2,132	Littleton	Prince Street Link Project	\$615
Boulder	28th St. (US 36) and Colorado Ave. Protected Intersection	\$2,104	Denver	SH-88/Federal Boulevard Median Gaps	\$3,600	Lone Tree	Rapid Rectangular Flashing Beacons (RRFBs)	\$248
Boulder	30th Street – Separated Bike Lanes (SH-7/Arapahoe Avenue – Colorado Avenue)	\$2,300	Denver	West Colfax Pedestrian and Transit Improvements + Partial E. Colfax	\$10,000	Lone Tree and Douglas County	C-470 Trail Connector to RTD Park Meadows LRT	\$1,600
Boulder County	US 36 Intersections Improvements Project (Lyons to Boulder)	\$240	Denver	Broadway Corridor Multi-Modal Improvements (Elevate Project)	\$4,800	Longmont	SH-119 & Sunset St Intersection Multimodal Safety Improvements	\$1,200
Broomfield	US 287/ 120th Avenue Sidewalk Infill & Transit Access Improvements	\$2,000	Denver	Federal Blvd Pedestrian Improvement Project	\$3,612	Morrison	Morrison Main Street Revitalization	\$426
Broomfield	CO 128 / US 38 Bikeway Connection	\$296	Douglas County	US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)	\$880	Nederland	Nederland Crosswalk Improvements	\$280
Broomfield	112th/Uptown Ave. Complete Streets and Railroad Safety Improvements	\$2,000	Englewood	West Dartmouth Ave Multimodal Safety	\$1,260	Northglenn	Connect Northglenn Multimodal Improvements	\$560
Centennial	Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation	\$400	Erie	County Line Road Telleen to Evans	\$2,360	Superior	US 36 Bikeway Extension - Rock Creek Parkway Segment	\$320

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$17,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$16,500	\$0	\$0	\$0		
State (Leg-T)		\$17,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$26,000	\$50,500	\$0	\$0	\$0	\$0	\$76,500

**ATTACHMENT 2 – Errata Sheet**  
**2022-2025 Transportation Improvement Program (TIP)**  
**Project Changes from Public Hearing Draft to Action Draft**

**Revised Pool Projects and Funding for Action Draft**

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	\$450	Denver	Mississippi Avenue Vision Zero Safety Project	\$2,132	Lone Tree and Douglas County	C-470 Trail Connector to RTD/Park Meadows LRT	\$1,600
Arapahoe County	S. Federal Blvd. Sidewalk Improvements	\$464	Denver	SH-88/Federal Boulevard Median Gaps	\$3,600	Longmont	SH-119 & Sunset St Intersection Multimodal Safety Improvements	\$1,200
Boulder	Safer Signals, Safer Streets	\$435	Denver	West Colfax Pedestrian and Transit Improvements + Partial E. Colfax	\$10,000	Morrison	Morrison Main Street Revitalization	\$426
Boulder	28th St. (US 36) and Colorado Ave. Protected Intersection	\$2,104	Denver	Broadway Corridor Multi-Modal Improvements (Elevate Project)	\$9,600	Nederland	Nederland Crosswalk Improvements	\$280
Boulder	30th Street – Separated Bike Lanes (SH-7/Arapahoe Avenue – Colorado Avenue)	\$2,300	Denver	Federal Blvd Pedestrian Improvement Project	\$3,812	Northglenn	Connect Northglenn Multimodal Improvements	\$560
Boulder County	US 36 Intersections Improvements Project (Lyons to Boulder)	\$240	Douglas County	US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)	\$880	Superior	US 36 Bikeway Extension - Rock Creek Parkway Segment	\$320
Broomfield	US 287/ 120th Avenue Sidepath Infill & Transit Access Improvements	\$2,000	Englewood	West Dartmouth Ave Multimodal Safety	\$1,260	Denver	Evans Ave Vision Zero Safety Project	\$744
Broomfield	CO 128 / US 36 Bikeway Connection	\$296	Erie	County Line Road Telleen to Evans	\$2,360	Douglas County	C-470 Trail & University Blvd Ped Grade Separation	\$5,120
Broomfield	112th/Uptown Ave. Complete Streets and Railroad Safety Improvements	\$3,542	Lakewood	West Colfax Pedestrian Safety and Infrastructure Project	\$10,000	Parker	Parker Rd (SH-83) Multi-Use Trail/Sidewalk	\$3,200
Centennial	Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation	\$400	Littleton	Mineral Station East Mobility-shed Improvements	\$1,600	RTD	Improving ADA Accessibility in Metro Denver	\$905
Centennial	S Holly St HAWK Signal and Pedestrian Improvements	\$250	Littleton	Prince Street Link Project	\$615			
Commerce City	Colorado Boulevard Bicycle and Pedestrian Improvements	\$2,720	Lone Tree	Rapid Rectangular Flashing Beacons (RRFBs)	\$248			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$17,500	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$16,300	\$0	\$0	\$0		
State (Leg-T)		\$17,000	\$0	\$0	\$0		
Local		\$12,451	\$0	\$0	\$0		
Total	\$32,518	\$63,251	\$0	\$0	\$0	\$0	\$95,769



## 2022-2025 Transportation Improvement Program (TIP)

### Project Changes from Public Hearing Draft to Action Draft

12. **2020-088**: Increase prior year funding to account for increased project costs in FY 2021.

### Public Hearing Draft

Title: **I-25 and SH-119 Interchange Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-088**

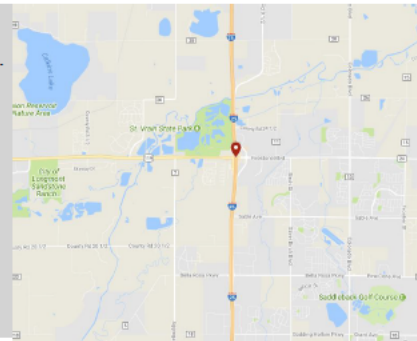
STIP-ID: **SR46600.089**

Open to Public:

Sponsor: **CDOT Region 4**

#### Project Scope

Reconstruct interchange. FY20 SB-267 funding will be used to purchase ROW.



#### Affected County(ies)

Weld

#### Performance Measures

- ☒ Bridge Condition
- ☒ Congestion
- ☒ Freight Reliability
- ☒ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$2,500	\$0	\$0	\$0	\$0	\$0	\$2,500

### Revised Pool Projects and Funding for Action Draft

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$3,500	\$0	\$0	\$0	\$0	\$0	\$3,500

13. **Table 1, Table 2, Table 3, Exhibit 1, Appendix B**: Updated to reflect the project changes listed above in #'s 1-12.

# 2022-2025 Transportation Improvement Program & Air Quality Conformity

Board of Directors  
April 21, 2021

Todd Cottrell

# DOCUMENTS FOR RECOMMENDATION



- 2022-2025 Transportation Improvement Program
- Air Quality Conformity Determinations  
(Carbon Monoxide, PM10, Ozone)

# WHAT IS A TIP?



- **The Transportation Improvement Program (TIP) is –**
  - Short-term planning program identifying “real” transportation projects with fiscally-constrained federal and state funding
  - Federally-required; addresses FAST Act requirements
  - Created every two years; DRCOG projects selected every 4 years
  - No new Call for Projects was completed for the TIP
  - Contains projects selected by DRCOG, CDOT, and RTD
- **Helps implement –**  
**Metro Vision and the Regional Transportation Plan**

# DOCUMENT ELEMENTS



- Financial Constraint
  - Revenues vs. expenses
- Environmental Justice considerations
  - No adverse effects in distribution of projects to minority and low-income communities
- Performance Measures
  - Reports on progress towards achieving set goals on key transportation measures
  - Safety, pavement/bridge condition, performance, congestion, emissions, transit

# DOCUMENT ELEMENTS



- Conformity Finding
  - Regionally significant capacity projects in the TIP; network of projects vs. individual
  - Passed all budgets
- Project Descriptions
  - Scope, cost, location
- Public Involvement
  - Feb 10 to March 17





QUESTIONS?

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2021

A RESOLUTION TO ADOPT THE 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ASSOCIATED DRCOG CO AND PM 10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION.

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

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

WHEREAS, the Fixing America's Surface Transportation (FAST) Act of 2015 requires that a Transportation Improvement Program identifying projects for which federal funds will be spent be prepared; and

WHEREAS, a Transportation Improvement Program containing roadway, transit, multimodal, bicycle, and pedestrian improvements expected to be carried out in the federal fiscal year period of 2022 through 2025 with reasonably anticipated revenues has been prepared through the transportation planning process; and

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

WHEREAS, an analysis of the *2022-2025 Transportation Improvement Program* has been prepared consistent with the requirements of the Clean Air Act, as amended, and regulations promulgated by the U. S. Environmental Protection Agency; and

WHEREAS, this analysis found that the *2022-2025 Transportation Improvement Program* conforms to the state implementation plan for air quality; and

WHEREAS, the Board of Directors held a public hearing on the *2022-2025 Transportation Improvement Program* and conformity on March 17, 2021; and

WHEREAS, the Regional Transportation Committee has recommended approval of the *2022-2025 Transportation Improvement Program* and associated conformity findings.



A RESOLUTION TO ADOPT THE 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM  
AND THE ASSOCIATED DRCOG CO AND PM 10 CONFORMITY DETERMINATION AND THE  
DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION.

Resolution No. \_\_\_\_\_, 2021

Page 2

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Denver Regional Council of Governments, as the Metropolitan Planning Organization, hereby adopts the *2022-2025 Transportation Improvement Program*.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that the *2022-2025 Transportation Improvement Program* conforms to the applicable implementation plans approved or promulgated under the Clean Air Act, as amended, by virtue of the demonstrations incorporated in the associated *DRCOG CO and PM-10 Conformity Determination* and the *Denver Southern Subarea 8-hour Ozone Conformity Determination* required pursuant to Section 176(c) of the Clean Air Act, as amended.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2021 at Denver, Colorado.

---

Ashley Stolzmann, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director

**ATTACH F**

To: Chair and Members of the Board of Directors

From: Doug W. Rex, Executive Director  
303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
April 21, 2021	Action	11

#### SUBJECT

Transportation Improvement Program (TIP) waiting list funding distribution.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the project programming activities, waiting list changes, and TIP Policy variances using DRCOG funding, including COVID STBG funding, based on subregional forum recommendations.

#### ACTION BY OTHERS

[April 5, 2021](#) – TAC recommended approval

[April 20, 2021](#) – RTC will make a recommendation

#### SUMMARY

DRCOG staff began the TIP waiting list process in March 2020 but paused the process to focus on TIP issues related to the COVID-19 pandemic. Due to recently available federal COVID-19 relief funding, staff restarted the process in February. The process consisted of three steps:

1. Split the available funding 20% to the Regional Share waiting list and 80% to the Subregional Share waiting lists, and then further set the individual subregional share funding targets according to the forum allocations in the TIP Policy.
  - a. Available funding from pre-2020-2023 TIP project closeouts, project returns, or new allocations are split 20/80 as stated above, but available funding from 2020-2023 TIP project closeouts or returns are directed to the appropriate subregional forum waiting list to reprogram.
2. Advance existing project funding from FY22 and/or FY23 into FY21 and/or FY22 if requested.
3. Select projects from available waiting lists.

#### Available Funding

At the end of December, the President signed the Consolidated Appropriations Act, 2021. The bill also included the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 which included approximately \$9.8 billion allocated in the form of the Surface Transportation Block Grant (STBG) program. A portion of STBG funding is allocated based on population to urban areas with populations over 200,000. DRCOG's portion of funding is \$36,200,000.

The COVID STBG funding contains two provisions as compared to other STBG funding; the funding is available to spend until September 30, 2024 and can be used at up to 100% (i.e., no non-federal match is required). To maximize the stimulus impact of these funds and ensure the federal expenditure deadline is met, the Colorado Transportation Commission has requested that most projects selected for COVID Relief funds go to advertisement by summer 2021, with all funds expended by

September 30, 2024. Staff proposes that Coronavirus Relief funds be utilized for projects scheduled to advertise for construction either in FY2021 or FY2022.

The COVID STBG funding is in addition to \$19,559,000 of unallocated TIP funding DRCOG currently has from additional allocations and previous project closeouts and returns. In total, DRCOG has \$55,759,000 available to program to sponsors with projects on the waiting lists. Attachment 1 contains the current regional and subregional funding breakdown of the available funding.

#### Individual Wait Lists

Attachment 2 contains the TIP wait list protocols and each current forum waiting list. DRCOG staff began the waiting list process by contacting the first project sponsor on each list. In accordance with TIP Policy protocols, if the sponsor accepts the available funding (fully or partially), the project is removed from the list and staff continues down each list until no more unallocated funds remain. If the sponsor declines funding, the project remains on the list and staff proceeds to the next project on the list.

#### Individual Forum Recommendations

As staff was contacting each project sponsor on the waiting lists, each forum was also contacted to begin discussions on how to recommend allocating their target of the COVID STBG funding. Though the decision for a project sponsor to accept waiting list funding or not is a sponsor decision, and not a forum recommendation, the reasons to work through the forums were two-fold:

1. Though certain projects were eligible for the COVID STBG funding at 100% federal, forums also were given an assortment of options, including using the COVID STBG funding at 80% (using it in similar ways as other DRCOG funding sources), or partially using the COVID STBG funding within projects to lower the overall match percentage below the usual 20% minimum.
2. Some forums did not have enough projects on their waiting lists to fully utilize the funding targeted for the forum. When this situation occurred, staff offered each forum options for a recommendation. Options included adding additional DRCOG funds to existing projects to lower existing local match rates and recommending new TIP projects for federal funding consistent with DRCOG TIP priorities and scoring criteria.

Each forum's recommendation is summarized below and detailed in Attachment 3:

- *Regional Share:* Denver had the first project on the list at an amount exceeding the target amount. They accepted funding for the available amount. The second project (Boulder County) was funded through the Boulder subregional process, and the third (Broomfield) was removed as it has now been funded locally.
- *Adams Subregion:* Northglenn had the first project on the waiting list and only accepted \$2 million of the forum target amount. The next two projects (Aurora) declined funding and will remain on the list. This left a remaining unallocated balance of \$4.6 million. The forum recommended to apply COVID STBG funding to a portion of the Bennett project and apply the remaining unallocated funds proportionally to projects to reduce their local matches.

- *A TIP Policy variance is requested to add TIP funding to these existing projects.*
- **Arapahoe Subregion:** The only project sponsor to accept funding was Littleton for their Broadway study. With the remaining unallocated subregional target of \$7.3 million, the recommendation was to lower existing project match rates.
  - *A TIP Policy variance is requested to add TIP funding to these existing projects.*
- **Boulder Subregion:** The subregion was able to get through their entire waiting list, skipping over four projects that declined funding, leaving a remaining unallocated balance of \$188,000. This target balance, along with COVID STBG funding, was applied to one of the Lyons projects to reduce their local match.
  - *A TIP Policy variance is requested to add the unallocated \$188,000 to the newly funded Lyons project.*
- **Broomfield Subregion:** Broomfield was able to fund one of their two waiting list projects.
- **Denver Subregion:** Denver was able to fund two projects; one fully and one partially.
- **Douglas Subregion:** Castle Rock had the first project and was able to allocate \$3.5 million of the \$3.9 million subregion target amount. Each of the remaining three waiting list projects declined funding, leaving an unallocated balance of \$699,000. The remaining funds were added to three existing projects to reduce the non-federal share.
  - *A TIP Policy variance is requested to add TIP funding to these existing projects.*
- **Jefferson Subregion:** Jefferson County had the only project on the wait list and declined funding. The forum recommendation is to fund two new TIP projects and add TIP funding to the existing Wheat Ridge Wadsworth Blvd. project.
  - In addition, the forum proactively recommended adding an additional \$1.6 million in DRCOG funds and \$400,000 in local match to the Wheat Ridge Wadsworth Blvd. project, if Wheat Ridge decided to cancel their TIP project on Ward Rd. This funding transfer to the Wadsworth project will only happen if Wheat Ridge returns their Ward Rd. funds (via request to DRCOG) and will be shown in a future TIP administrative modification.
  - *A TIP Policy variance is requested to 1) select two new projects for funding, 2) add TIP funding to the Wadsworth project, and 3) accept additional funding to the Wadsworth Blvd. project, if Wheat Ridge returns their Ward Rd. funds and transfers them to the Wadsworth Blvd. project.*
- **SW Weld Subregion:** Both projects off their waiting list were funded, in addition to allocating COVID-STBG funding at 80% to two existing projects.

#### Next Steps

After completing this process, many of the wait lists are exhausted or greatly reduced. DRCOG staff is seeking approval to conduct a new Call for Projects in order to add projects to the individual Subregional Share waiting lists. Any projects recommended

will be placed on each waiting list in score order and will follow any existing projects remaining on any list.

Staff anticipates the Call for Projects process to begin by late April and be completed by the fall (the beginning of FY22).

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to approve the following actions to allocate available funding to projects in the 2022-2025 TIP:

- Project and funding changes as outlined in Attachment 3,
- TIP Policy variances for specific subregional forums as outlined in the *Individual Forum Recommendation* subsection to allow programming actions,
- Adjustments to the Waiting List as outlined in Attachment 4,
- Issue a new Call for Projects to select projects for individual waiting lists, and
- Administratively modify the 2022-2025 TIP.

#### ATTACHMENTS

1. Funding breakdown by Regional/Subregional
2. TIP Waiting List Protocols and Project Lists
3. Funding recommendations
4. TIP Waiting List changes
5. Staff presentation

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org) or Todd Cottrell, Senior Planner, Short Range Transportation Planning, Transportation Planning and Operations Division at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

## DRCOG Unallocated Funding

As of 3/24/21

COVID STBG	\$ 36,200,000						
STBG	\$ 19,558,000						
CMAQ	\$ (3,391,000)						
TA	\$ 241,000						
MMOF	\$ 3,151,000	COVID STBG %					
	<b>Total Unallocated</b>	<b>\$ 55,759,000</b>	<b>64.9%</b>				
	<i>Total minus 20-23 returns (added in later)</i>	\$ 52,284,000			20-23 Project Savings/Returns	<b>Funding Available to Program</b>	<i>COVID-19 Share of Total</i>
Regional	\$ 10,456,800	20.00%	Plus		=	<b>\$ 10,456,800</b>	\$ 7,240,000
Subregional	\$ 41,827,200	80.00%					
Adams	\$ 6,345,186	15.17%	Plus	\$ 300,000	=	<b>\$ 6,645,186</b>	\$ 4,393,232
Arapahoe	\$ 8,101,929	19.37%	Plus		=	<b>\$ 8,101,929</b>	\$ 5,609,552
Boulder	\$ 4,057,238	9.70%	Plus	\$ 2,200,000	=	<b>\$ 6,257,238</b>	\$ 2,809,120
Broomfield	\$ 974,574	2.33%	Plus		=	<b>\$ 974,574</b>	\$ 674,768
Denver	\$ 10,159,827	24.29%	Plus		=	<b>\$ 10,159,827</b>	\$ 7,034,384
Douglas	\$ 4,199,451	10.04%	Plus		=	<b>\$ 4,199,451</b>	\$ 2,907,584
Jefferson	\$ 6,876,392	16.44%	Plus	\$ 875,000	=	<b>\$ 7,751,392</b>	\$ 4,761,024
SW Weld	\$ 1,112,604	2.66%	Plus	\$ 100,000	=	<b>\$ 1,212,604</b>	\$ 770,336

**Table 5. Eligible Projects for Waiting List for the 2020-2023 TIP**

DRCOG Regional Share Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Denver	Denver	Broadway Station and I-25 Safety & Access Improvements	\$ 12,000	2.4	Construction	1
Boulder	Boulder County	US-287 BRT Feasibility and Corridor Safety Study	\$ 250	1.9	Study	2
Broomfield	Broomfield	US-36 Bikeway Realignment and Safety Improvements	\$ 1,234	1.9	Construction	3

Subregional Share: Adams County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-5)	Project Activity	Waiting List Ranking
Adams	Northglenn	120th Ave. Improvements: Washington St. to York St. (remaining amount)	\$ 9,763	3.2	Construction	1
Adams	Aurora	Fulton St. Bicycle Boulevard and Pedestrian Enhancements (Phase 2)	\$ 1,911	3.0	Construction	2
Adams	Aurora	Bicycle and Pedestrian Improvements: Havana St. and Lola St.	\$ 917	2.9	Construction	3

Subregional Share: Arapahoe County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Arapahoe	Littleton	Santa Fe Dr. and Mineral Ave. Operational Improvements (remaining amount)	\$ 6,048	1.9	Construction	1
Arapahoe	Centennial	Havana St. and Easter Ave. Intersection Operational Improvements	\$ 5,000	2.0	Construction	2
Arapahoe	Littleton	Broadway Corridor Study	\$ 800	1.9	Study	3
Arapahoe	Littleton	Federal Blvd. and Bowles Ave. Intersection Operational Improvements	\$ 3,400	1.9	Construction	4
Arapahoe	Arapahoe County	Peoria St. and Easter Ave. Intersection Operational Improvements	\$ 5,194	1.8	Construction	5



Subregional Share: Boulder County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Boulder	Boulder County	US-287 BRT Feasibility and Corridor Safety Study	\$ 250	2.4	Study	1
Boulder	Lyons	US-36 Multimodal Improvements in Lyons	\$ 1,966	2.3	Construction	2
Boulder	Lyons	St. Vrain Trail Extension: Lyons	\$ 1,048	2.3	Construction	3
Boulder	Boulder	30th St. Corridor Improvements: Boulder Creel to Arapahoe	\$ 2,580	2.1	Construction	4
Boulder	Longmont	SH-119 Operational Improvements: Nelson to Pratt	\$ 3,000	2.1	Construction	5
Boulder	Boulder	SH-7 and Arapahoe Bridge Replacement	\$ 4,200	2.0	Construction	6
Boulder	Longmont	County Line Rd. Shoulder Improvements: 17th to SH-66	\$ 225	1.9	Design	7
Boulder	Superior	Marshall Rd. Underpass	\$ 1,440	1.5	Construction	8
Boulder	Boulder County	Multimodal Intersection Improvements: SH-7 and 95th Ave.	\$ 5,200	1.2	Construction	9

Subregional Share: City/County Broomfield Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Broomfield	Broomfield	Industrial Lane Bikeway Phase 2 (remaining amount)	\$ 186	2.1	Construction	1
Broomfield	Broomfield	Industrial Ln. & Nickel/Commerce Intersection Improvements (remaining amount)	\$ 1,600	1.8	Construction	2

Subregional Share: City/County Denver Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Denver	Denver	Strategic Transportation Plan Update	\$ 4,000	2.4	Study	1
Denver	Denver	Broadway Station and I-25 Safety & Access Improvements (remaining amount)	\$ 3,755	2.4	Construction	2
Denver	Denver	Transit Speed & Reliability (remaining amount)	\$ 6,100	2.4	Construction	3
Denver	Denver	N. Broadway Multimodal Improvements: 7th Ave. to 16th St.	\$ 9,183	2.2	Construction	4
Denver	Denver	South Platte Regional Trail Improvements	\$ 17,504	2.1	Construction	5
Denver	Denver	Buchtel Trail Multimodal Network Improvements	\$ 12,838	2.2	Construction	6
Denver	Denver	Peoria St. Multi-Modal Improvements: 37th Ave. to 56th Ave.	\$ 6,589	2.1	Construction	7
Denver	Denver	Alameda Ave. Multimodal Improvements: Santa Fe Dr. to Cherokee St.	\$ 7,600	1.9	Preconstruction	8
Denver	Denver	Park Ave. West Viaduct Rehab Phase 3: Wazee to I-25	\$ 9,600	1.8	Construction	9
Denver	Denver	Sand Creek Regional Trail Improvements	\$ 7,077	2.1	Construction	10
Denver	Evergreen	Evergreen Lake Trail Improvements	\$ 200	1.8	Construction	11

Subregional Share: Douglas County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Douglas	Castle Rock	Fifth St. Roadway Operational Improvements	\$ 3,900	2.3	Construction	1
Douglas	Castle Rock	Wolfensberger Rd. Roadway Operational Improvements	\$ 3,300	2.2	Construction	2
Douglas	Douglas County	Broadway & Highlands Ranch Pkwy. Intersection Improvements	\$ 2,500	1.6	Construction	3
Douglas	Parker	Parker Rd. Adaptive Traffic Signal System	\$ 1,000	2	Construction	4

Subregional Share: Jefferson County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Jefferson	Jefferson County	W. 32nd Ave. Bike Lanes: Ford St. to Eldridge St.	\$ 4,000	1.8	Construction	1

Subregional Share: SW Weld County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
SW Weld	Mead	SH-66 and WCR-7 Pedestrian Underpass (remaining amount)	\$ 825	1.8	Construction	1
SW Weld	CDOT R4	SH-52 PEL (remaining amount)	\$ 750	2.3	Study	2

## WAITING LISTS PROTOCOL

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If additional funds become available in FY2020-2022, DRCOG staff will initiate the process to allocate funds to waiting list projects as described below. Additional funding that becomes available in FY2023 (October 1, 2022) will be rolled over and included with the Calls for Projects in the FY2024-2027 TIP. This protocol does not apply to any TIP set-asides, pool programs, or projects not on the waiting list.

Additional funding can come from two sources:

- Project cancellations by project sponsors or project savings. Funding from these methods will be returned to where it was originally programmed (Regional Share or each individual Subregional Share forum). TIP Set-Asides project cancellations or savings will be returned to their respective set-aside and are not listed in Table 5.
- New revenues. Funding from this method will be split according to the established funding split; 20% to the Regional Share and 80% to the Subregional Share processes. Subregional funds will be further broken down and targeted according to the established breakdown:
  - Adams County: 15.17%
  - Arapahoe County: 19.37%
  - Boulder County: 9.70%
  - City/County of Broomfield: 2.33%
  - City/County of Denver: 24.29%
  - Douglas County: 10.04%
  - Jefferson County: 16.44%
  - SW Weld County: 2.66%

When DRCOG staff is notified of additional funds, the following steps will be followed:

1. Obtain official verification from CDOT of availability of funds.
2. When either a) \$2 million is accrued or b) an amount equal to 100% of the next-in-line (top-ranked) project funding request is accrued for any one of the individual waiting lists (Regional Share, or any of the Subregional Share forums), staff will first contact sponsors of projects to try to advance project phases and/or adjust funding types already identified in the TIP. Staff will then select projects in order from the appropriate waiting lists included in preceding page (Appendix D, Table 5) of the 2020-2023 TIP to the limit of applicable funds available.
  - a. Contact the sponsor of the top ranked project on the specific waiting list to determine the sponsor's interest in being selected. If the amount of funds available is less than the requested cost of that project, the sponsor will be asked if it would be willing to complete the entire project as submitted for the amount of funds available. Projects that accept partial funding will be removed from the list. If the response is no, or if all the available funds have not been fully

allocated, DRCOG staff will proceed to the next project on the waiting list. Sponsors that request to be passed over on the funding opportunity will remain on the waiting list. DRCOG staff will make every attempt to adjust and swap funding types between projects in order to fund the top ranked project with the appropriate available funding.

- b. At the end of FY2022 (September 30, 2022), even if less than \$2 million has accrued within a funding category, staff will go down each specific waiting list in accordance with section 2.a. above to allocate available funds.
- 3. Recommend projects to be programmed and take them through the committee process to the Board as TIP Amendments.



Attachment 3 - DRCOG Waitlist Funding Recommendations									
\$55,759,000 Total Available									
Project Sponsor	Project Name	TIP ID	Funding Target	\$19,559,000	\$36,200,000		Total Programming Action	Waiting List Project?	Project Highlights
				Other DRCOG Funding Allocations	STBG COVID Funding Allocations at 100%	STBG COVID Funding Allocations at 80%			
Regional Share				\$ 10,457,000					
Denver	Broadway Station and I-25 Safety & Access Improvements	2016-021				\$ 10,457,000	\$ 10,457,000	X	Adds FY 21 and 22 funding to purchase ROW and construct a new southern access into the station, including shifting the access and intersection with Broadway to the north to combine with the SB I-25 off-ramp. Also includes a new signal, lighting, storm sewer, and sidewalks. Project uses both Regional and Subregional funds.
Adams County Subregion				\$ 6,645,000					
Northglenn	120th Ave Operational Improvements: Washington to west of York	2020-055		\$ 2,484,000			\$ 2,484,000	X	Adds FY22 and FY23 funding (\$2 million from waiting list and \$484,000 additional) applied towards the Claude Ct. to York segment and noise walls throughout project limits.
Aurora	High Line Canal Trail: East Colfax to I-70	2020-008		\$ 243,000			\$ 243,000		Add FY21 funding. Local match ratio goes from 32% to 27%.
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053			\$ 1,100,000		\$ 450,000		Add an additional \$450,000 in federal funding in order to swap existing CMAQ funding with COVID STBG funding at 100%. Overall local match ratio, with Adams and Arapahoe Subregional funding additions, goes from 41% to 20%.
Aurora	Aurora Missing Sidewalk Program	2020-009		\$ 68,000			\$ 68,000		Add FY23 funding. Overall match ratio, with the Adams and Arapahoe Subregional funding additions, goes from 32% to 23%.
Commerce City	88th Ave. Widening: I-76 to Hwy. 2 - Preconstruction Activities	2020-032		\$ 1,000,000			\$ 1,000,000		Adds FY21 funding. Local match ratio goes from 50% to 25%.
Commerce City	US-85/120th Ave Interchange - Preconstruction Activities	2020-031		\$ 2,400,000			\$ 2,400,000		Adds FY21 funding. Local match ratio goes from 46% to 25%.
Arapahoe County Subregion				\$ 8,102,000					
Littleton	Broadway Corridor Study	New		\$ 800,000			\$ 800,000	X	Corridor and multimodal transportation plan from Belleview Ave. to C-470. Utilizes FY22 and FY23 funding.
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053				\$ 155,000	\$ 155,000		Add COVID STBG funding at 20% match. Overall local match ratio, with Adams and Arapahoe Subregional funding additions, goes from 41% to 20%.
Arapahoe County	Dry Creek Rd. Operational Improvements: I-25 to Inverness Dr. East	2020-057		\$ 850,000			\$ 850,000		Add FY21 funding. Overall local match goes from 41% to 22%.
Arapahoe County	Inverness Dr. West Bicycle and Pedestrian Facilities	2020-011				\$ 1,100,000	\$ 1,100,000		Add FY22 funding. Overall local match ratio goes from 41% to 22%.
Aurora	Nine Mile Station B/P Bridge over Parker Rd.	2020-010				\$ 1,400,000	\$ 1,400,000		Add FY21 and FY22 funds. Overall local match ratio goes from 41% to 23%.
Arapahoe County	Parker Rd. PEL Study: Mississippi Ave. to Hampden Ave.	2020-070		\$ 170,000			\$ 170,000		Add FY22 funding. Overall local match ratio goes from 33% to 22%.
Aurora	13th Ave. Corridor Multimodal Mobility Study	2020-069		\$ 95,000			\$ 95,000		Add FY21 funding. Overall local match ratio goes from 41% to 22%.
Aurora	Aurora Missing Sidewalk Program	2020-009		\$ 180,000			\$ 180,000		Add FY23 funding. Overall match ratio, with the Adams and Arapahoe Subregional funding additions, goes from 32% to 23%.
Aurora	Parker-Quincy-Smoky Hill Intersection Operational Improvements	2020-056		\$ 950,000			\$ 950,000		Add FY22 and FY23 funding. Overall local match ratio goes from 45% to 35%.
Centennial	County Line Rd. Capacity Improvements: Broadway to University Blvd.	2020-035		\$ 2,402,000			\$ 2,402,000		Add FY23 funding. Overall match ratio goes from 50% to 38%.
Boulder County Subregion				\$ 6,257,000					
Boulder County	US-287 BRT Feasibility & Safety Study: Longmont to Broomfield	New		\$ 250,000			\$ 250,000	X	Safety analysis (crash locations and potential safety improvements) and transit operations study for the US-287 corridor between Longmont and Broomfield. Study will be funded with FY22 funding.
Lyons	St. Vrain Trail Extension	New			\$ 440,000	\$ 608,000	\$ 1,048,000	X	FY 22 construction funding for a new trail parallel to SH-66, from McConnell Dr. to US 36. Apply \$440,000 of COVID funding at 100% to reduce match rate. Overall local match rate is 13%.
Lyons	US-36 Multimodal Improvements	New			\$ 940,000	\$ 1,214,000	\$ 2,154,000	X	FY 22 construction funding for a multimodal path connecting the west end of downtown east to McConnell Dr. Add \$188,000 of remaining waiting list funds. Apply \$940,000 of COVID funding at 100% to reduce match rate. Overall local match rate is 12%.
Boulder	30th St. Corridor Improvements: Boulder Creek to Arapahoe	New		\$ 2,580,000			\$ 2,580,000	X	Builds a protected intersection on the south side of the SH-7/Arapahoe and 30th St. intersection, and adds protected bicycle lanes, wider sidewalks, and landscaping on 30th St. from Arapahoe Ave. to Boulder Creek. Project will utilize FY22 and FY23 funding.
Longmont	County Line Rd. Shoulder Improvements: 17th to SH-66 - Preconstruction Activities	New		\$ 225,000			\$ 225,000	X	Design funding for the eventual construction of shoulders for bicycle users. Project will utilize FY23 funding.
Broomfield Subregion				\$ 975,000					
Broomfield	Industrial Lane and Nickel/Commerce St. Intersection Improvements	2020-050		\$ 975,000			\$ 975,000	X	Adds FY23 construction funding to the already existing project.
Denver Subregion				\$ 10,160,000					
Denver	Broadway Station and I-25 Safety & Access Improvements	2016-021				\$ 3,755,000	\$ 3,755,000	X	See Regional Share description.
Denver	South Platte Regional Trail Improvements: Alameda to Phil Milstein Park	New		\$ 6,405,000			\$ 6,405,000	X	FY23 funding for trail improvements and realignment from Alameda to Phil Milstein Park.
Douglas County Subregion				\$ 4,199,000					
Castle Rock	5th St. Operational Improvements: Woodlands Blvd. to Ridge Rd.	New		\$ 3,500,000			\$ 3,500,000	X	FY23 construction funding for a new eastbound lane from Woodlands Blvd. to Ridge Rd to improve safety and congestion. The project will also add shoulders and a multuse path.
Douglas County	US-85 Capacity Improvements: SH-67 to Meadows Pkwy - Preconstruction Activities	2001-154		\$ 199,000			\$ 199,000		Add additional FY21 funding from the \$699,000 available after the waiting list process was completed.
Lone Tree	I-25/Lincoln Ave. Traffic and Mobility Improvements	2020-062		\$ 250,000			\$ 250,000		Add additional FY23 funding from the \$699,000 available after the waiting list process was completed.
Parker	Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln.	2020-063		\$ 250,000			\$ 250,000		Add additional FY22 funding from the \$699,000 available after the waiting list process was completed.
Jefferson County Subregion				\$ 7,751,000					
Westminster	100th Ave. Multimodal Improvements	New			\$ 1,400,000		\$ 1,400,000		FY22 construction funding for a separated trail along W. 100th Ave, from Alkire St. to Simms St. Overall local match rate is 0%.
Wheat Ridge	Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70	2016-020			\$ 3,360,000		\$ 3,360,000		FY21 construction funding to finalize funding package.
Lakewood	Wadsworth Blvd. Operational Improvements: W. Vassar Ave. to W. Woodward Dr.	New		\$ 2,991,000			\$ 2,991,000		FY22 design and FY23 construction funding to add a new accel/decel lane on NB Wadsworth Blvd. and other intersection operational improvements at Morrison Rd.
SW Weld Subregion				\$ 1,213,000					
Mead	SH-66 and WCR-7 Pedestrian Underpass	2020-029		\$ 825,000			\$ 825,000	X	Adds FY24 construction funding to the already existing project.
CDOT Region 4	SH-52 PEL Study: SH-119 to I-76	2020-075		\$ 388,000			\$ 388,000	X	Adds FY 21 funds to reduce the state match. Freed-up state funds will be used to begin design of the highest priority project identified post-PEL.
Erie	Erie Pkwy. and WCR-7 Traffic Signization	2020-067				\$ 385,000			Replace a portion of FY21 funding with COVID STBG funding at 80/20 match ratio.
Lochbuie	I-76 and Baseline Rd. Interchange Improvements	2020-054				\$ 385,000			Replace a portion of FY21 and FY22 funding with COVID STBG funding at 80/20 match ratio.
Additional Programming Actions									
Denver	Broadway Station and I-25 Safety & Access Improvements	2016-021		\$ (9,501,000)		\$ 9,501,000			Swap out existing STBG funding for COVID STBG funding.
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053		\$ (650,000)					Swap out existing CMAQ funding for COVID STBG funding.
Erie	Erie Pkwy. and WCR-7 Traffic Signization	2020-067		\$ (385,000)					Swap out existing CMAQ funding for COVID STBG funding.
Lochbuie	I-76 and Baseline Rd. Interchange Improvements	2020-054		\$ (385,000)					Swap out existing CMAQ funding for COVID STBG funding.
Total Allocation			\$ 55,759,000	\$ 19,559,000	\$ 7,240,000	\$ 28,960,000	\$ 55,759,000		



**Table 5. Eligible Projects for Waiting List for the 2020-2023 TIP**

DRCOG Regional Share Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Denver	Denver	Broadway Station and I-25 Safety & Access Improvements	\$ 12,000	2.4	Construction	4
Boulder	Boulder County	US 287 BRT Feasibility and Corridor Safety Study	\$ 250	1.9	Study	2
Broomfield	Broomfield	US 36 Bikeway Realignment and Safety Improvements	\$ 1,234	1.9	Construction	3

Subregional Share: Adams County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-5)	Project Activity	Waiting List Ranking
Adams	Northglenn	120th Ave. Improvements: Washington St. to York St. (remaining amount)	\$ 9,763	3.2	Construction	4
Adams	Aurora	Fulton St. Bicycle Boulevard and Pedestrian Enhancements (Phase 2)	\$ 1,911	3.0	Construction	1
Adams	Aurora	Bicycle and Pedestrian Improvements: Havana St. and Lola St.	\$ 917	2.9	Construction	2

Subregional Share: Arapahoe County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Arapahoe	Littleton	Santa Fe Dr. and Mineral Ave. Operational Improvements (remaining amount)	\$ 6,048	1.9	Construction	1
Arapahoe	Centennial	Havana St. and Easter Ave. Intersection Operational Improvements	\$ 5,000	2.0	Construction	2
Arapahoe	Littleton	Broadway Corridor Study	\$ 800	1.9	Study	3
Arapahoe	Littleton	Federal Blvd. and Bowles Ave. Intersection Operational Improvements	\$ 3,400	1.9	Construction	4
Arapahoe	Arapahoe County	Peoria St. and Easter Ave. Intersection Operational Improvements	\$ 5,194	1.8	Construction	5

### Subregional Share: Boulder County Forum Waiting List

Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Boulder	Boulder County	US 287 BRT Feasibility and Corridor Safety Study	<del>\$ 250</del>	2.4	Study	4
Boulder	Lyons	US 36 Multimodal Improvements in Lyons	\$ 1,966	2.3	Construction	2
Boulder	Lyons	St. Vrain Trail Extension: Lyons	\$ 1,048	2.3	Construction	3
Boulder	Boulder	30th St. Corridor Improvements: Boulder Creek to Arapahoe	\$ 2,580	2.1	Construction	4
Boulder	Longmont	SH-119 Operational Improvements: Nelson to Pratt	\$ 3,000	2.1	Construction	1
Boulder	Boulder	SH-7 and Arapahoe Bridge Replacement	\$ 4,200	2.0	Construction	2
Boulder	Longmont	County Line Rd. Shoulder Improvements: 17th to SH 66	<del>\$ 225</del>	1.9	Design	7
Boulder	Superior	Marshall Rd. Underpass	\$ 1,440	1.5	Construction	3
Boulder	Boulder County	Multimodal Intersection Improvements: SH-7 and 95th Ave.	\$ 5,200	1.2	Construction	4

### Subregional Share: City/County Broomfield Forum Waiting List

Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Broomfield	Broomfield	Industrial Lane Bikeway Phase 2 (remaining amount)	\$ 2,186	2.1	Construction	1
Broomfield	Broomfield	Industrial Ln. & Nickel/Commerce Intersection Improvements (remaining amount)	<del>\$ 1,600</del>	1.8	Construction	2

### Subregional Share: City/County Denver Forum Waiting List

Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Denver	Denver	Strategic Transportation Plan Update	\$ 4,000	2.4	Study	1
Denver	Denver	Broadway Station and I-25 Safety & Access Improvements (remaining amount)	<del>\$ 3,755</del>	2.4	Construction	2
Denver	Denver	Transit Speed & Reliability (remaining amount)	\$ 6,100	2.4	Construction	2
Denver	Denver	N. Broadway Multimodal Improvements: 7th Ave. to 16th St.	\$ 9,183	2.2	Construction	3
Denver	Denver	South Platte Regional Trail Improvements	<del>\$ 17,504</del>	2.1	Construction	5
Denver	Denver	Buchtel Trail Multimodal Network Improvements	\$ 12,838	2.2	Construction	4
Denver	Denver	Peoria St. Multi-Modal Improvements: 37th Ave. to 56th Ave.	\$ 6,589	2.1	Construction	5
Denver	Denver	Alameda Ave. Multimodal Improvements: Santa Fe Dr. to Cherokee St.	\$ 7,600	1.9	Preconstruction	6
Denver	Denver	Park Ave. West Viaduct Rehab Phase 3: Wazee to I-25	\$ 9,600	1.8	Construction	7
Denver	Denver	Sand Creek Regional Trail Improvements	\$ 7,077	2.1	Construction	8
Denver	Evergreen	Evergreen Lake Trail Improvements	\$ 200	1.8	Construction	9

### Subregional Share: Douglas County Forum Waiting List

Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Douglas	Castle Rock	<del>Fifth St. Roadway Operational Improvements</del>	<del>\$ 3,900</del>	2.3	<del>Construction</del>	4
Douglas	Castle Rock	Wolfensberger Rd. Roadway Operational Improvements	\$ 3,300	2.2	Construction	1
Douglas	Douglas County	Broadway & Highlands Ranch Pkwy. Intersection Improvements	\$ 2,500	1.6	Construction	2
Douglas	Parker	Parker Rd. Adaptive Traffic Signal System	\$ 1,000	2	Construction	3

### Subregional Share: Jefferson County Forum Waiting List

Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Jefferson	Jefferson County	W. 32nd Ave. Bike Lanes: Ford St. to Eldridge St.	\$ 4,000	1.8	Construction	1

### Subregional Share: SW Weld County Forum Waiting List

Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
<del>SW Weld</del>	<del>Mead</del>	<del>SH 66 and WCR 7 Pedestrian Underpass (remaining amount)</del>	<del>\$ 825</del>	1.8	<del>Construction</del>	4
SW Weld	CDOT R4	SH 52 PEL (remaining amount)	\$ 750	2.3	Study	2



# TIP Waiting List Funding Recommendations

Board of Directors  
April 21, 2021

Todd Cottrell

# WAITING LIST PROCESS



- Original process delayed due to COVID delay
- Steps:
  - Split available funding
    - 20% Regional, 80% Subregional, and further breakdown
  - Advance existing project funding, if requested
  - Select projects from waiting lists

# FUNDING AVAILABLE



- \$19,559,000 (STBG, CMAQ, TA, MMOF)
  - Project closeouts/returns and additional allocations
- \$36,200,000 (COVID STBG)
  - Most construction projects to ad before end of FY21, all to ad before end of FY22
  - Can be used up to 100%
- \$55,759,000 total available

# WAITING LISTS



- Staff worked w/ sponsors of each list

- TIP Policy protocols

Accept Funding (partial/full)	Decline Funding
<ul style="list-style-type: none"><li>• Complete scope</li><li>• Keep submitted match rates</li><li>• Remove from list</li></ul>	<ul style="list-style-type: none"><li>• Remains on list</li></ul>

- Forum discussions and recommendations due to
  - Use of COVID funding
  - Lack of projects on waiting lists

# FORUM RECOMMENDATIONS AND VARIANCES

Regional Share \$ 10,457,000									
Denver	Broadway Station and I-25 Safety & Access Improvements	2016-021					\$ 10,457,000	\$ 10,457,000	X
Adds FY 21 and 22 funding to purchase ROW and construct a new southern access into the station, including shifting the access and intersection with Broadway to the north to combine with the SB I-25 off-ramp. Also includes a new signal, lighting, storm sewer, and sidewalks. Project uses both Regional and Subregional funds.									
Adams County Subregion \$ 6,645,000									
Northglenn	120th Ave Operational Improvements: Washington to west of York	2020-055		\$ 2,484,000				\$ 2,484,000	X
Aurora	High Line Canal Trail: East Colfax to I-70	2020-008		\$ 243,000				\$ 243,000	
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053			\$ 1,100,000			\$ 450,000	
Aurora	Aurora Missing Sidewalk Program	2020-009		\$ 68,000				\$ 68,000	
Commerce City	88th Ave. Widening: I-76 to Hwy. 2 - Preconstruction Activities	2020-032		\$ 1,000,000				\$ 1,000,000	
Commerce City	US-85/I20th Ave Interchange - Preconstruction Activities	2020-031		\$ 2,400,000				\$ 2,400,000	
Adds FY22 and FY23 funding (\$2 million from waiting list and \$484,000 additional) applied towards the Claude Ct. to York segment and noise walls throughout project limits.									
Add FY21 funding. Local match ratio goes from 32% to 27%.									
Add an additional \$450,000 in federal funding in order to swap existing CMAQ funding with COVID STBG funding at 100%. Overall local match ratio, with Adams and Arapahoe Subregional funding additions, goes from 41% to 23%.									
Add FY23 funding. Overall match ratio, with the Adams and Arapahoe Subregional funding additions, goes from 32% to 23%.									
Adds FY21 funding. Local match ratio goes from 50% to 25%.									
Adds FY21 funding. Local match ratio goes from 46% to 25%.									

- Adams Subregion Variance:
  - Requested to add TIP funding to existing projects



# FORUM RECOMMENDATIONS AND VARIANCES

Arapahoe County Subregion \$ 8,102,000									
Littleton	Broadway Corridor Study	New		\$ 800,000			\$ 800,000	X	Corridor and multimodal transportation plan from Bellevue Ave. to C-470. Utilizes FY22 and FY23 funding.
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053			\$ 155,000		\$ 155,000		Add COVID STBG funding at 20% match. Overall local match ratio, with Adams and Arapahoe Subregional funding additions, goes from 41% to 20%.
Arapahoe County	Dry Creek Rd. Operational Improvements: I-25 to Inverness Dr. East	2020-057		\$ 850,000			\$ 850,000		Add FY21 funding. Overall local match goes from 41% to 22%.
Arapahoe County	Inverness Dr. West Bicycle and Pedestrian Facilities	2020-011			\$ 1,100,000		\$ 1,100,000		Add FY22 funding. Overall local match ratio goes from 41% to 22%.
Aurora	Nine Mile Station B/P Bridge over Parker Rd.	2020-010			\$ 1,400,000		\$ 1,400,000		Add FY21 and FY22 funds. Overall local match ratio goes from 41% to 23%.
Arapahoe County	Parker Rd. PEL Study: Mississippi Ave. to Hampden Ave.	2020-070		\$ 170,000			\$ 170,000		Add FY22 funding. Overall local match ratio goes from 33% to 22%.
Aurora	13th Ave. Corridor Multimodal Mobility Study	2020-069		\$ 95,000			\$ 95,000		Add FY21 funding. Overall local match ratio goes from 41% to 22%.
Aurora	Aurora Missing Sidewalk Program	2020-009		\$ 180,000			\$ 180,000		Add FY23 funding. Overall match ratio, with the Adams and Arapahoe Subregional funding additions, goes from 32% to 23%.
Aurora	Parker-Quincy-Smoky Hill Intersection Operational Improvements	2020-056		\$ 950,000			\$ 950,000		Add FY22 and FY23 funding. Overall local match ratio goes from 45% to 35%.
Centennial	County Line Rd. Capacity Improvements: Broadway to University Blvd.	2020-035		\$ 2,402,000			\$ 2,402,000		Add FY23 funding. Overall match ratio goes from 50% to 38%.

- Arapahoe Subregion Variance:
  - Requested to add TIP funding to existing projects

# FORUM RECOMMENDATIONS AND VARIANCES

Boulder County Subregion \$ 6,257,000									
Boulder County	US-287 BRT Feasibility & Safety Study: Longmont to Broomfield	New		\$ 250,000			\$ 250,000	X	Safety analysis (crash locations and potential safety improvements) and transit operations study for the US-287 corridor between Longmont and Broomfield. Study will be funded with FY22 funding.
Lyons	St. Vrain Trail Extension	New			\$ 440,000	\$ 608,000	\$ 1,048,000	X	FY 22 construction funding for a new trail parallel to SH-66, from McConnell Dr. to US-36. Apply \$440,000 of COVID funding at 100% to reduce match rate. Overall local match rate is 13%.
Lyons	US-36 Multimodal Improvements	New			\$ 940,000	\$ 1,214,000	\$ 2,154,000	X	FY 22 construction funding for a multimodal path connecting the west end of downtown east to McConnell Dr. Add \$188,000 of remaining waiting list funds. Apply \$940,000 of COVID funding at 100% to reduce match rate. Overall local match rate is 12%.
Boulder	30th St. Corridor Improvements: Boulder Creek to Arapahoe	New		\$ 2,580,000			\$ 2,580,000	X	Builds a protected intersection on the south side of the SH-7/Arapahoe and 30th St. intersection, and adds protected bicycle lanes, wider sidewalks, and landscaping on 30th St. from Arapahoe Ave. to Boulder Creek. Project will utilize FY22 and FY23 funding.
Longmont	County Line Rd. Shoulder Improvements: 17th to SH-66 - Preconstruction Activities	New		\$ 225,000			\$ 225,000	X	Design funding for the eventual construction of shoulders for bicycle users. Project will utilize FY23 funding.

- Boulder Subregion Variance:
  - Requested to add unallocated funding to the Lyons project

# FORUM RECOMMENDATIONS AND VARIANCES

<b>Broomfield Subregion</b>			<b>\$ 975,000</b>						
Broomfield	Industrial Lane and Nicke/Commerce St. Intersection Improvements	2020-050		\$ 975,000			\$ 975,000	X	Adds FY23 construction funding to the already existing project.
<b>Denver Subregion</b>			<b>\$ 10,160,000</b>						
Denver	Broadway Station and I-25 Safety & Access Improvements	2016-021				\$ 3,755,000	\$ 3,755,000	X	See Regional Share description.
Denver	South Platte Regional Trail Improvements: Alameda to Phil Milstein Park	New		\$ 6,405,000			\$ 6,405,000	X	FY23 funding for trail improvements and realignment from Alameda to Phil Milstein Park.
<b>Douglas County Subregion</b>			<b>\$ 4,199,000</b>						
Castle Rock	5th St. Operational Improvements: Woodlands Blvd. to Ridge Rd.	New		\$ 3,500,000			\$ 3,500,000	X	FY23 construction funding for a new eastbound lane from Woodlands Blvd. to Ridge Rd to improve safety and congestion. The project will also add shoulders and a multuse path.
Douglas County	US-85 Capacity Improvements: SH-67 to Meadows Pkwy - Preconstruction Activities	2001-154		\$ 199,000			\$ 199,000		Add additional FY21 funding from the \$699,000 available after the waiting list process was completed.
Lone Tree	I-25/Lincoln Ave. Traffic and Mobility Improvements	2020-062		\$ 250,000			\$ 250,000		Add additional FY23 funding from the \$699,000 available after the waiting list process was completed.
Parker	Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln.	2020-063		\$ 250,000			\$ 250,000		Add additional FY22 funding from the \$699,000 available after the waiting list process was completed.

- Douglas Subregion Variance:
  - Requested to add TIP funding to existing projects



# FORUM RECOMMENDATIONS AND VARIANCES

Jefferson County Subregion		\$ 7,751,000						
Westminster	100th Ave. Multimodal Improvements	New			\$ 1,400,000		\$ 1,400,000	FY22 construction funding for a separated trail along W. 100th Ave, from Alkire St. to Simms St. Overall local match rate is 0%.
Wheat Ridge	Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70	2016-020			\$ 3,360,000		\$ 3,360,000	FY21 construction funding to finalize funding package.
Lakewood	Wadsworth Blvd. Operational Improvements: W. Vassar Ave. to W. Woodward Dr.	New		\$ 2,991,000			\$ 2,991,000	FY22 design and FY23 construction funding to add a new accel/decel lane on NB Wadsworth Blvd. and other intersection operational improvements at Morrison Rd.

- Jefferson Subregion Variances:
  - Select 2 new projects
  - Add funding to Wheat Ridge Wadsworth project
  - If Ward Road funding is returned, goes to W.R. Wadsworth

# FORUM RECOMMENDATIONS AND VARIANCES

SW Weld Subregion \$ 1,213,000									
Mead	SH-66 and WCR-7 Pedestrian Underpass	2020-029		\$ 825,000			\$ 825,000	X	Adds FY24 construction funding to the already existing project.
CDOT Region 4	SH-52 PEL Study: SH-119 to I-76	2020-075		\$ 388,000			\$ 388,000	X	Adds FY 21 funds to reduce the state match. Freed-up state funds will be used to begin design of the highest priority project identified post-PEL.
Erie	Erie Pkwy. and WCR-7 Traffic Signization	2020-067				\$ 385,000			Replace a portion of FY21 funding with COVID STBG funding at 80/20 match ratio.
Lochbuie	I-76 and Baseline Rd. Interchange Improvements	2020-054				\$ 385,000			Replace a portion of FY21 and FY22 funding with COVID STBG funding at 80/20 match ratio.
Additional Programming Actions									
Denver	Broadway Station and I-25 Safety & Access Improvements	2016-021		\$ (9,501,000)		\$ 9,501,000			Swap out existing STBG funding for COVID STBG funding.
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053		\$ (650,000)					Swap out existing CMAQ funding for COVID STBG funding.
Erie	Erie Pkwy. and WCR-7 Traffic Signization	2020-067		\$ (385,000)					Swap out existing CMAQ funding for COVID STBG funding.
Lochbuie	I-76 and Baseline Rd. Interchange Improvements	2020-054		\$ (385,000)					Swap out existing CMAQ funding for COVID STBG funding.

# NEXT STEPS



- Seeking approval to issue a new Call for Projects
  - No known new funding – but be prepared
  - Adds projects to existing waiting lists; projects placed on lists after existing projects in score order
  - Will use existing applications
- Timeline: April - September

# RECOMMENDED ACTION



Move to approve the following actions to allocate the available funding to projects in the 2022-2025 TIP:

- Project and funding changes as outlined in Attachment 3,
- TIP Policy variances for specific subregional forums as outlined in the *Individual Forum Recommendation* subsection to allow programming actions,
- Adjustments to the Waiting List as outlined in Attachment 4,
- Issue a new Call for Projects to select projects for individual waiting lists, and
- Administratively modify the 2022-2025 TIP.



QUESTIONS?

**ATTACH G**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 21, 2021	Action	12 - A

**SUBJECT**

This item concerns updates to the status of bills previously acted on by the Board at its March meeting.

**PROPOSED ACTION/RECOMMENDATIONS**

No action requested.

**ACTION BY OTHERS**

N/A

**SUMMARY**

The attachment updates the status of all bills previously acted upon by the Board as of March 17.

Staff will provide more detailed updates on the bills as requested by the Board.

**PREVIOUS DISCUSSIONS/ACTIONS**

The Board took positions on these bills at the March 2021 Board meeting.

**PROPOSED MOTION**

N/A

**ATTACHMENTS**

Legislative Status Report – Status of Bills (acted on at previous Board meeting)

**ADDITIONAL INFORMATION**

If you need additional information, please contact Douglas W. Rex, Executive Director at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Rich Mauro, Senior Policy & Legislative Analyst, at 303-480-6778 or [rmauro@drcog.org](mailto:rmauro@drcog.org).

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<b>AGING BILLS</b>							
<a href="#">SB128</a>	<b>Modification To Administration Of The Nursing Home Penalty Cash Fund-</b> makes changes to the fund and the Nursing Home Innovations Grant Board: transitions all authority over the fund, and the board from the Colorado Department of Health Care Policy and Financing (HCPF) to the Colorado Department of Public Health and Environment (CDPHE) effective July 1, 2021 and authorizes \$2 million from the fund for grants.	Kolker / Lontine	House Public & Behavioral Health & Human Services	Monitor	<a href="#">FN</a>	Removes the \$10,000 spending limitation; Removes the provision allowing members of the board to be reimbursed for expenses; Removes the provision restricting any governmental entity from applying for a grant from the fund; Adds a requirement that HCPF and CDPHE develop an annual budget to administer the fund and support the board; Adds a requirement that HCPF and CDPHE collaborate annually on any emergency funding needs and specifies that HCPF will administer such funding; Adds projects that compliment statewide quality and safety goals as a consideration in making a distribution from the fund; and lengthens the period for CDPHE to provide notice of a violation to a nursing facility from 5 days to 10 days after inspection.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.



## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<a href="#">SB158</a>	<b>Increase Medical Providers For Senior Citizens-</b> modifies the Colorado Health Service Corps program administered by the Primary Care Office in the Department of Public Health and Environment, which program includes a loan repayment program, as follows: allows geriatric advanced practice providers, which include advanced practice registered nurses and physician assistants with geriatric training or experience, to participate in the loan repayment program on the condition of committing to provide geriatric care to older adults in health professional shortage areas for a specified period; and requires the general assembly to annually and continuously appropriate money from the general fund to the office for the 2021-22 through the 2025-26 fiscal years to help repay loans for geriatric advanced practice providers.	Danielson & Pettersen/ Titone & Duran	Senate Appropriations	Support	<a href="#">FN</a>	This is a reintroduction of SB 20-022, a bill DRCOG supported in the 2020 session. The bill was pulled after the pandemic shortened the legislative session. As an Area Agency on Aging, DRCOG staff has observed the value of older adults being treated by providers specifically trained to consider the entire patient. Geriatric practitioners spend more time with patients to understand the social factors that affect older persons and are more likely to consider the need for community services, economic security, risk for fraud and abuse, isolation, and depression. The bill spreads out \$2 million over five years.	As an advocate for older adults, individuals with disabilities, veterans and their caregivers, DRCOG works with various agencies, groups and individuals to support state legislation, regulations and programs to meet their needs. DRCOG supports increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<a href="#">HB1172</a>	<b>Hospital Patient Long-term Care Resident Visit Rights-</b> specifies that a patient admitted to a hospital for inpatient care and a resident of a nursing care facility or assisted living residence may have at least one visitor of the patient's or resident's choosing during the stay or residency. These health-care facilities must have written policies and procedures regarding the visitation rights of patients and residents, including policies and procedures setting forth any clinically necessary or reasonable restriction or limitation that the health-care facility may need to place on patient and resident visitation rights and the reasons for the restriction or limitation. The bill also prohibits a health-care facility from adopting policies or procedures that prohibit visitation of a patient or resident if the sole reason for the prohibition is to reduce the risk of transmission of a pandemic disease, but a health-care facility may impose specified requirements and limitations for visitors to reduce the risk of transmission of the pandemic disease.	Geitner/ Smallwood & Ginal	House Health & Insurance	Monitor	<a href="#">FN</a>	DRCOG's long term care ombudsmen have been concerned about the health effects on residents of long term care facilities since the pandemic resulted in visitation restrictions. As public health authorities has begun to allow some return to visitation, implementation of visitation protocols has been uneven. Staff intends to work with the sponsors of this bill, the state and public health authorities to reinstate visitation in a safe, consistent manner.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates.

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<a href="#">HB1187</a>	<b>Long-term Services And Support Case Management Redesign-</b> requires the Medical Services Board to adopt rules providing for the establishment of a redesigned case management system, no later than July 1, 2024, that consists of case management agencies throughout the state for the purpose of enabling individuals in need of long-term care to access appropriate long-term services and supports. No later than December 31, 2021, the Department of Health Care Policy and Financing shall work with stakeholders to develop a timeline for the implementation of the system. No later than December 31, 2022, HCPF shall issue a competitive solicitation in order to select case management agencies for the system.	Young & Pelton/ Rankin & Winter	Senate Health & Human Services	Monitor	<a href="#">FN</a>	Current law provides for the establishment of a single entry point system that consists of single entry point agencies throughout the state for the purpose of enabling persons 18 years of age or older in need of long-term care to access appropriate long-term care services.	DRCOG supports collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC.

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<b>TRANSPORTATION BILLS</b>							
<a href="#">HB1076</a>	<b>Carpooling Service Internet Application Register CDOT-</b> requires the owner or operator of a carpooling service internet application to register annually with CDOT. Owners or operators are also required to disclose to users of the internet application that carpooling service companies are not regulated by the state; that the state does not conduct medical examinations, vehicle inspections, or insurance verification in relation to the provision of carpooling service; and that background checks on drivers might not be conducted. The bill also requires that the amount that can be charged to a user through the internet application be reasonably calculated to cover the direct and indirect costs of providing carpooling service and limits the number of passengers that a driver providing carpooling service through the internet application may transport at any one time.	McCluskie & Will/ Donovan	Awaiting Governor's Signature	Support	<a href="#">FN</a>	This is a new version of HB 20-1315, which was pulled after the pandemic shortened the legislative session. The bill has been proposed by the I-70 Coalition and is intended to be a fix to the barriers the emerging I-70 Carpool Apps have encountered with the PUC. CCAT is supporting the bill.	DRCOG supports carpooling, vanpooling and other forms of ridesharing including the underlying technologies to facilitate matches, and coordination of transportation alternatives wherever traffic congestion occurs

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<a href="#">HB1186</a>	<b>Regional Transportation District Operation-</b> amends provisions related to the operation of the Regional Transportation District, including: removing a cap on the amount of all vehicular service RTD can allow to be provided by third parties under competitive contracts and retaining the cap on the amount of fixed route bus service that may be provided through such contracts; expanding the types of entities RTD can contract with to include nonprofit organizations and local government; repealing farebox recovery ratio requirements and requiring RTD to include in its annual financial reports information on annual operating costs, ridership numbers, and operating costs divided by ridership as a measure of the cost efficiency of its services; repealing a limitation on developments that would reduce parking at a facility or result in a competitive disadvantage to private businesses near the facility; and repealing limitations on RTD's authority to charge fees and manage parking at district parking facilities.	Gray & Sullivan/ Winter & Bridges	Senate Transportation & Energy	Support	<a href="#">FN</a>	This bill is intended to implement the initial recommendations of the RTD Accountability Committee.	DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system.

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<a href="#">HB1196</a>	<b>Update SB 19-263 Effective Date Clause-</b> Statutory Revision Committee. In 2017, the legislature enacted SB17-267, which required the state treasurer to issue up to \$500 million of lease-purchase agreements (COPS) in each of the 2018-19, 2019-20, 2020-21, and 2021-22 state fiscal years for the purpose of funding transportation projects. In 2018, the legislature enacted SB18-001, which referred a statewide ballot issue at the 11-19 election that, if approved, would have authorized the state to issue transportation revenue anticipation notes (TRANS) for the purpose of funding transportation projects and prevented the issuance of the last 3 years of COPS. When enacting SB18-001, the legislature intended that, upon approval of the ballot issue, the TRANS authorized would replace the unissued COPS as a source of funding for transportation projects. In 2019, the legislature enacted SB19-263, which delayed the referral of the ballot issue until the 11-20 general election. Consistent with the intent of replacing COPS funding with TRANS funding upon approval of the ballot issue, SB 263 also reduced the authorized amount of TRANS because approval in 2020 rather than 2019 would prevent the issuance of only 2, rather than 3, years of COPS.	D. Valdez & Pico/ Zenzinger	House Transportation & Local Government	Support	<a href="#">FN</a>	In 2020, the GA also enacted Senate Bill 20-152 (SB 152), which corrected a technical error in the effective date clause of SB 263 that would have frustrated the intent of the GA by allowing TRANS to be authorized without preventing the issuance of 2 years of COPS. In 2020, after SB 152 was enacted, the GA enacted House Bill 20-1376, which further delayed the referral of the ballot issue to the November 2021 statewide election and again reduced the authorized amount of TRANS because approval of the ballot issue in 2021, rather than 2020, would prevent the issuance of only one, rather than 2, years of COPS. Due to the additional delay, if the effective date clause of SB 263, as amended by SB 152, is not amended again, TRANS could be authorized without preventing the issuance of one year of COPS. To ensure that this unintended result does not occur, the bill amends the effective date clause of SB 263, as amended by SB 152, to correct this issue and thereby ensure that approval of the ballot issue will prevent the issuance of one year of TRANS as intended by the GA.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<a href="#">HB1205</a>	<b>Electric Vehicle Road Usage Equalization Fee-</b> requires a road usage equalization fee to be imposed at the time of annual registration on each plug-in electric motor vehicle that is required to be registered in the state. The fee is set in an amount that is estimated to achieve parity between the aggregate amount of motor vehicle registration fees and motor fuel excise taxes paid per vehicle by owners of plug-in electric motor vehicles and vehicles fueled by gasoline, diesel, or other special fuels and is annually adjusted for inflation. Revenue generated by the fee: Must be credited to the HUTF and distributed pursuant to the existing "second stream" HUTF allocation formula as follows: 60% to the state highway fund; 22% to counties; and 18% to municipalities; and Must be used only for maintenance of existing highways, streets, and roads.	Pico	Postponed Indefinitely House Energy & Environment	Monitor	<a href="#">FN</a>	CDOT and the Department of Revenue are required to form a joint working group to develop recommendations as to whether and to what extent the equalization fee should be adjusted to achieve the goal of maintaining parity between plug-in electric motor vehicle owners and owners of motor vehicles that use motor fuel for propulsion with respect to the aggregate amount in motor vehicle registration fees and motor fuel taxes paid. The recommendations must include recommendations as to whether the road equalization fee needs to be adjusted to account for changes to motor fuel excise tax rates or the imposition of other government charges that are calculated on the basis of motor fuel consumption, whether the amount of the fee should be different for personal and commercial vehicles, or whether the amount of the fee should vary based on specified factors. After the joint working group reports to the executive directors, the executive directors or their designees must prepare a written report regarding the recommendations for presentation to the transportation legislation review committee during the 2022 interim.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities; and consideration of alternative revenue and financing mechanisms, such as road usage charges, and, under certain circumstances, tolling and congestion pricing of existing roadways. DRCOG also supports: efforts to reduce emissions from all sources; alternative fuel sources and clean-burning technology; and incentives for purchasing high fuel economy or alternative fuel vehicles .
<b>HOUSING BILLS</b>							

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<a href="#">HB1117</a>	<b>Local Government Authority Promote Affordable Housing Units-</b> clarifies that the existing authority of cities and counties to plan for and regulate the use of land includes the authority to regulate development or redevelopment in order to promote the construction of new affordable housing units. The provisions of the state's rent control statute do not apply to any land use regulation that restricts rents on newly constructed or redeveloped housing units as long as the regulation provides a choice of options to the property owner or land developer and creates one or more alternatives to the construction of new affordable housing units on the building site.	Lontine & Gonzales-Gutierrez/ Gonzales & Rodriguez	Senate State Affairs	Support	<a href="#">FN</a>	This bill has been initiated by the Colorado Municipal League. CCI and CCAT also support the bill.	DRCOG supports policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities



## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<a href="#">HB1121</a>	<b>Residential Tenancy Procedures-</b> requires landlords to give 14 days' notice to tenants prior to starting eviction proceedings for failure to pay rent or for a first or subsequent violation of any other condition or covenant other than a substantial violation; requires that the clerk of the court issue the summons in a residential eviction action; extends the period for which the summons must be issued from 7 days before the court appearance to 14 days before; removes existing provisions for service in residential tenancy actions and requires that the notice to quit or summons be served in the same manner as any other civil action; extends the period for residential evictions to 14 days after judgment; prohibits residential landlords from increasing rent more than one time in a 12-month period of tenancy; extends the notice period for nonpayment of rent for a home owner in a mobile home park from 10 days to 14 days; for a residential tenancy, extends the notice period to 60 days and makes it apply to a tenancy of any duration without a written agreement and prohibits a landlord from terminating a tenancy in which there is no written agreement with the primary purpose of increasing a tenant's rent without providing 60 days' notice.	Jackson & Jodeh/ Gonzales	Senate State Affairs	Support	<a href="#">FN</a>	Under existing law, certain residential landlords must give 10 days' notice to tenants prior to starting eviction proceedings for failure to pay rent or for a first or subsequent violation of any other condition or covenant other than a substantial violation; the clerk of the court or the attorney for the plaintiff may issue a summons to a defendant in an eviction action; in certain circumstances, a person may serve a notice to quit or summons to the tenant by posting a copy of the notice or summons and the complaint in a conspicuous place upon the premises and a person may serve a notice to quit by leaving it with a member of the tenant's family who is at least 15 years old; if a landlord wins judgment in an eviction action, the court cannot issue a writ of restitution, which directs the county sheriff to assist the landlord in removing the tenant, until 48 hours after judgment; for a tenancy of one month or longer but less than 6 months in which there is no written agreement between the landlord and tenant, a landlord must give 21 days' written notice to the tenant prior to increasing the rent.	DRCOG supports renters and homeowners (including manufactured home owners) having appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law. DRCOG supports policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place.

**DENVER REGIONAL COUNCIL OF GOVERNMENTS**

**STATUS OF BILLS--2021 SESSION**

As of 4-14-21

<b>Bill No.</b>	<b>Short Title/Bill Summary</b>	<b>Sponsors</b>	<b>Status</b>	<b>Position</b>	<b>*FN</b>	<b>Staff Comments</b>	<b>Legislative Policy</b>
<a href="#">SB173</a>	<b>Rights In Residential Lease Agreements-</b> addresses several items related to landlord and tenant rights in residential rental agreements, particularly related to legal and court processes, including removal or exclusion from a dwelling, filing of complaints, answering complaints, judgement appeals, restitution, warranty of habitability, liquidated damage clauses, one-way fee-shifting clauses, right to a trial by jury. The bill also amends or prohibits certain late fees, charges and penalties a landlord of a mobile home park or a residential premises (landlord) may impose on a tenant or mobile home owner. The bill also addresses penalties On landlords who commit violations.	Gonzales-Gutierrez & Caraveo/ Moreno & Gonzales	Senate Floor	Support	<a href="#">FN</a>	These reforms of eviction court processes are intended to give tenants more opportunities to resolve issues, especially regarding payment of rent, that may occur with a landlord, as well as to ensure landlord accountability for unfair practices. These reforms also are intended to keep tenants housed and housed in safe, healthy settings. Amendments eliminating the right to a jury trial and changing the cure period to end at the time of judgement rather than 48 hours post-judgement eliminated the fiscal impact.	DRCOG supports renters and homeowners (including manufactured home owners) having appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law. DRCOG supports policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place.

**ATTACH H**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 21, 2021	Action	12 - B

#### SUBJECT

This item concerns adoption of positions on state legislative bills introduced since the last Board meeting.

#### PROPOSED ACTION/RECOMMENDATIONS

Adopt positions on bills presented.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The attachment summarizes the bills introduced since the March Board meeting relative to the Board adopted Policy Statement on State Legislative Issues. The bills are presented with staff comments and staff-recommended positions.

A matrix of bills of interest introduced after April 14 will be emailed to Board members by Tuesday, April 20 with staff comments and staff recommended positions (relative to the Board adopted Policy Statement on State Legislative Issues) for review at the meeting per current Board policy.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to adopt positions on state legislative issues.

#### ATTACHMENTS

Legislative Status Report - New Bills (introduced since the last Board meeting)

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at [drex@drcog.org](mailto:drex@drcog.org) or (303) 480-6701; or Rich Mauro, Senior Policy and Legislative Analyst, at 303-480-6778 or [rmauro@drcog.org](mailto:rmauro@drcog.org).

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
<b>AGING BILLS</b>							
<a href="#">HB1227</a>	<b>Nursing Home Demonstration of Need</b> - requires HCPF to develop, analyze, and enforce a demonstration of need for each new nursing facility provider seeking medicaid certification (does not apply to a nursing facility provider certified prior to June 30, 2021); requires the Medical Services Board to promulgate rules, no later than June 30, 2022, addressing establishment of criteria to be used in determining a provider's Medicaid certification; and allows HCPF to exempt nursing facilities with 5 or fewer Medicaid beds from the current reimbursement methodology and instead require the facilities to be reimbursed at the statewide average rate.	Lontine/ Fields	House Floor	Monitor	<a href="#">FN</a>	A Demonstration of Need policy permits HCPF to only authorize expansion of skilled nursing Medicaid providers when localities can sustain expansion. This would include a set of clear and predetermined criteria HCPF would use to approve or deny facilities that seek to serve Medicaid members. The criteria would be based on an analysis of demographics at the county level and the needs of the surrounding community. The policy will ensure stability, access to care and quality of care remain consistent for one of our most vulnerable populations.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2021 SESSION

As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
<a href="#">SB181</a>	<b>Equity Strategic Plan Addressing Health Disparities</b> - renames the existing "health disparities grant program" to the "health disparities and community grant program" and expands the program to authorize the office of health equity to: award grants from money currently transferred from the prevention, early detection, and treatment fund to the health disparities grant program fund (fund) for the purpose of positively affecting social determinants of health to reduce the risk of future disease and exacerbating health disparities in underrepresented populations; and award grants from any additional money appropriated by the general assembly to the fund to community organizations to reduce health disparities in underrepresented communities through policy and systems changes regarding the social determinants of health. On or before July 1, 2022, the office is required to facilitate a state agency work group to develop an equity strategic plan. Specific state agencies are required to participate in the state agency work group to ensure coordination in equity-related work across state agencies to address social determinants of health in each agency's respective area.	Fields & Coram/ Herod	Senate Appropriations	Support	<a href="#">FN</a>	The definition in statute of "health disparities" includes differences in health status, access to care, and quality of care as determined by race, ethnicity, sexual orientation, gender identity, disability status, <u>aging population</u> , socioeconomic status, and other factors.	DRCOG supports collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC.

DENVER REGIONAL COUNCIL OF GOVERNMENTS  
STATUS OF BILLS--2021 SESSION  
As of 4-14-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	*FN	Staff Comments	Legislative Policy
<b>TRANSPORTATION BILLS</b>							
<a href="#">SB238</a>	<b>Create Front Range Passenger Rail District</b> - creates the front range passenger rail district (district) for the purpose of planning, designing, developing, financing, constructing, operating, and maintaining an interconnected passenger rail system (system) along the front range. The district is specifically required to work collaboratively with the regional transportation district (RTD) to ensure interconnectivity with any passenger rail system operated by or for the RTD and with Amtrak on interconnectivity with Amtrak's Southwest Chief, California Zephyr, and Winter Park Express trains, including but not limited to rerouting of the Amtrak Southwest Chief passenger train. If deemed appropriate by the board of directors of the district and by the board of directors of RTD, the district may share with RTD capital costs associated with shared use of rail line infrastructure in the northwest rail line corridor for passenger train service.	Garcia & Zenzinger/ Esgar & Gray	Senate Transportation & Energy	Board direction requested	NA	The area that comprises the district extends from Wyoming to New Mexico. The district is governed by a board of directors composed of appointees of transportation planning organizations that have jurisdiction within the territory of the district, the governor, and the Executive Director of CDOT, as well as a nonvoting representative of RTD. The district is authorized to exercise the powers necessary to plan, design, develop, finance, construct, operate, and maintain the system including but not limited to: subject to voter approval, levy a sales tax and create a station area improvement district (subject to approval of property owners), and enter into public-private partnerships.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system.

**ATTACH I**



To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
303-480-6701 or [DRex@drcog.org](mailto:DRex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
April 21, 2021	Informational Briefing	13

**SUBJECT**

This informational item pertains to the suite of products and services that DRCOG is offering during the 2020-21 project cycle of the regional data acquisition program.

**PROPOSED ACTION/RECOMMENDATIONS**

N/A

**ACTION BY OTHERS**

N/A

**SUMMARY**

DRCOG has facilitated the joint purchase of imagery since 2002 as part of the Denver Regional Aerial Photography Project (DRAPP). Since 2014, at the request of partners, DRCOG has added to the suite of foundational products and services that are built from and/or complement the imagery.

During the 2020-21 project cycle, DRCOG is producing imagery, elevation data (lidar), elements of the built environment (planimetric data), and a classification of the landscape (land cover). This is the most ambitious package of regional data products developed to date and is valued at \$2.9 million.

These datasets are valuable for a variety of applications including, but not limited to, change detection, construction site planning, water modeling, tree canopy identification, asset management, emergency response pre-planning, permitting, risk assessments, and identification of strategic lands for restoration and conservation.

DRCOG staff will provide a high-level update on the development of these foundational datasets. These complicated projects are difficult in normal years and existing challenges were exacerbated by the impacts of the pandemic. DRCOG responded to new product needs, staff resource shortages and limited budgets with creative solutions including new buy-up options, using student volunteers, and securing grant funding.

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

N/A

**ATTACHMENT**

1. Staff presentation
2. DRAPP 2020 summary

ADDITIONAL INFORMATION
------------------------

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [Drex@drcog.org](mailto:Drex@drcog.org); or Ashley Summers, Information Systems Manager, at 303-480-6746 or [asummers@drcog.org](mailto:asummers@drcog.org).

# DATA ACQUISITION PROJECTS

April 2021

Ashley Summers, Information Systems Manager

# BRIEF HISTORY



- Since 2002, DRCOG has been **facilitating aerial imagery acquisition** in the region **on behalf of member governments** and other public partners.
- Since 2014, DRCOG has been expanding its offerings to include **other foundational datasets** like **elevation data (lidar)** and elements of the **built environment (planimetric data)**.
- Since 2019, DRCOG has been working to add **land cover** to our suite of offerings.
- **Project cycles take two years** to complete and the partnership is currently in the middle of the 2020/2021 project.

# MEETING PARTNER NEEDS AS THEY EVOLVE



The 2020/2021 cycle is DRCOG's **most ambitious** to date, wherein it is producing four foundational datasets including:

high-resolution imagery*	100% complete
elevation data (lidar)	approximately 60% complete
built environment (planimetric data)	approximately 10% complete
land cover	starts tomorrow

\*92% of partners said their overall experience with the imagery project was good or very good. Read more about the project [here](#).

# VALUE STATEMENT



## Partnerships facilitated by DRCOG mean:

- **Cost savings** for all project partners.
- **Reduced administration burden** for all project partners.

## Routine collection of high-quality, detailed datasets with consistent specifications and regional coverage means:

- More **accurate** mapping, measurements and analysis.
- **Less field validation** required.

# USES: IMAGERY AND LIDAR



## Imagery

- **Base map** for print and web map products.
- Identification of **features** and **how they change** over time.
- Input source for **derivative products**.

## Lidar

- Understanding **topography** for uses such as **construction** planning, **water modeling** and **tree canopy identification**.
- Input source for **derivative products**.



# USES: PLANIMETRIC AND LAND COVER DATA



## Planimetric data

- **Asset management.**
- **Emergency response** or **event planning.**
- **Analysis** for such uses as **permitting**, calculating **stormwater fees**, determining **flood risk** for insurance.

## Land cover data

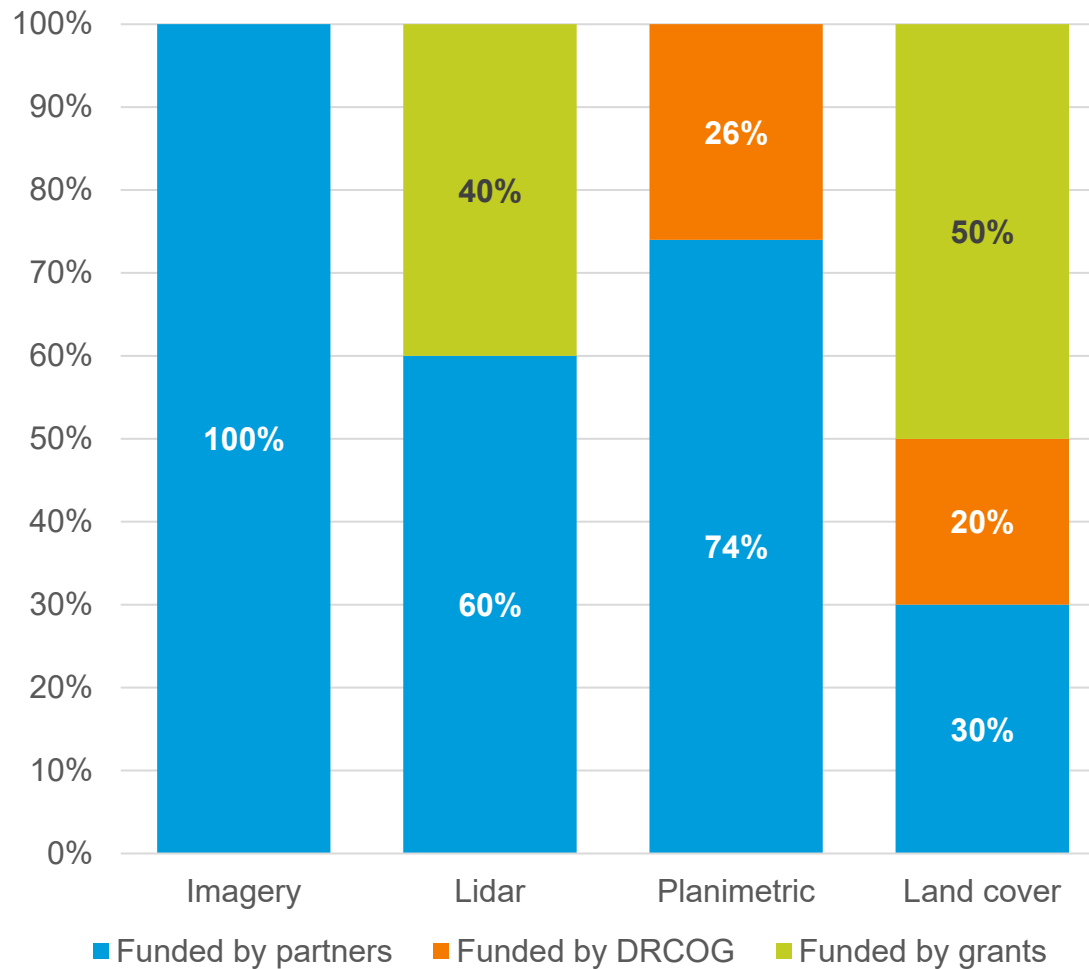
- Assessment of urban **streams** and **trees.**
- Identification of strategic lands for **conservation.**
- **Climate change** and **greenhouse gas** analysis.
- Key input to the **Regional Conservation Assessment.**



# SELECTED ACCOMPLISHMENTS

Problem	Solution
Roughly half of our imagery partners need <b>more frequent imagery</b> in addition to our traditional product that is produced every two years.	DRCOG negotiated a group rate with a new vendor for <b>supplemental imagery buy-ups</b> .
Some project partners faced <b>resource shortages</b> and could not devote time to review of their deliverables.	DRCOG partnered with a local community college and trained GIS student <b>volunteers</b> to closely evaluate deliverables on their behalf.
Partners wanted lidar and land cover data but it would not fit within <b>limited budgets</b> , even with cost sharing.	DRCOG pursued and was awarded a <b>federal grant</b> to cover 40% of the cost.  Working closely with the Mile High Flood District, DRCOG pursued and was awarded a <b>state grant</b> to cover 50% of the cost.

# FUNDING



**Datasets** from these **four projects** (imagery, lidar, planimetric data and land cover) are valued at **\$2.9 million**.

Member governments have access to all this data for a **fraction of that cost**.

# PARTICIPATING LOCAL GOVERNMENTS

- |                                  |                                  |                         |
|----------------------------------|----------------------------------|-------------------------|
| 1. Adams County                  | 15. City of Castle Rock          | 29. City of Lakewood    |
| 2. Arapahoe County               | 16. City of Centennial           | 30. City of Littleton   |
| 3. City and County of Broomfield | 17. City of Cherry Hills Village | 31. City of Lone Tree   |
| 4. Clear Creek County            | 18. City of Commerce City        | 32. City of Longmont    |
| 5. City and County of Denver     | 19. City of Dacono               | 33. City of Louisville  |
| 6. Douglas County                | 20. City of Englewood            | 34. Town of Morrison    |
| 7. Gilpin County                 | 21. Town of Erie                 | 35. Town of Nederland   |
| 8. Jefferson County              | 22. City of Federal Heights      | 36. City of Northglenn  |
| 9. City of Arvada                | 23. Town of Firestone            | 37. Town of Parker      |
| 10. City of Aurora               | 24. Town of Frederick            | 38. Town of Superior    |
| 11. Town of Bennett              | 25. City of Glendale             | 39. City of Thornton    |
| 12. City of Boulder              | 26. City of Golden               | 40. City of Westminster |
| 13. City of Brighton             | 27. City of Greenwood Village    | 41. City of Wheat Ridge |
| 14. City of Castle Pines         | 28. City of Lafayette            |                         |

# GOVERNMENT AND NONPROFIT PARTNERS

1. Arapahoe County Water and Wastewater Authority
2. Colorado Department of Transportation
3. Colorado Water Conservation Board
4. Denver Water
5. E-470 Public Highway Authority
6. Jefferson County Communications Center Authority
7. Metro Wastewater Reclamation District
8. Mile High Flood District
9. Pinery Water and Wastewater District
10. Prospect Recreation and Park District
11. Regional Transportation District
12. South Metro Fire Rescue
13. South Suburban Parks and Recreation
14. United Power
15. U.S. Geological Survey

# LEARNING ABOUT PARTNER NEEDS



## Surveys

- Partners are **surveyed at critical times** throughout the projects to better understand their needs.
- Survey results are posted online and presented at partner meetings to gather additional information about **shared and unique needs**.

## Interviews

- Meet individually with partners to **understand changing or emerging needs**.

## Review committees

- Partners are invited to volunteer for committees that **review and select vendors**.

# SUPPORTING PARTNER DECISION-MAKING



## Custom cost quotes

- DRCOG provides **individualized, comprehensive cost quotes** and reference material so that potential partners can decide what products and services meet their need and budget.

## Staying connected

- **Onboard new staff** at partner agencies to detail history of their organization's involvement, highlight products and services available, and detail partner-specific next actions.



**THANK YOU!**  
**QUESTIONS?**

**Ashley Summers**  
**Information Systems Manager, Regional Planning and Development**  
**[asummers@drcog.org](mailto:asummers@drcog.org)**  
**303-480-6746**



## Description

Every two years, the Denver Regional Council of Governments facilitates the acquisition of high-resolution aerial imagery for the region. Since 2002, the project has been providing a common base map for DRAPP members and partners to use for mapping, planning and analysis.

The 2020 project encompassed approximately 6,000 square miles and included 3-inch, 6-inch and 12-inch imagery.

DRCOG's level of participation keeps partner costs low, providing valuable data at a fraction of the cost. Program costs include imagery acquisition, post-processing, custom order delivery and DRCOG project management.

## Challenges

The 2020 project was challenging for many reasons. The COVID-19 pandemic's effect on local revenue threatened the project budget, airspace closures and bad weather delayed acquisition flights, and simultaneously processing imagery and lidar – while ultimately better than previous projects when we relied on outdated elevation data – slowed down production time. DRCOG staff are proud to say that the partners and vendors persevered and delivered the product with only minimal delay.

## By the numbers

Value of data provided to members	\$994,000
Average cost paid by DRCOG members	\$18,000
Total number of partners	49
Number of participating member counties	7
Number of participating member cities/towns	31
Number of regional partners	11
Amount of 3-inch imagery acquired	1,368 square miles
Amount of 6-inch imagery acquired	1,304 square miles
Amount of 12-inch imagery acquired	3,364 square miles

## What's new in 2020?

During the 2020 project, DRCOG responded to a partner need for more **frequently updated** imagery with faster turnaround times by offering a Nearmap subscription in addition to the custom flight imagery. Close to half of the project partners took advantage of the new offering, which included a streaming service of 3-inch imagery captured approximately every six months, oblique imagery and an annual tile delivery.

The custom flight imagery is highly valued by partners because of its positional accuracy and aesthetic quality. DRCOG invested in both components to ensure the product continued to meet partner needs. For example, DRCOG aligned the 2020 imagery and lidar projects so that the **elevation data** from the latter could be used to place the imagery in its correct location.

Regarding aesthetic quality, DRCOG partnered with the GeoEx Center at Front Range Community College to train **student volunteers** to review imagery on behalf of the partners. The partnership was a win-win situation that gave students valuable hands-on experience, ensured imagery tiles met specifications and took the burden off many of the partners that encountered resource limitations during the review phase.

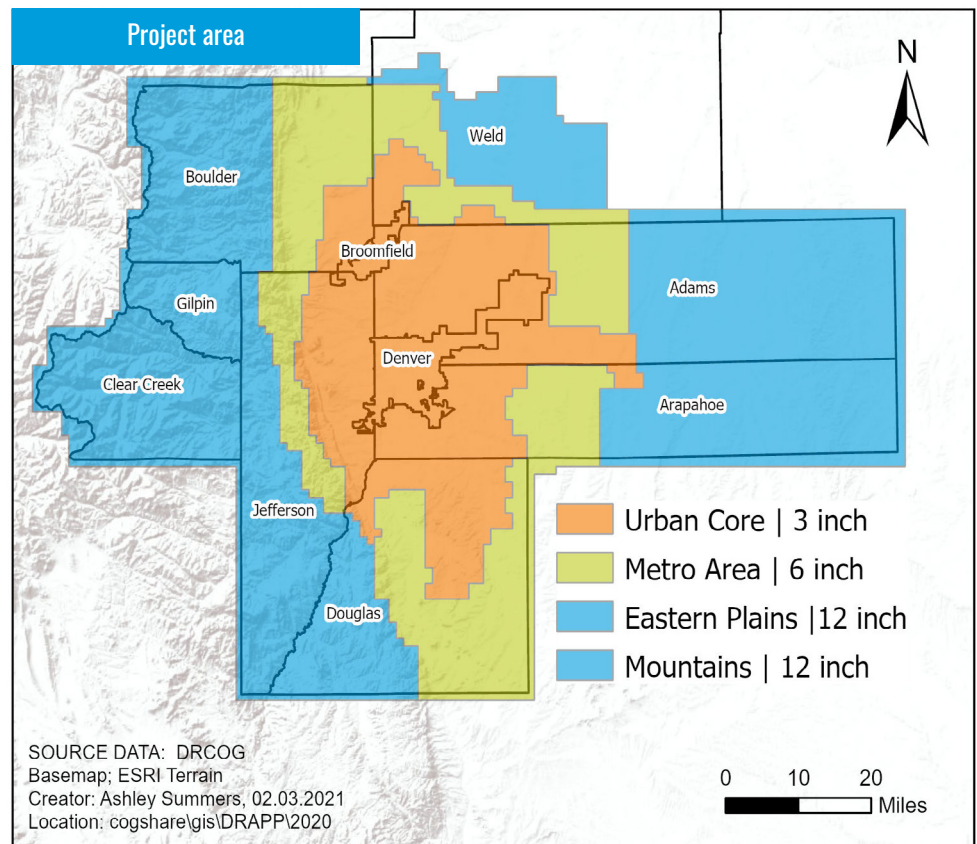


## Vendors

Custom imagery was acquired, processed and delivered as tiles and services by the [Sanborn Map Company](#). [Nearmap](#) provided a subscription to their ortho and oblique imagery.

## Accessing data

Current DRAPP imagery is available for purchase from Sanborn Map Company. Historical imagery is available for free download from the [Regional Data Catalog](#).



## Funding partners

- Colorado Department of Transportation
- Regional Transportation District
- Denver Water
- Adams County
- City and County of Broomfield
- Clear Creek County
- City and County of Denver
- Douglas County
- Gilpin County
- Jefferson County
- City of Arvada
- City of Aurora
- Town of Bennett
- City of Brighton
- City of Castle Pines
- City of Castle Rock
- City of Centennial
- City of Cherry Hills Village
- City of Commerce City
- City of Dacono
- City of Englewood
- Town of Erie
- City of Federal Heights
- Town of Firestone
- Town of Frederick
- City of Glendale
- City of Golden
- City of Greenwood Village
- City of Lafayette
- City of Lakewood
- City of Littleton
- City of Lone Tree
- City of Longmont
- City of Louisville
- Town of Nederland
- City of Northglenn
- Town of Parker
- Town of Superior
- City of Thornton
- City of Westminster
- City of Wheat Ridge
- Arapahoe County Water and Wastewater Authority
- United Power
- Metro Wastewater Reclamation District
- Jefferson County Communications Center Authority
- South Suburban Parks and Recreation
- South Metro Fire Rescue
- E-470 Public Highway Authority
- Pinery Water and Wastewater District

## Questions?

Contact Ashley Summers, DRCOG information systems manager, at 303-480-6746 or [asummers@drcog.org](mailto:asummers@drcog.org).

Visit the [website](#).

*Map disclaimer: DRCOG makes no claims, representations or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.*





To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 21, 2021	Informational Item	15

**SUBJECT**

April administrative modifications to the *2022-2025 Transportation Improvement Program*.

**PROPOSED ACTION/RECOMMENDATIONS**

No action requested. This item is for information.

**ACTION BY OTHERS**

N/A

**SUMMARY**

Per the DRCOG Board-adopted [2020-2023 TIP Policy](#), administrative modifications to the [2022-2025 TIP](#) are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

After the Board is informed of the administrative modifications, the TIP adjustments are processed and posted on the [DRCOG 2022-2025 TIP web page](#). Then they are emailed to the TIP Notification List, which includes members of the Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The April 2021 administrative modifications are listed and described in the attachment. Most of these modifications are pending Board approval of the projects contained in agenda item #11. Highlighted items in the attachment depict project revisions.

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

N/A

**ATTACHMENT**

2022-2025 TIP Administrative Modifications (April 2021)

**ADDITIONAL INFORMATION**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Todd Cottrell, Senior Planner, at (303) 480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).

## ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **April 2021 Administrative Modifications to the 2022-2025 Transportation Improvement Program**

Date: April 21, 2021

### SUMMARY

- Per the DRCOG Board-adopted [2020-2023 TIP Policy](#), Administrative Modifications to the [2022-2025 TIP](#) are reviewed and processed by staff before presented to the DRCOG Board as an informational item. They are then emailed to the TIP Notification List and posted on the [DRCOG 2022-2025 TIP web page](#). Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings or per CDOT definition.
- The TIP Notification List includes the members of the DRCOG Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. If you wish to be removed from the TIP Notification List, please contact Todd Cottrell at (303) 480-6737 or via e-mail at [tcottrell@drcog.org](mailto:tcottrell@drcog.org).
- The projects included through this set of Administrative Modifications are listed below. The attached describes these modifications, with highlighted items depicting project revisions.

### PROJECTS TO BE MODIFIED

- **2001-154: US-85: Cook Ranch Rd. to Meadows Pkwy. Widening**
  - Increase funding
- **2016-020: Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70**
  - Increase funding
- **2016-021: Broadway Station and I-25 Safety and Access Improvements**
  - Increase funding
- **2020-008: High Line Canal Trail: East Colfax Ave. to I-70**
  - Increase federal funding
- **2020-009: Aurora Missing Sidewalk Program**
  - Increase federal funding
- **2020-010: Nine Mile Station Bicycle and Pedestrian Bridge over Parker Rd.**
  - Increase federal funding
- **2020-011: Inverness Dr. West Bicycle and Pedestrian Facilities**
  - Increase federal funding

## ATTACHMENT 1

- **2020-029:**      **SH-66 and WCR-7 Pedestrian Underpass**
  - Increase funding to add construction phase
- **2020-031:**      **US-85/120th Ave. Interchange: Preconstruction Activities**
  - Increase federal funding
- **2020-032:**      **88th Ave. Widening: I-76 to Hwy. 2 - Preconstruction Activities**
  - Increase federal funding
- **2020-035:**      **County Line Rd. Capacity Improvements: Broadway to University Blvd.**
  - Increase federal funding
- **2020-050:**      **Industrial Ln. and Nickel St./Commerce St. Intersection Operational Improvements**
  - Increase funding to add construction phase
- **2020-053:**      **SH-79 and I-70 Interchange Eastbound Ramp Improvements**
  - Increase federal funding
- **2020-054:**      **I-76/Baseline Rd. Interchange Signalization**
  - Swap existing funding for COVID-19 funding
- **2020-055:**      **120th Ave. Operational Improvements: Washington St. to west of York St.**
  - Increase funding
- **2020-056:**      **Parker-Quincy-Smoky Hill Intersection Operational Improvements**
  - Increase federal funding
- **2020-057:**      **Dry Creek Rd. Operational Improvements: I-25 to Inverness Dr. East**
  - Increase funding
- **2020-062:**      **I-25/Lincoln Ave. Traffic and Mobility Improvements**
  - Increase federal funding
- **2020-063:**      **Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln.**
  - Increase federal funding
- **2020-067:**      **Traffic Signalization: Erie Pkwy. and WCR-7**
  - Swap existing funding for COVID-19 funding
- **2020-069:**      **13th Ave. Corridor Multimodal Mobility Study**
  - Increase federal funding
- **2020-070:**      **Parker Rd. PEL Study: Mississippi Ave. to Hampden Ave.**
  - Increase federal funding

## ATTACHMENT 1

- **2020-075:**      **SH-52 PEL Study: SH-119 to I-76**
  - Increase federal funding
- **New Project:**    **5th St. Operational Improvements: Woodlands Blvd. to Ridge Rd.**
  - New project
- **New Project:**    **30th St. Corridor Improvements: Boulder Creek to Arapahoe**
  - New project
- **New Project:**    **100th Ave. Multimodal Improvements**
  - New project
- **New Project:**    **Broadway Corridor Study**
  - New project
- **New Project:**    **County Line Rd. Shoulder Improvements: 17th to SH-66 –  
Preconstruction Activities**
  - New project
- **New Project:**    **South Platte Regional Trail Improvements: Alameda to Phil  
Milstein Park**
  - New project
- **New Project:**    **St. Vrain Trail Extension**
  - New project
- **New Project:**    **US-36 Multimodal Improvements**
  - New project
- **New Project:**    **US-287 BRT Feasibility & Safety Study: Longmont to Broomfield**
  - New project
- **New Project:**    **Wadsworth Blvd. Operational Improvements: W. Vassar Ave. to  
W. Woodward Dr.**
  - New project

**2001-154:** Add \$199,000 in Surface Transportation Block Grant funding**Existing**Title: **US-85: Cook Ranch Rd. to Meadows Pkwy. Widening**Project Type: **Roadway Capacity**TIP-ID: **2001-154**STIP-ID: **SDR5055**

Open to Public:

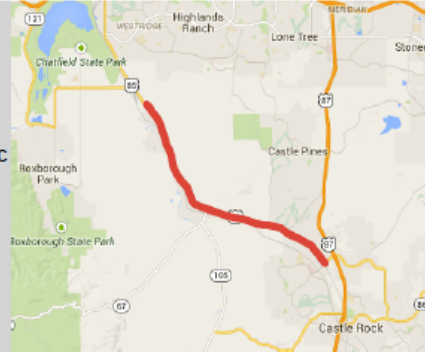
Sponsor: **CDOT Region 1****Project Scope**

Design and construct capacity improvements determined by the I-25 / US-85 Corridor EIS Record of Decision (see also TIP-ID 1999-002 in the 2001-2006 TIP). Widen from Cook Ranch Rd to Meadows Pkwy from 2 to 4 lanes.

Roadway segments, listed in order of anticipated completion, and open to public year include:

MP 191.75 to Louviers Ave; 2019  
 Daniels Park Rd. to SH-67 (Sedalia); 2021  
 Castlegate to Daniels Park Rd; 2026  
 Meadows Pkwy. to Castlegate; 2026

2020-2023 DRCOG funding through Douglas County is for preconstruction activities from SH-67 to Daniels Park Rd.

**Affected Municipality(ies)**

Castle Rock  
 Littleton

**Affected County(ies)**

Douglas

**Performance Measures**

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☒ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☒ Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (FR8)		\$6,100	\$0	\$0	\$0	\$0	\$0		
Federal (STBG)		\$855	\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (FASTER-S)		\$1,500	\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$16,150	\$0	\$0	\$0	\$0	\$0		
Local		\$1,000	\$0	\$0	\$0	\$0	\$0		
Total	\$68,898	\$25,605	\$0	\$0	\$0	\$0	\$0	\$37,300	\$131,803

**Revised**

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (FR8)		\$6,100	\$0	\$0	\$0	\$0	\$0		
Federal (STBG)		\$855	\$199	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (FASTER-S)		\$1,500	\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$16,150	\$0	\$0	\$0	\$0	\$0		
Local		\$950	\$50	\$0	\$0	\$0	\$0		
Total	\$68,898	\$25,555	\$249	\$0	\$0	\$0	\$0	\$37,300	\$132,002

**2016-020:** Add \$3,360,000 in COVID-19 funding at 100% federal share, add \$1,100,000 in state Safety funding for signal replacement in FY 2021, shift \$4,200,000 in state Safety funding (while increasing by an additional \$500,000) and \$3,000,000 in state Surface Treatment funding to FY 2022, and add local funding to increase total project cost to reflect current estimates

## Existing

Title: **Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70**

Project Type: **Roadway Capacity**

TIP-ID: **2016-020**

STIP-ID:

Open to Public: **2022**

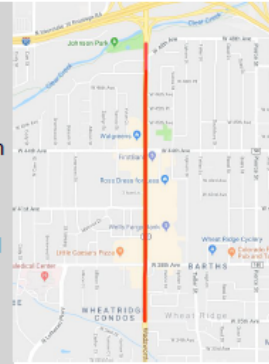
Sponsor: **Wheat Ridge**

### Project Scope

This project will widen Wadsworth Blvd from W 35th Ave to W 48th Ave from 4 to 6 lanes. Features include:

- 8-10 ft. wide sidewalks along both sides of the corridor separated from the street with 2-4 ft. wide paved buffers or 8 ft wide landscaped amenity zone
- An 12 ft wide multi-use path on the east side of Wadsworth Blvd between 35th and 44th
- Street and pedestrian-level lighting
- Landscaped center medians, raised crosswalks, and access consolidation
- Continuous flow intersections with single left turns at 38th and 44th; additional left turns at the four crossover signals and at 41st
- Traffic signals upgrades and bicycle detection
- Transit stop enhancements including shelters, benches, and kiosks

2020-2023 TIP funding continues the project north to I-70.



Affected Municipality(ies)

Wheat Ridge

Affected County(ies)

Jefferson

Project Phases

Year	Phase
2022	Initiate Construction

Performance Measures

- |                                     |                         |
|-------------------------------------|-------------------------|
| <input type="checkbox"/>            | Bridge Condition        |
| <input checked="" type="checkbox"/> | Congestion              |
| <input type="checkbox"/>            | Freight Reliability     |
| <input checked="" type="checkbox"/> | Pavement Condition      |
| <input checked="" type="checkbox"/> | Safety                  |
| <input checked="" type="checkbox"/> | Transit Assets          |
| <input checked="" type="checkbox"/> | Transit Safety          |
| <input checked="" type="checkbox"/> | Travel Time Reliability |

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$2,000	\$0	\$3,280	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (Safety)		\$4,200	\$0	\$0	\$0	\$0	\$0		
State (Surface)		\$3,000	\$0	\$0	\$0	\$0	\$0		
Local		\$500	\$0	\$820	\$0	\$0	\$0		
Total	\$31,200	\$9,700	\$0	\$4,100	\$0	\$0	\$0	\$0	\$45,000

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$2,000	\$0	\$3,280	\$0	\$0	\$0		
Federal (STBG-PDR)		\$0	\$3,360	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (Safety)		\$0	\$1,100	\$4,700	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$3,000	\$0	\$0	\$0		
Local		\$500	\$0	\$3,860	\$0	\$0	\$0		
Total	\$31,200	\$2,500	\$4,460	\$14,840	\$0	\$0	\$0	\$0	\$53,000



**2016-021:** Add \$14,212,000 in COVID-19 funding at 80% federal share and swap \$9,501,000 in existing Surface Transportation Block Grant funding for \$9,501,000 in COVID-19 funding at 80% federal share

## Existing

Title: **Broadway Station and I-25 Safety and Access Improvements**

Project Type: **Roadway Capacity**

TIP-ID: **2016-021**

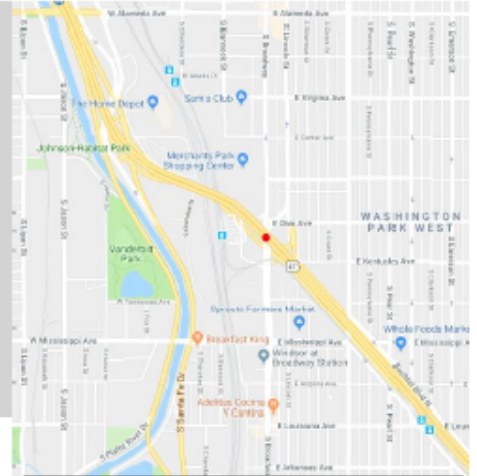
STIP-ID:

Open to Public: **2023**

Sponsor: **Denver**

### Project Scope

This project modifies S. Broadway around the I-25 interchange.



#### Affected Municipality(ies)

Denver

#### Affected County(ies)

Denver

#### Project Phases

Year	Phase
2022	Initiate Construction

#### Performance Measures

<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input checked="" type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$5,142	\$0	\$12,223	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$6,022	\$11,650	\$8,652	\$0	\$0	\$0		
Total	\$27,968	\$11,164	\$11,650	\$20,875	\$0	\$0	\$0	\$0	\$71,657

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$0	\$0	\$7,864	\$0	\$0	\$0		
Federal (STBG-PDR)		\$0	\$14,652	\$9,061	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$11,164	\$8,561	\$10,152	\$0	\$0	\$0		
Total	\$27,968	\$11,164	\$23,213	\$27,077	\$0	\$0	\$0	\$0	\$89,422

**2020-008:** Add \$243,000 in Transportation Alternatives funding and decrease local match by the same amount

## Existing

Title: **High Line Canal Trail: East Colfax Ave. to I-70**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2020-008**

STIP-ID:

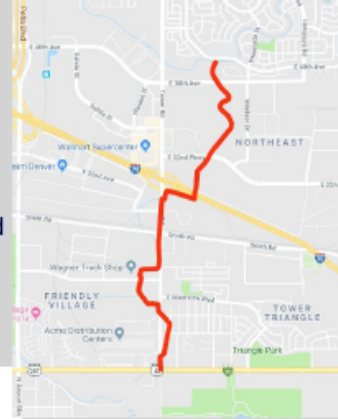
Open to Public: **2022**

Sponsor: **Aurora**

### Project Scope

Construct a multi-use trail between East Colfax Ave. and I-70, including reconstructing the existing canal box culvert underpass of I-70, eight at-grade roadway crossings improvements, one at-grade crossing of the UPRR tracks, one box culvert with headwalls, and one headwall rebuild.

The project will connect to a 1.2-mile long "north" segment of the High Line Canal Trail between I-70 and Denver Green Valley Ranch area to be completed by Aurora as a separate project.



Affected Municipality(ies)

Aurora

Affected County(ies)

Adams

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (TAP)		\$0	\$3,301	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$650	\$900	\$0	\$0	\$0	\$0		
Total	\$0	\$650	\$4,201	\$0	\$0	\$0	\$0	\$0	\$4,851

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (TAP)		\$0	\$3,544	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$421	\$886	\$0	\$0	\$0	\$0		
Total	\$0	\$421	\$4,430	\$0	\$0	\$0	\$0	\$0	\$4,851

**2020-009:** Add \$248,000 in Transportation Alternatives funding and decrease local match by the same amount

## Existing

Title: **Aurora Missing Sidewalk Program**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2020-009**

STIP-ID:

Open to Public: **2024**

Sponsor: **Aurora**

### Project Scope

Construct detached sidewalks along arterial and collector streets to close gaps in portions of Aurora's sidewalk network. All sidewalks will be constructed within 1/2 mile of a school and within areas with high rates of three or more vulnerable populations above the average for the DRCOG area.



Affected Municipality(ies)	Affected County(ies)	Project Phases		Performance Measures	
Aurora	Adams Arapahoe	Year	Phase	<input type="checkbox"/> Bridge Condition	<input checked="" type="checkbox"/> Congestion
		2022	Initiate Design	<input type="checkbox"/> Freight Reliability	<input type="checkbox"/> Pavement Condition
		2023	Initiate Construction	<input checked="" type="checkbox"/> Safety	<input type="checkbox"/> Transit Assets
				<input type="checkbox"/> Transit Safety	<input type="checkbox"/> Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (TAP)		\$295	\$1,670	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$138	\$782	\$0	\$0		
Total	\$0	\$433	\$2,452	\$0	\$0	\$0	\$2,885

## Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (TAP)		\$295	\$1,918	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$138	\$534	\$0	\$0		
Total	\$0	\$433	\$2,452	\$0	\$0	\$0	\$2,885

**2020-010:** Add \$1,400,000 in COVID-19 funding at 80% federal share and decrease local match by the same amount

## Existing

Title: **Nine Mile Station Bicycle and Pedestrian Bridge over Parker Rd.**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2020-010**

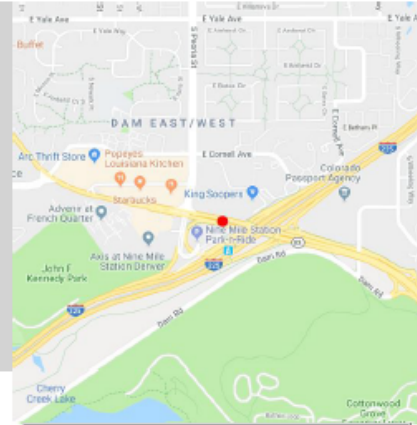
STIP-ID:

Open to Public: **2023**

Sponsor: **Aurora**

### Project Scope

Construct a bicycle and pedestrian bridge over Parker Rd. from the Point redevelopment project to the Nine Mile RTD Station.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Aurora	Arapahoe	Year	Phase
		2022	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$1,000	\$1,075	\$2,291	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$1,110	\$1,075	\$849	\$0	\$0	\$0		
Total	\$0	\$2,110	\$2,150	\$3,140	\$0	\$0	\$0	\$0	\$7,400

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$1,000	\$1,075	\$2,291	\$0	\$0	\$0		
Federal (STBG-PDR)		\$0	\$700	\$700	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$442	\$444	\$748	\$0	\$0	\$0		
Total	\$0	\$1,442	\$2,219	\$3,739	\$0	\$0	\$0	\$0	\$7,400

**2020-011:** Swap \$240,000 in existing Congestion Mitigation / Air Quality funds for \$240,000 in Multimodal Options Funds, add \$1,100,000 in COVID-19 funding at 80% federal match, and decrease local match by the same amount

## Existing

Title: **Inverness Dr. West Bicycle and Pedestrian Facilities**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2020-011**

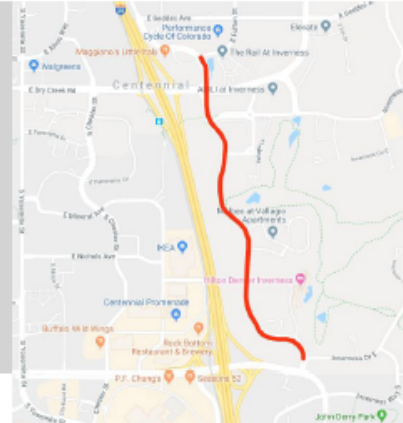
STIP-ID:

Open to Public: **2023**

Sponsor: **Arapahoe County**

### Project Scope

Construct bicycle and pedestrian facilities along Clinton St./Inverness Dr. West, from Fulton St. to Inverness Dr. East.



### Affected Municipality(ies)

Centennial

Unincorporated

### Affected County(ies)

Arapahoe

### Project Phases

Year Phase

2022 Initiate Construction

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$2,191	\$1,302	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$809	\$1,618	\$0	\$0	\$0		
Total	\$0	\$0	\$3,000	\$2,920	\$0	\$0	\$0	\$0	\$5,920

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$2,334	\$919	\$0	\$0	\$0		
Federal (STBG-PDR)		\$0	\$0	\$1,100	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (MMOF)		\$0	\$0	\$240	\$0	\$0	\$0		
Local		\$0	\$584	\$745	\$0	\$0	\$0		
Total	\$0	\$0	\$2,918	\$3,004	\$0	\$0	\$0	\$0	\$5,922

**2020-029:** Add \$825,000 in Transportation Alternatives funding and local match in FY 2024 for construction phase

## Existing

Title: **SH-66 and WCR-7 Pedestrian Underpass**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2020-029**

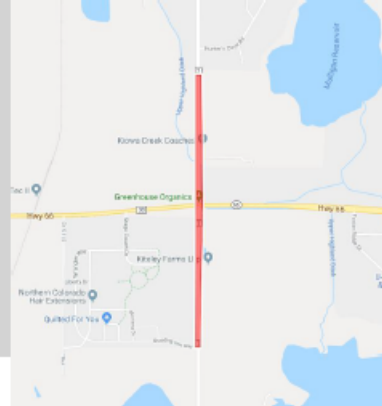
STIP-ID:

Open to Public:

Sponsor: **Mead**

### Project Scope

Construct a trail and pedestrian underpass under SH-66, just west of WCR-7.



Affected Municipality(ies)
Mead

Affected County(ies)
Weld

Project Phases	
Year	Phase
2022	Initiate Design
2023	Initiate ROW

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (TAP)		\$320	\$1,255	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$80	\$314	\$0	\$0		
Total	\$0	\$400	\$1,569	\$0	\$0	\$1,031	\$3,000

## Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (TAP)		\$320	\$1,255	\$825	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$80	\$314	\$206	\$0		
Total	\$0	\$400	\$1,569	\$1,031	\$0	\$0	\$3,000

**2020-031:** Add \$2,400,000 in Surface Transportation Block Grant funding and decrease local match by the same amount

## Existing

Title: **US-85/120th Ave. Interchange: Preconstruction Activities**

Project Type: **Roadway Capacity**

TIP-ID: **2020-031**

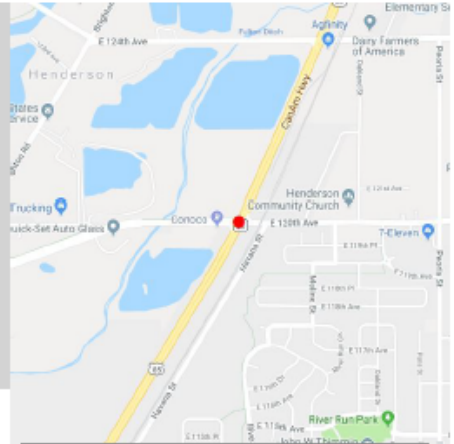
STIP-ID:

Open to Public:

Sponsor: **Commerce City**

### Project Scope

Acquire right-of-way for a future diverging diamond interchange, including two bridge structures.



Affected Municipality(ies)
Brighton
Commerce City

Affected County(ies)
Adams

Project Phases	
Year	Phase
2022	Initiate ROW

Performance Measures	
<input checked="" type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input checked="" type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$4,200	\$2,100	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$1,000	\$0	\$0	\$0	\$0		
Local		\$0	\$3,200	\$2,100	\$0	\$0	\$0		
Total	\$0	\$0	\$8,400	\$4,200	\$0	\$0	\$0	\$0	\$12,600

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$6,600	\$2,100	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$1,000	\$0	\$0	\$0	\$0		
Local		\$0	\$800	\$2,100	\$0	\$0	\$0		
Total	\$0	\$0	\$8,400	\$4,200	\$0	\$0	\$0	\$0	\$12,600



**2020-032:** Add \$1,000,000 in Surface Transportation Block Grant funding and decrease local match by the same amount

## Existing

Title: **88th Ave. Widening: I-76 to Hwy. 2 - Preconstruction Activities**

Project Type: **Roadway Capacity**

TIP-ID: **2020-032**

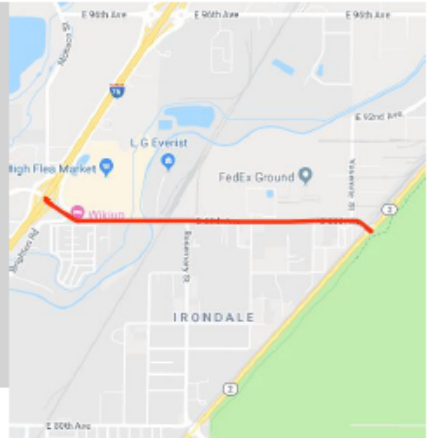
STIP-ID:

Open to Public:

Sponsor: **Commerce City**

### Project Scope

Preconstruction activities for the future widening of 88th Ave.



### Affected Municipality(ies)

Commerce City

Unincorporated

### Affected County(ies)

Adams

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☒ Pavement Condition
- ☐ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☒ Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$1,500	\$500	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$1,500	\$500	\$0	\$0	\$0	\$0		
Total	\$0	\$3,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$4,000

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$1,500	\$1,500	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$500	\$500	\$0	\$0	\$0	\$0		
Total	\$0	\$2,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$4,000



**2020-035:** Add \$2,402,000 in Surface Transportation Block Grant funding and decrease local match by the same amount

## Existing

Title: **County Line Rd. Capacity Improvements: Broadway to University Blvd.**

Project Type: **Roadway Capacity**

TIP-ID: **2020-035**

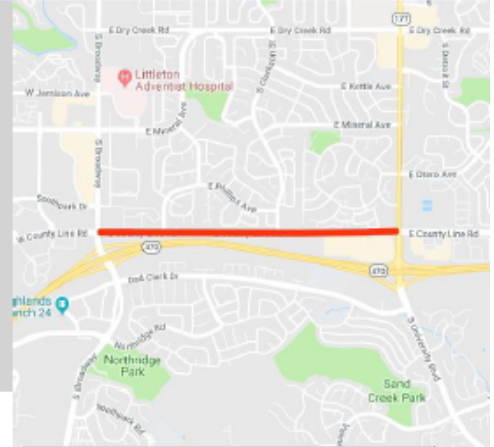
STIP-ID:

Open to Public: **2024**

Sponsor: **Centennial**

### Project Scope

Reconstruct and widen roadway from 2 to 4 lanes, including sidewalks.



Affected Municipality(ies)
Centennial
Littleton

Affected County(ies)
Arapahoe
Douglas

Project Phases	
Year	Phase
2023	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input checked="" type="checkbox"/>	Pavement Condition
<input type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$0	\$10,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0		
Total	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000

## Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$0	\$12,402	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$7,598	\$0	\$0		
Total	\$0	\$0	\$20,000	\$0	\$0	\$0	\$20,000

**2020-050:** Add \$975,000 in Surface Transportation Block Grant funding and local match in FY 2023 for construction phase

## Existing

Title: **Industrial Ln. & Nickel St./Commerce St. Intersection Operational Improvements: Design**

TIP-ID: **2020-050**

STIP-ID:

Open to Public:

Project Type: **Roadway Operational Improvements**

Sponsor: **Broomfield**

### Project Scope

Design for modifications of the 3-way intersection to improve safety and reduce delay, including a coordinated traffic signal with US-287 & BNSF railway.



Affected Municipality(ies)

Broomfield

Affected County(ies)

Broomfield

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$400	\$0	\$0	\$0	\$0	\$0	\$400

**Revised**

Title: **Industrial Ln. & Nickel St./Commerce St. Intersection Operational Improvements**

TIP-ID: **2020-050**

STIP-ID:

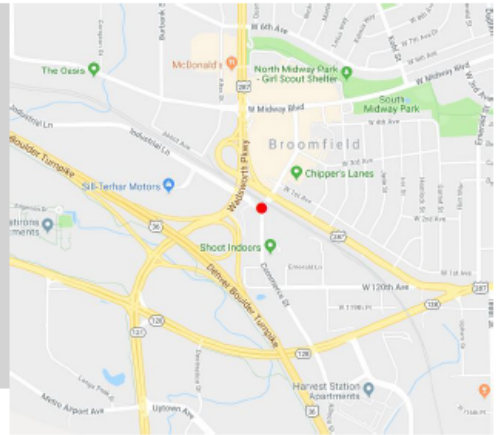
Open to Public:

Project Type: **Roadway Operational Improvements**

Sponsor: **Broomfield**

### Project Scope

**Construct** modifications of the 3-way intersection to improve safety and reduce delay, including a coordinated traffic signal with US-287 & BNSF railway.



### Affected Municipality(ies)

Broomfield

### Affected County(ies)

Broomfield

### Project Phases

Year	Phase
2023	Initiate Construction

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$0	\$975	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$244	\$0	\$0		
Total	\$400	\$0	\$1,219	\$0	\$0	\$0	\$1,619

**2020-053:** Swap \$800,000 in existing Congestion Mitigation / Air Quality funds for \$1,255,000 in COVID-19 funding (\$1,100,000 at 100% federal share) and decrease local match by \$455,000

## Existing

Title: **SH-79 and I-70 Interchange Eastbound Ramp Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-053**

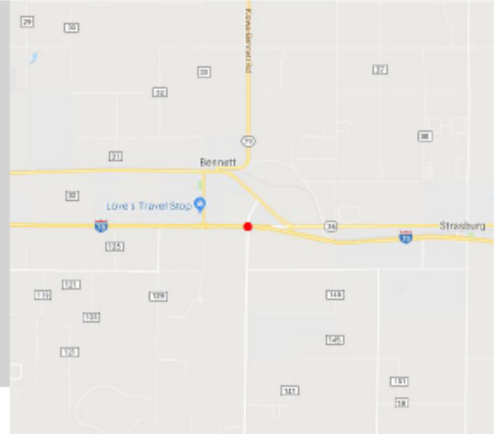
STIP-ID:

Open to Public: **2022**

Sponsor: **Bennett**

### Project Scope

Widen interchange footprint, relocate existing ramp interchange, and signalize the eastbound off-ramp.



### Affected Municipality(ies)

Bennett

### Affected County(ies)

Adams

Arapahoe

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☒ Freight Reliability
- ☒ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☒ Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$400	\$400	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$250	\$250	\$0	\$0	\$0	\$0		
Local		\$450	\$450	\$0	\$0	\$0	\$0		
Total	\$0	\$1,100	\$1,100	\$0	\$0	\$0	\$0	\$0	\$2,200

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (STBG-PDR)		\$0	\$1,255	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$250	\$250	\$0	\$0	\$0	\$0		
Local		\$0	\$445	\$0	\$0	\$0	\$0		
Total	\$0	\$250	\$1,950	\$0	\$0	\$0	\$0	\$0	\$2,200

**2020-054:** Swap \$385,000 in existing Congestion Mitigation / Air Quality funds for \$385,000 in COVID-19 funding at 80% federal share

## Existing

Title: I-76/Baseline Rd. Interchange Signalization

Project Type: Roadway Operational Improvements

TIP-ID: 2020-054

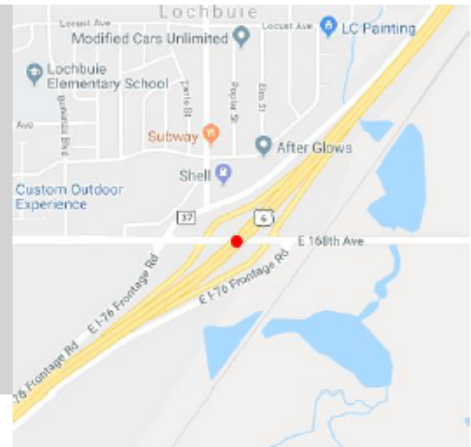
STIP-ID:

Open to Public: 2023

Sponsor: Town of Lochbuie

### Project Scope

Signalize the I-76 ramp intersections along Baseline Rd. and add center left-turn lane to the re-stripped I-76 overpass.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Lochbuie	Weld	Year	Phase
		2022	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input checked="" type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$200	\$1,200	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$150	\$0	\$0	\$0		
Local		\$0	\$50	\$150	\$0	\$0	\$0		
Total	\$0	\$0	\$250	\$1,500	\$0	\$0	\$0	\$0	\$1,750

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$0	\$1,015	\$0	\$0	\$0		
Federal (STBG-PDR)		\$0	\$200	\$185	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$150	\$0	\$0	\$0		
Local		\$0	\$50	\$150	\$0	\$0	\$0		

# ATTACHMENT 1

Administrative Modifications – April 2021

2022-2025 Transportation Improvement Program

Total	\$0	\$0	\$250	\$1,500	\$0	\$0	\$0	\$0	\$1,750
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**2020-055:** Add \$2,484,000 in Surface Transportation Block Grant funding

## Existing

Title: **120th Ave. Operational Improvements: Washington St. to west of York St.**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-055**

STIP-ID:

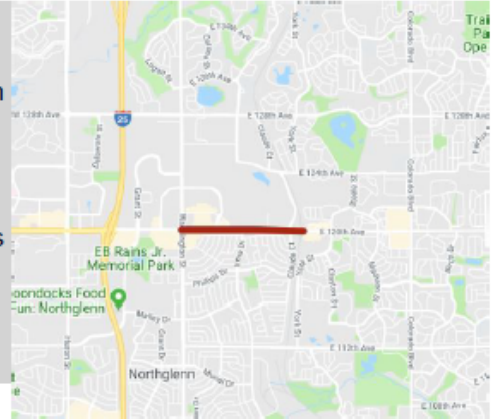
Open to Public: **2024**

Sponsor: **Northglenn**

### Project Scope

Design project from Washington St. to approximately 150 feet east of the railroad tracks. Widen 120th Ave. from two to three lanes in each direction from Washington St. to Claude Ct.

In addition, add turn lanes (where needed) at intersections, modify signals at Irma Dr. for widened lanes, install one new traffic signal at Race St., complete signal synchronization along corridor, add detached multi-use trail on both sides (where feasible), resolve utility conflicts, and construct drainage improvements.



Affected Municipality(ies)
Northglenn
Thornton

Affected County(ies)
Adams

Project Phases	
Year	Phase
2022	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input checked="" type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$6,097	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$3,467	\$0	\$0	\$0		
Total	\$1,413	\$9,564	\$0	\$0	\$0	\$0	\$10,977

## Revised

# ATTACHMENT 1

Administrative Modifications – April 2021

2022-2025 Transportation Improvement Program

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$6,097	\$0	\$0	\$0		
Federal (STBG)		\$800	\$1,684	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$3,046	\$421	\$0	\$0		
Total	\$1,413	\$9,943	\$2,105	\$0	\$0	\$0	\$13,461



**2020-056:** Add \$950,000 in Congestion Mitigation / Air Quality funding and decrease local match by the same amount

## Existing

Title: **Parker-Quincy-Smoky Hill Intersection Operational Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-056**

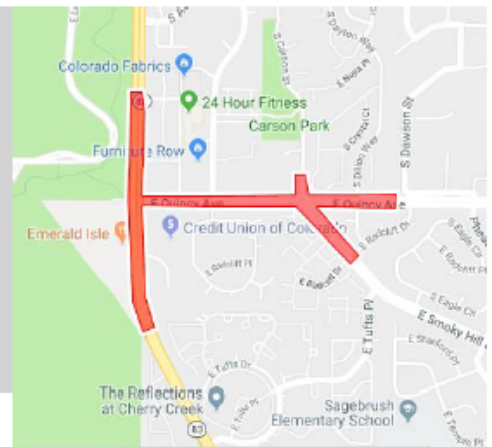
STIP-ID:

Open to Public: **2024**

Sponsor: **Aurora**

### Project Scope

Reconfigure NB Smoky Hill Rd./Quincy Ave. approach to three exclusive left turn lanes and a shared through-right lane. Reconfigure WB Quincy Ave./NB Parker Rd. for three right turn lanes, shift the crosswalk across Parker Rd., undertake signal improvements, and install/widen sidewalks.



#### Affected Municipality(ies)

Aurora

#### Affected County(ies)

Arapahoe

#### Project Phases

Year	Phase
2022	Initiate ROW
2023	Initiate Construction

#### Performance Measures

<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$3,044	\$2,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$1,627	\$1,000	\$0	\$0		
Total	\$1,500	\$4,671	\$3,000	\$0	\$0	\$0	\$9,171

## Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$3,644	\$2,350	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$1,027	\$650	\$0	\$0		
Total	\$1,500	\$4,671	\$3,000	\$0	\$0	\$0	\$9,171



**2020-057:** Add \$850,000 in Congestion Mitigation / Air Quality funding and decrease local match by the same amount

## Existing

Title: **Dry Creek Rd. Operational Improvements: I-25 to Inverness Dr. East**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-057**

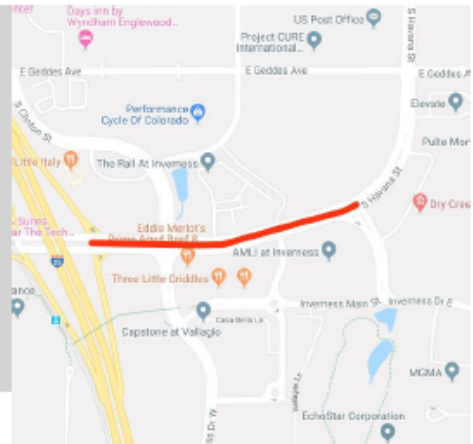
STIP-ID:

Open to Public: **2023**

Sponsor: **Arapahoe County**

### Project Scope

Extend the eastbound through/right lane from NB I-25 Off Ramp to connect to right turn lane at the Inverness Dr. East, shared path improvements along the south side of Dry Creek Rd., signage & pavement markings on the SB Clinton S. for ease to SB I-25, new left turn lane providing direct access to the Dry Creek LRT.



### Affected Municipality(ies)

Centennial

### Affected County(ies)

Arapahoe

### Project Phases

Year	Phase
2022	Initiate Construction

### Performance Measures

<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$1,000	\$1,665	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$719	\$720	\$416	\$0	\$0	\$0		
Total	\$0	\$719	\$1,720	\$2,081	\$0	\$0	\$0	\$0	\$4,520

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$1,850	\$1,665	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$593	\$463	\$416	\$0	\$0	\$0		
Total	\$0	\$593	\$2,313	\$2,081	\$0	\$0	\$0	\$0	\$4,520

**2020-062:** Add \$250,000 in Surface Transportation Block Grant funding and decrease local match by the same amount

## Existing

Title: I-25/Lincoln Ave. Traffic and Mobility Improvements

Project Type: Roadway Operational Improvements

TIP-ID: 2020-062

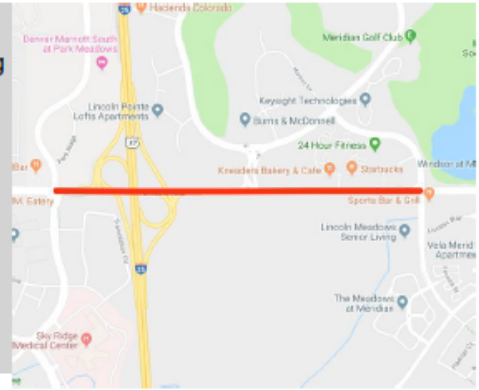
STIP-ID:

Open to Public: 2024

Sponsor: Lone Tree

### Project Scope

Complete Value Engineering Study, NEPA, and 20% plans associated with long term interchange solutions.



Affected Municipality(ies)	Affected County(ies)	Project Phases		Performance Measures	
Lone Tree	Douglas	Year	Phase	<input type="checkbox"/> Bridge Condition	
		2022	Initiate Study	<input checked="" type="checkbox"/> Congestion	
		2023	Initiate Study	<input type="checkbox"/> Freight Reliability	
				<input checked="" type="checkbox"/> Pavement Condition	
				<input checked="" type="checkbox"/> Safety	
				<input type="checkbox"/> Transit Assets	
				<input type="checkbox"/> Transit Safety	
				<input checked="" type="checkbox"/> Travel Time Reliability	

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$500	\$400	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$500	\$1,650	\$0	\$0		
Total	\$700	\$1,000	\$2,050	\$0	\$0	\$0	\$3,750

## Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$500	\$650	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$500	\$1,400	\$0	\$0		
Total	\$700	\$1,000	\$2,050	\$0	\$0	\$0	\$3,750

**2020-063:** Swap \$350,000 in existing Congestion Mitigation / Air Quality funds for \$600,000 in Multimodal Options Funds and decrease local match by \$250,000

## Existing

Title: **Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln.**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-063**

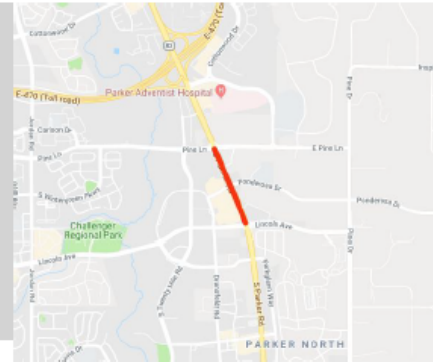
STIP-ID:

Open to Public: **2023**

Sponsor: **Parker**

### Project Scope

Construct pedestrian and traffic operational improvements, including a new multiuse path.



Affected Municipality(ies)
Parker

Affected County(ies)
Douglas

Project Phases	
Year	Phase
2022	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,750	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Faster-S)		\$500	\$0	\$0	\$0		
Local		\$1,750	\$0	\$0	\$0		
Total	\$0	\$4,000	\$0	\$0	\$0	\$0	\$4,000

## Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,400	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Faster-S)		\$500	\$0	\$0	\$0		
State (MMOF)		\$600	\$0	\$0	\$0		
Local		\$1,500	\$0	\$0	\$0		
Total	\$0	\$4,000	\$0	\$0	\$0	\$0	\$4,000

**2020-067:** Swap \$385,000 in existing Congestion Mitigation / Air Quality funding for \$385,000 in COVID-19 funding at 80% federal share

## Existing

Title: **Traffic Signalization: Erie Pkwy. and WCR-7**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-067**

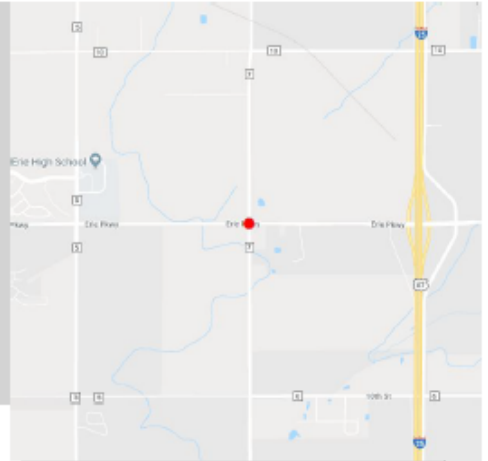
STIP-ID:

Open to Public: **2022**

Sponsor: **Erie**

### Project Scope

Add traffic signal at the intersection.



Affected Municipality(ies)

Erie

Affected County(ies)

Weld

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$54	\$426	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$14	\$106	\$0	\$0	\$0	\$0		
Total	\$0	\$68	\$532	\$0	\$0	\$0	\$0	\$0	\$600

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$54	\$41	\$0	\$0	\$0	\$0		
Federal (STBG-PDR)		\$0	\$385	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$14	\$106	\$0	\$0	\$0	\$0		
Total	\$0	\$68	\$532	\$0	\$0	\$0	\$0	\$0	\$600

**2020-069:** Add \$95,000 in Surface Transportation Block Grant funding and decrease local match by the same amount

## Existing

Title: **13th Ave. Corridor Multimodal Mobility Study**

Project Type: **Roadway/Transit Studies**

TIP-ID: **2020-069**

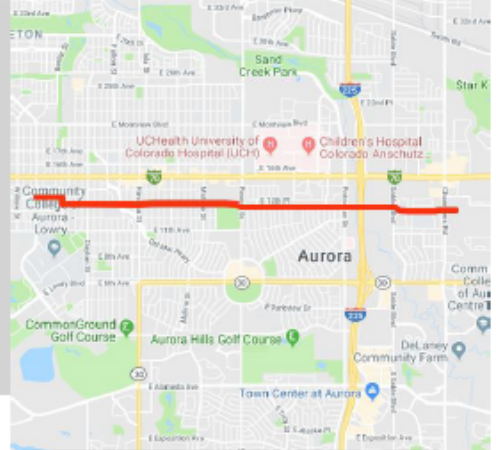
STIP-ID:

Open to Public: **2021**

Sponsor: **Aurora**

### Project Scope

Perform a multimodal corridor study between Yosemite St. and the High Line Canal Trail (east of Chambers Rd.).



Affected Municipality(ies)	Affected County(ies)
Aurora	Arapahoe

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$295	\$0	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$205	\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$500

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$295	\$95	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$86	\$24	\$0	\$0	\$0	\$0		
Total	\$0	\$381	\$119	\$0	\$0	\$0	\$0	\$0	\$500

**2020-070:** Add \$170,000 in Surface Transportation Block Grant funding and decrease local match by the same amount

## Existing

Title: **Parker Rd. PEL Study: Mississippi Ave. to Hampden Ave.**

Project Type: **Roadway/Transit Studies**

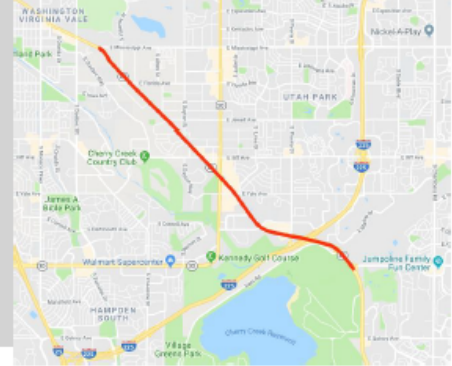
TIP-ID: **2020-070**

STIP-ID:

Open to Public: **2023**

Sponsor: **Arapahoe County**

**Project Scope**  
Planning and Environment Linkage Report.



Affected Municipality(ies)
Aurora
Denver
Unincorporated

Affected County(ies)
Arapahoe
Denver

Project Phases	
Year	Phase
2022	Initiate Study

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input checked="" type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$1,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$500	\$0	\$0	\$0		
Local		\$500	\$0	\$0	\$0		
Total	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000

## Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$1,170	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$500	\$0	\$0	\$0		
Local		\$330	\$0	\$0	\$0		
Total	\$0	\$2,000	\$0	\$0	\$0	\$0	\$2,000

**2020-075:** Add \$388,000 in Surface Transportation Block Grant funding and decrease local match by the same amount

## Existing

Title: **SH-52 PEL Study: SH-119 to I-76**

Project Type: **Roadway/Transit Studies**

TIP-ID: **2020-075**

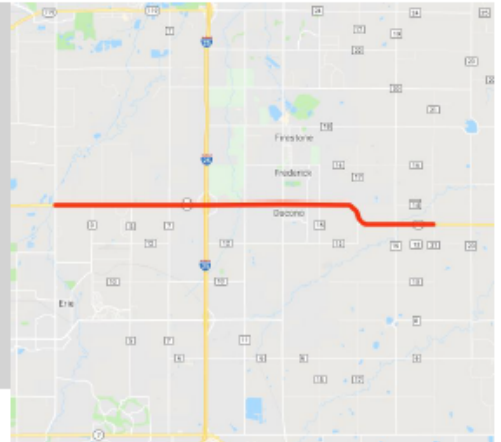
STIP-ID:

Open to Public: **2022**

Sponsor: **CDOT Region 4**

### Project Scope

Planning and Environmental Linkage study from SH-119 to I-76.



### Affected Municipality(ies)

Erie  
Unincorporated  
Dacono  
Frederick

### Affected County(ies)

Weld

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☒ Travel Time Reliability

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$625	\$625	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$625	\$625	\$0	\$0	\$0	\$0		
Total	\$0	\$1,250	\$1,250	\$0	\$0	\$0	\$0	\$0	\$2,500

## Revised

Amount in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$625	\$1,013	\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0	\$0		
Local		\$609	\$253	\$0	\$0	\$0	\$0		
Total	\$0	\$1,234	\$1,266	\$0	\$0	\$0	\$0	\$0	\$2,500



**New Project:** Add new project for new eastbound lane, shoulders, and multiuse path

## New Project

Title: **5th St Operational Improvements: Woodlands Blvd to Ridge Rd**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2022-010**

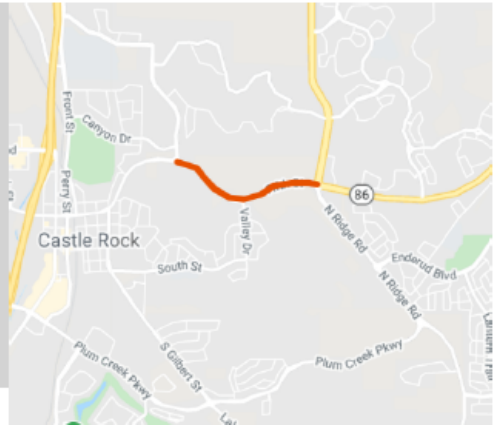
STIP-ID:

Open to Public: **2024**

Sponsor: **Castle Rock**

### Project Scope

Construct a new eastbound lane from Woodlands Blvd. to Ridge Rd to improve safety and congestion. The project will also add shoulders and a multiuse path.



### Affected Municipality(ies)

Castle Rock

### Affected County(ies)

Douglas

### Project Phases

Year	Phase
2023	Initiate Construction

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☒ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$0	\$3,500	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$3,500	\$0	\$0		
Total	\$0	\$0	\$7,000	\$0	\$0	\$0	\$7,000



**New Project:** Add new project for protected intersection

## New Project

Title: **30th St Corridor Improvements: Boulder Creek to Arapahoe**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2022-008**

STIP-ID:

Open to Public:

Sponsor: **Boulder**

### Project Scope

Builds a protected intersection on the south side of the SH-7/Arapahoe and 30th St. intersection, and adds protected bicycle lanes, wider sidewalks, and landscaping on 30th St. from Arapahoe Ave. to Boulder Creek.



Affected Municipality(ies)	Affected County(ies)	Project Phases		Performance Measures	
Boulder	Boulder	Year	Phase	<input type="checkbox"/>	Bridge Condition
		2022	Initiate Design	<input checked="" type="checkbox"/>	Congestion
		2022	Initiate ROW	<input type="checkbox"/>	Freight Reliability
		2023	Initiate Construction	<input type="checkbox"/>	Pavement Condition
				<input checked="" type="checkbox"/>	Safety
				<input type="checkbox"/>	Transit Assets
				<input type="checkbox"/>	Transit Safety
				<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$399	\$1,893	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (MMOF)		\$288	\$0	\$0	\$0		
Local		\$388	\$1,332	\$0	\$0		
Total	\$0	\$1,075	\$3,225	\$0	\$0	\$0	\$4,300

**New Project:** Add new project for a new multiuse trail using COVID-19 funding at 100% federal share

## New Project

Title: **100th Ave Multimodal Improvements**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2022-011**

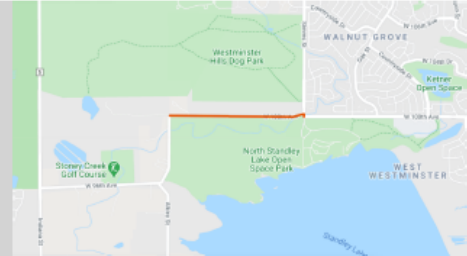
STIP-ID:

Open to Public: **2023**

Sponsor: **Westminster**

### Project Scope

Construct a separated trail along W. 100th Ave, from Alkire St. to Simms St.



#### Affected Municipality(ies)

Westminster

#### Affected County(ies)

Jefferson

#### Project Phases

Year	Phase
2022	Initiate Construction

#### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG-PDR)		\$1,400	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$1,400	\$0	\$0	\$0	\$0	\$1,400

**New Project:** Add new project for a corridor multimodal plan

## New Project

Title: **Broadway Corridor Study**

Project Type: **Roadway/Transit Studies**

TIP-ID: **2022-006**

STIP-ID:

Open to Public:

Sponsor: **Littleton**

### Project Scope

Corridor and multimodal transportation plan from Belleview Ave. to C-470.



#### Affected Municipality(ies)

Englewood

Littleton

#### Affected County(ies)

Arapahoe

#### Project Phases

Year	Phase
2022	Initiate Study

#### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$520	\$280	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$130	\$70	\$0	\$0		
Total	\$0	\$650	\$350	\$0	\$0	\$0	\$1,000

**New Project:** Add new project for design of new shoulders

## New Project

Title: **County Line Rd Shoulder Improvements: 17th to SH-66 - Preconstruction Activities**

TIP-ID: **2022-009**

STIP-ID:

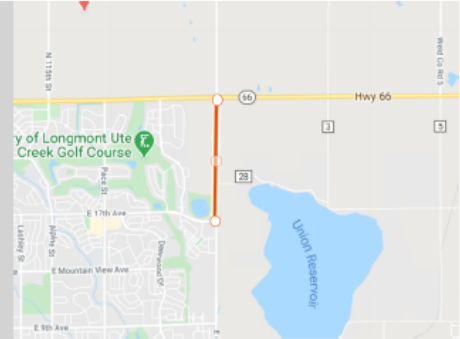
Open to Public:

Project Type: **Bicycle and Pedestrian Projects (New)**

Sponsor: **Longmont**

### Project Scope

Design funding for the eventual construction of shoulders for bicycle users.



### Affected Municipality(ies)

Longmont

### Affected County(ies)

Boulder

Weld

### Project Phases

Year	Phase
2023	Initiate Design

### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (MMOF)		\$0	\$225	\$0	\$0		
Local		\$0	\$225	\$0	\$0		
Total	\$0	\$0	\$450	\$0	\$0	\$0	\$450

**New Project:** Add new project for improvements and realignment of a section of the South Platte Trail

## New Project

**Title: South Platte Regional Trail Improvements: Alameda to Phil Milstein Park**

Project Type: **Bicycle and Pedestrian Projects**  
(Upgrade/Reconstruct)

TIP-ID: 2022-012

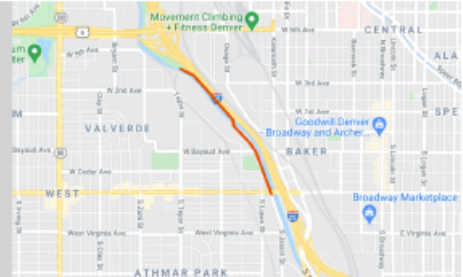
STIP-ID:

Open to Public: 2024

Sponsor: **Denver**

## Project Scope

Trail improvements and realignment from Alameda to Phil Milstein Park.



Affected Municipality(ies)	Affected County(ies)	Project Phases		Performance Measures	
Denver	Denver	Year	Phase	<input type="checkbox"/>	Bridge Condition
		2022	Initiate Environmental	<input checked="" type="checkbox"/>	Congestion
		2022	Initiate Design	<input type="checkbox"/>	Freight Reliability
		2023	Initiate Construction	<input type="checkbox"/>	Pavement Condition
				<input checked="" type="checkbox"/>	Safety
				<input type="checkbox"/>	Transit Assets
				<input type="checkbox"/>	Transit Safety
				<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$2,847	\$0	\$0		
Federal (TAP)		\$0	\$900	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (MMOF)		\$1,050	\$1,608	\$0	\$0		
Local		\$1,050	\$2,545	\$0	\$0		
Total	\$0	\$2,100	\$7,900	\$0	\$0	\$0	\$10,000

**New Project:** Add new project for a new multiuse trail, \$440,000 of the COVID-19 funding is at 100% federal share

## New Project

Title: **St. Vrain Trail Extension**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2022-013**

STIP-ID:

Open to Public: **2023**

Sponsor: **Lyons**

### Project Scope

Construct a new trail parallel to SH-66, from McConnell Dr. to US-36.



#### Affected Municipality(ies)

Lyons

#### Affected County(ies)

Boulder

#### Project Phases

Year	Phase
2022	Initiate Construction

#### Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG-PDR)		\$1,048	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$152	\$0	\$0	\$0		
Total	\$0	\$1,200	\$0	\$0	\$0	\$0	\$1,200

**New Project:** Add new project for a new multiuse path, \$940,000 of the COVID-19 funding is at 100% federal share

## New Project

Title: **US-36 Multimodal Improvements**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2022-014**

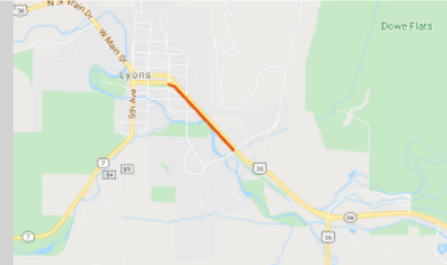
STIP-ID:

Open to Public: **2023**

Sponsor: **Lyons**

### Project Scope

Construct a multimodal path connecting the west end of downtown east to McConnell Dr.



Affected Municipality(ies)
Lyons

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2022	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG-PDR)		\$2,154	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$304	\$0	\$0	\$0		
Total	\$0	\$2,458	\$0	\$0	\$0	\$0	\$2,458

**New Project:** Add new project for a safety and BRT operations study

## New Project

Title: **US-287 BRT Feasibility & Safety Study: Longmont to Broomfield**

Project Type: **Roadway/Transit Studies**

TIP-ID: **2022-007**

STIP-ID:

Open to Public:

Sponsor: **Boulder County**

### Project Scope

Safety analysis (crash locations and potential safety improvements) and transit operations study for the US-287 corridor between Longmont and Broomfield.



Affected Municipality(ies)
Erie
Longmont
Louisville

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2022	Initiate Study

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input checked="" type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$250	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$101	\$0	\$0	\$0		
Total	\$0	\$351	\$0	\$0	\$0	\$0	\$351



**New Project:** Add new project for operational improvements including a new acceleration/deceleration lane

## New Project

Title: **Wadsworth Blvd. Operational Improvements: W. Vassar Ave. to W. Woodward Dr.**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2022-015**

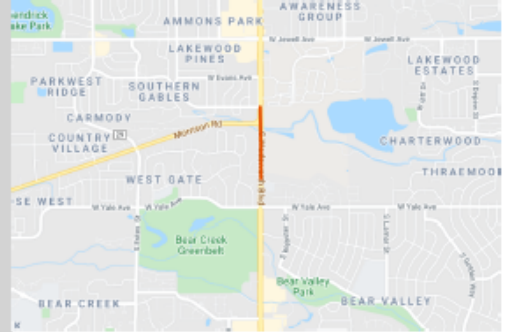
STIP-ID:

Open to Public: **2024**

Sponsor: **Lakewood**

### Project Scope

Add a new acceleration/deceleration lane on NB Wadsworth Blvd. and other intersection operational improvements at Morrison Rd.



Affected Municipality(ies)
Lakewood

Affected County(ies)
Jefferson

Project Phases	
Year	Phase
2022	Initiate Design
2023	Initiate Construction

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input checked="" type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input checked="" type="checkbox"/>	Pavement Condition
<input checked="" type="checkbox"/>	Safety
<input type="checkbox"/>	Transit Assets
<input type="checkbox"/>	Transit Safety
<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$2,144	\$847	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$536	\$212	\$0	\$0		
Total	\$0	\$2,680	\$1,059	\$0	\$0	\$0	\$3,739