

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, December 16, 2020
6:30 – 8:45 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
4. 6:35 Report of the Chair
 - Remarks from new RTD CEO and General Manager, Debra Johnson
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
5. 6:45 Report of the Executive Director
6. 6:50 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.

We make life better!



CONSENT AGENDA

7. 7:00 Move to Approve Consent Agenda
 - i. Minutes of November 18, 2020
(Attachment A)
 - ii. 2020-2023 Transportation Improvement Program (TIP) Amendment
(Attachment B)
 - iii. Fixing America's Surface Transportation Act (FAST Act) 2022 Infrastructure Condition and 2021 Public Transportation Agency Safety Plan Targets
(Attachment C)

ACTION ITEMS

8. 7:05 FY 2020 Transportation Improvement Program (TIP) Project Delay Actions
(Attachment D) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations
9. 7:15 Corrections to the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) fiscally constrained project and program investment priorities
(Attachment E) Jacob Riger, Manager, Transportation Planning and Operations
10. 7:25 Urban Arterial Multimodal Safety Improvement Program (Safer Main Streets) Project Awards
(Attachment F) Ron Papsdorf, Director, Transportation Planning and Operations

INFORMATIONAL BRIEFINGS

11. 7:45 Preview of 2021 state legislative session
(Attachment G) Rich Mauro, Senior Policy and Legislative Analyst
12. 8:00 Setting 2021 Safety Targets as required by the *Fixing America's Surface Transportation Act* (FAST Act) and setting Vision Zero safety targets
(Attachment H) Alvan-Bidal Sanchez, Transportation Planner, Transportation Planning and Operations
13. 8:15 Setting Congestion Management Process and preliminary results of the 2019 Annual Report
(Attachment I) Robert Spotts, Program Manager, Transportation Planning and Operations
14. 8:30 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 – Elise Jones
 - B. Report from Metro Mayors Caucus – Herb Atchison
 - C. Report from Metro Area County Commissioners – Roger Partridge
 - 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 – George Teal
- 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
- 16. FY 2020 Annual Listing of Federally Obligated Projects
(Attachment K) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations
- 17. Selection of DRCOG directors to serve on regional committees
(Attachment L) Douglas W. Rex, Executive Director

ADMINISTRATIVE ITEMS

- 18. **Next Meeting – January 20, 2021**
- 19. Other Matters by Members
- 20. 8:45 Adjourn

CALENDAR OF FUTURE MEETINGS

December 2020

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

January 2021

6	Board Work Session	4:00 p.m.
6	Performance and Engagement Committee	5:30 p.m.*
19	Regional Transportation Committee	Cancelled
20	Finance and Budget Committee	5:30 p.m.
20	Board of Directors	6:30 p.m.
22	Advisory Committee on Aging	Noon – 3 p.m.
25	Transportation Advisory Committee	1:30 p.m.

February 2021

3	Board Work Session	4:00 p.m.
3	Performance and Engagement Committee	5:30 p.m.*
16	Regional Transportation Committee	8:30 a.m.
17	Finance and Budget Committee	5:45 p.m.
17	Board of Directors	6:30 p.m.
19	Advisory Committee on Aging	Noon – 3 p.m.
22	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

SUMMARY
BOARD OF DIRECTORS
WEDNESDAY, November 18, 2020

Members/Alternates Present

John Diak, Chair	Town of Parker
Jeff Baker	Arapahoe County
Bob Fifer	City of Arvada
Mike Coffman	City of Aurora
Larry Vittum	Town of Bennet
Adam Cushing	City of Brighton
Elise Jones	Boulder County
Aaron Brockett	City of Boulder
Margo Ramsden	Town of Bow Mar
William Lindstedt	City and County of Broomfield
Deborah Mulvey	City of Castle Pines
Tammy Mauer	City of Centennial
Randy Weil	City of Cherry Hills Village
Nicole Frank	City of Commerce City
Kathryn Wittman	City of Dacono
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Roger Partridge	Douglas County
Steve Conklin	City of Edgewater
Bill Gippe	City of Erie
Cheryl Wink (Alternate)	City of Englewood
Josie Cockrell	Town of Foxfield
Lynette Kelsey	Town of Georgetown
Rachel Binkley	City of Glendale
Jim Dale	City of Golden
George Lantz	City of Greenwood Village
Libby Szabo	Jefferson County
Stephanie Walton	City of Lafayette
Karina Elrod	City of Littleton
Larry Strock	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Colleen Whitlow	Town of Mead
Julie Duran Mullica	City of Northglenn
Sally Daigle	City of Sheridan
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; Chris Chovan, Adam Carrera, Adams County; Jim Katzer, Ryan Seacrist, Bryan Weimer, Cathleen Valencia, Arapahoe County; Mac Callison, Alison Coombs, Aurora; Sarah Grant, Heidi Henkel, Broomfield; Brad Boland, Castle Rock; Brent Soderlin, Commerce City; Michael Finocchio, Eileen Yazzie, Denver; Art Griffith, Lauren Pulver, Douglas County; Julia Marvin, Kent Moorman, Thornton; Anita Seitz, Westminster; Mark Westberg, Wheat Ridge; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell Public Affairs; Danny Herrman, Jordan Rudel, CDOT; Gary Harty, Citizen; and DRCOG staff.

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

Move to approve agenda

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

Report of the Chair

- Director Flynn reported the Performance and Engagement Committee had not met since the last Board of Directors meeting.
- Director Conklin reported the Finance and Budget Committee met and acted on two resolutions approving the Executive Director to:
 - enter into an agreement with the Federal Transit Administration (FTA) for approximately \$2 million dollars for the period of October 1, 2020 through September 30, 2021.
 - negotiate and execute a contract with Cactus, Inc. to provide professional advertising and promotional services for the regional travel demand management program (Way to Go) in an amount not to exceed \$860,000 with a term ending December 31, 2021 including the option to renew for two additional one year terms upon satisfactory performance.

Report of the Executive Director

- Medicare Open Enrollment – began on October 15 and will run through December 7. DRCOG has a State Health Insurance Assistance Program (SHIP) that can provide assistance to individuals needing to apply for Medicare.
- GoTober – DRCOG's largest employer campaign to encourage employers/employees to work remotely and find alternate forms of travel wrapped up at the end of October.
- Front Range Waste Diversion Grant – is a grant to support waste diversion planning. DRCOG applied for the grant in August 2020 and staff was informed that they were not selected as a recipient of the grant. Some of DRCOG's surrounding local governments were selected and staff plan to work with and support these recipients.

Public Comment

There was no public comment.

Chair Diak closed public comment at 6:44 p.m.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the October 21, 2020 meeting

Select representative to the Nominating Committee

Executive Director Rex presented this item to the directors. The Nominating Committee consists of member representatives from the Performance & Engagement Committee, the Finance & Budget Committee, the Board, a member selected by the Board Chair, the Immediate Past Chair of the Board, and a Board member representing the City and County of Denver. At the January meeting each year, the Nominating Committee shall present to the Board nominations for Executive Committee members to be elected at the February meeting.

Director Flynn **moved** to select Herb Atchison of the Board of Directors to the Nominating Committee. The motion was **seconded** and **passed** unanimously.

Chair John Diak expressed his selection of Director Sally Daigle to serve on the Nominating Committee as the Chair's representative.

Select representatives to serve on the RTC, STAC, E-470, and the ACA

Executive Director Rex solicited interest from directors to serve as DRCOG's representatives on the Regional Transportation Committee (RTC), the State Transportation Advisory Committee (STAC), E-470 Board of Directors and the Advisory Committee on Aging (ACA) at the October 21 Board meeting. Directors were asked to submit their interest to serve on any of these committees by November 13. The following committees did not require a ballot runoff and the listed directors were selected to serve:

- E-470
 - Chair John Diak (member)
 - Jessica Sandgren (alternate)
- ACA
 - Jim Dale (member)
 - Joan Peck (member)
 - Wynne Shaw (member)

Two of the committees (RTC and STAC) required a ballot runoff. The results (shared with directors via email on November 20) are as follows:

- RTC
 - Joan Peck (member)
 - Wynne Shaw (member)
 - Debra Mulvey (alternate)
- STAC

- Ashley Stolzmann (member)
- Tammy Maurer (alternate)

Directors shared their concerns that candidates did not have an opportunity to share a statement of who they are and why they would be interested in serving. Chair Diak thanked members for their comments and said it would help to improve the process moving forward.

Director Brockett **moved** to accept by acclimation the appointments to the ACA and E-470 committees and accept the results of the voting on the RTC and STAC committees. The motion was **seconded** and **passed** with two abstentions from Aaron Brockett and Bill Gippe.

Discussion on the DRCOG 2021 budget

Jenny Dock provided an overview of the proposed budget to the directors. The budget is a fiscal guide for the operations of DRCOG beginning January 1, 2021. The budget highlights work activities in the DRCOG Metropolitan Planning Organization's Unified Planning Work Program (UPWP), the Area Agency on Aging (AAA), the communications and marketing division, executive office and administration and finance division. Ms. Dock explained that staff would be seeking approval of this proposal as presented, even though DRCOG is planning to change its fiscal year to start in July 2021. A new budget proposal will be presented to the board in May 2021.

Director Wittman **moved** to adopt Resolution No. 7, 2020, approving the DRCOG 2021 Budget as presented. The motion was **seconded** and **passed** unanimously.

Discussion of Transportation Improvement Program (TIP) COVID-19 impact options

Todd Cottrell presented these options to the directors. In May, DRCOG staff held discussions with TAC, RTC, and the Board to understand the fiscal impacts of the COVID-19 pandemic and discussed possible options to keep programmed federal funds in circulation. The following were options presented to the Board:

- TIP Policy Project Delay Extension:
 - This option retains the current project schedule but allows for a TIP Policy variation to extend the time period for project sponsors to initiate their project phases. Sponsors are required to document their COVID-19 delay to the best extend possible.
- Reprogram Federal Funds:
 - This option allows project sponsors to request their DRCOG-allocated funds be reprogrammed to another year based on documented COVID-19 related financial or loss of staffing hardship without triggering a project delay penalty.
- Apply to CDOT to use Toll Credits and Reduce Project Scope Accordingly:
 - This option allows project sponsors to apply to CDOT to utilize state toll credits that would replace any non-federal match based on a demonstrated COVID-19 financial hardship. Since state toll credits do not actually provide

funding to a project, the project scope would have to be reduced a proportional amount.

- Additionally, allow project sponsors to apply to CDOT to utilize toll credits, but Backfill Local Match with DRCOG Unallocated Waiting List Funds. If the state toll credits are utilized, the reduced project scope would be backfilled with unallocated DRCOG funds to make the scope whole.

Director Atchison **moved** to approve the options available to TIP projects impacted by COVID-19. The motion was **seconded** and **passed** unanimously.

Discussion of Transportation Improvement Program (TIP) 2nd Year Delays

Todd Cottrell presented the delays to the directors. Through conversations with project sponsor staff, DRCOG is aware of seven projects that had phases delayed for FY 2019 (first-year delay) and will continue to be delayed in FY 2020 for a second year after October 15, 2020. Over the last two months, TIP project sponsors could make a request for DRCOG staff to consider the COVID-19 impacts to their project delays. A table of each 2nd year project delay status reported COVID-19 impacts, and recommended action are as follows:

Project Sponsor	Project Name	Project Delay 120-Day Deadline <i>If variance is approved</i>	COVID-19 Requested Extension	COVID-19 Adjusted Recommendation
Arapahoe County	Iliff Ave Operational Imp: Parker Rd to Quebec St	Jan 29, 2021	6 Months	2 months – March 29, 2021
Boulder	Broadway Reconstruction: Violet Ave to US-36	Project Advertised; No Longer Delayed		
CDOT Region 1	R1 Traffic Adaptive Pilot Implementation	RFP Released; No Longer Delayed		
Denver	ITS Device Performance and Reliability Improvement	Jan 29, 2021	N/A	N/A
Douglas County	C-470 Multi-use Trail Grade Separation at Yosemite St	Jan 29, 2021	6 Months	July 29, 2021
Douglas County	US-85: Highlands Ranch Pkwy to County Line Rd Capacity Improvements	Jan 29, 2021	9 Months	6 Months – July 29, 2021
Wheat Ridge	Wadsworth Blvd Widening: 35th Ave to 48th Ave	Jan 29, 2021	4 Months	2 Months – March 29, 2021

Director Atchison **moved** to approve the staff recommendation for each project to allow each sponsor's project to continue. The motion was **seconded** and **passed** unanimously.

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

Jacob Riger presented the projects and investment priorities to the directors. DRCOG staff discussed the draft 2050 MVRTP project and program investment priorities initially at the November 4th Board work session. These fiscally constrained project investment priorities comprise the 2050 MVRTP roadway capacity and rapid transit networks to model for air quality conformity. Locally funded projects will be carried forward from the 2040 MVRTP with two rounds of project sponsor-requested updates. At the October 26 TAC meeting, the committee recommended approval of the draft 2050 MVRTP fiscally constrained project and program investment priorities and added language to explicitly recognizing the link to the Metro Vision Plan in developing these recommendations. These project investment priorities will be the basis of air quality conformity modeling conducted for the 2050 MVRTP.

Director Stolzmann **moved** to approve the 2050 MVRTP fiscally constrained project and program investment priorities as amended, recognizing the Metro Vision Plan's primary objectives were considered in developing these recommendations. The motion was **seconded** and **passed** unanimously.

Committee Reports

State Transportation Advisory Committee – Director Jones reported that the committee received an approval from the Transportation Commission on consideration of the RPP Formula. They also received an update from CDOT's Shoshanna Lew, regarding the Governor's budget, including economic stimulus funding. The committee voted on revisions to the STAC bylaws. The group received an update on proposed changes to the 1601 Interchange process.

Metro Mayors Caucus – Director Atchison reported that the caucus will not meet until November 19.

Metro Area County Commissioners – On behalf of Director Partridge, Chair Diak stated there was no report.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the committee will not meet until November 20.

Regional Air Quality Council – Doug Rex reported the council had a discussion on the 2021 budget and work program. The council received a presentation on the Serious Area Ozone Plan and the RAQC's pre-hearing statement. There was a 2020 Ozone Season review.

E-470 Authority – Chair Diak stated that they had a Board meeting, which addressed the Aurora Parkway intergovernmental agreement with the City of Aurora. The board approved a task order that allows E-470 to integrate with I-70 Express Lanes. They also had a future projects discussion, that determined for the years 2021-2025, E-470 is projected to have \$332 million in construction projects.

Report from CDOT – Director White reported they are working on the Governor's budget, specifically the proposal for \$200 million stimulus funding for transportation and \$70 million for the Safer Main Streets initiative. Ms. White wanted to personally thank Director Partridge and Director Jones for their tenure serving on the STAC.

Report on FasTracks – Director Van Meter reported that Deborah Johnson, the new GM and CEO of RTD, began her new position on November 9. The RTD Board met and approved their budget for the year 2021. There will be scheduled layoffs of RTD staff that will take effect January 2021, which will include about 400 employees. The RTD Accountability Committee is making a lot of progress in making recommendations for improvement.

Next meeting – December 16, 2020

Other matters by members

Director Gippe wanted to express his support in Director Binkley's statement for the agenda item concerning the selection of representatives to serve on the RTC, STAC, E-470, and the ACA. Mr. Gippe stated for the record that he would like to abstain from that vote. Director Jones also wanted to express her support for the statements made for this agenda item.

Director Dale wanted to report that former Mayor Margaret Sloan was elected to the RTD Board of Directors.

Director Daigle asked about the RTD layoffs, regarding Governor Polis' request to delay those layoffs, using CARES Act funding. Director Van Meter stated that the funds from the CARES Act has already been substantially depleted and will be obsolete by the end of 2020.

Adjournment

The meeting adjourned at 8:36 p.m.

John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the DRCOG Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Consent Agenda	7-ii

SUBJECT

2020-2023 Transportation Improvement Program (TIP) amendment.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

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

[December 15, 2020](#) – RTC will make a recommendation

SUMMARY

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

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

TIP Amendment

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt attached amendment to the *2020-2023 Transportation Improvement Program (TIP)*.

ATTACHMENTS

1. Proposed TIP amendment
2. Board Resolution

ADDITIONAL INFORMATION

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

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

Existing

Title: Central 70

TIP-ID: 2016-003

STIP-ID:

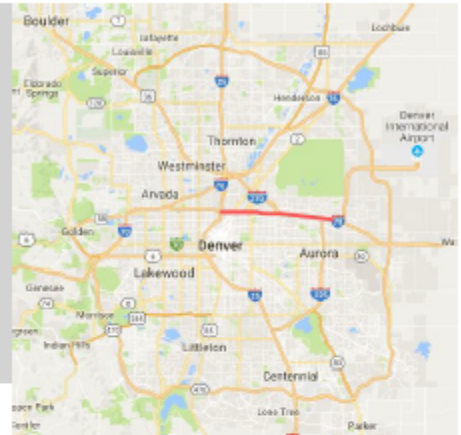
Open to Public:

Project Type: Roadway Capacity

Sponsor: CDOT

Project Scope

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



Affected Municipality(ies)

Denver

Affected County(ies)

Regional

Performance Measures

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

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

Revised

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO.____, 2020

A RESOLUTION AMENDING THE 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing comprehensive transportation planning process designed to prepare and adopt regional transportation plans and programs; and

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

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2020-2023 was adopted by the Board of Directors on August 21, 2019; and

WHEREAS, it is necessary to amend the 2020-2023 Transportation Improvement Program; and

WHEREAS, the Regional Transportation Committee has recommended approval of the amendments.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2020-2023 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that these amendments to the 2020-2023 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2020 at Denver, Colorado.

John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the DRCOG Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Consent Agenda	7-iii

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

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

[December 15, 2020](#) – RTC will make a recommendation

SUMMARY

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

PM2: Infrastructure Condition (Pavement)

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

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

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

PTASP: Public Transportation Agency Safety Plan

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

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

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

ATTACHMENT

1. DRCOG Staff Presentation
2. CDOT Presentation
3. RTD Presentation
4. Resolution – Pavement Condition Targets
5. Resolution – Public Transportation Safety Targets

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drco.org or (303) 480-6701; or Alvan-Bidal Sanchez, Transportation Planner, at ASanchez@drco.org or (720) 278-2341.

Board of Directors
December 16, 2020

FAST Act Performance Measures and Targets

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

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

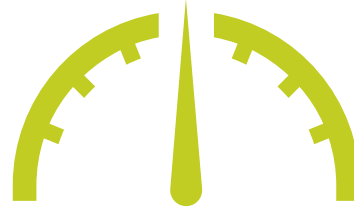
FAST Act Performance Measures



**PM1: Safety
Performance**



**PM2:
Infrastructure
Condition**



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



**TAM: Transit
Asset
Management**



**PTASP: Public
Transportation
Agency Safety
Plan**

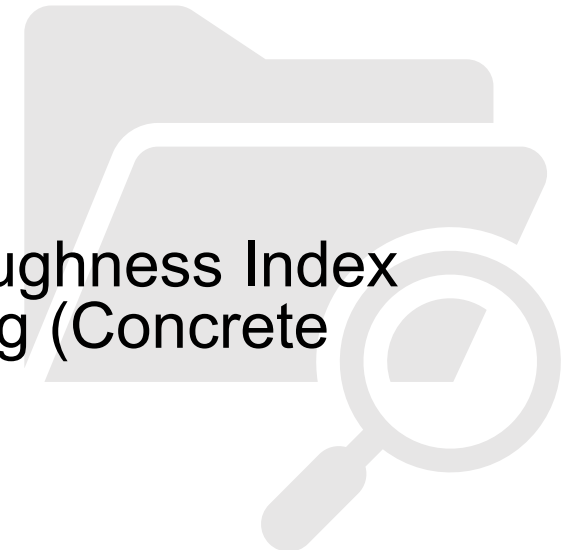
FEDERAL HIGHWAY ADMINISTRATION (FHWA)

FEDERAL TRANSIT ADMINISTRATION (FTA)

REVISED INFRASTRUCTURE CONDITION (PAVEMENT) TARGETS

PM2: Infrastructure Condition (Pavement) Overview

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



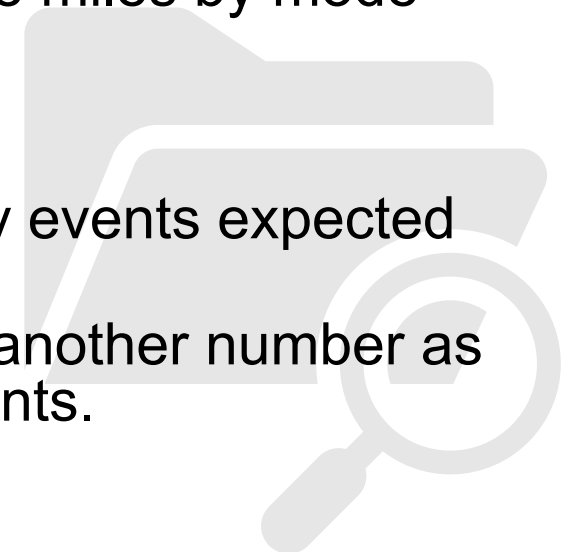
2022 Pavement Condition Performance Measure

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



NEW PUBLIC TRANSPORTATION AGENCY SAFETY PLAN TARGETS

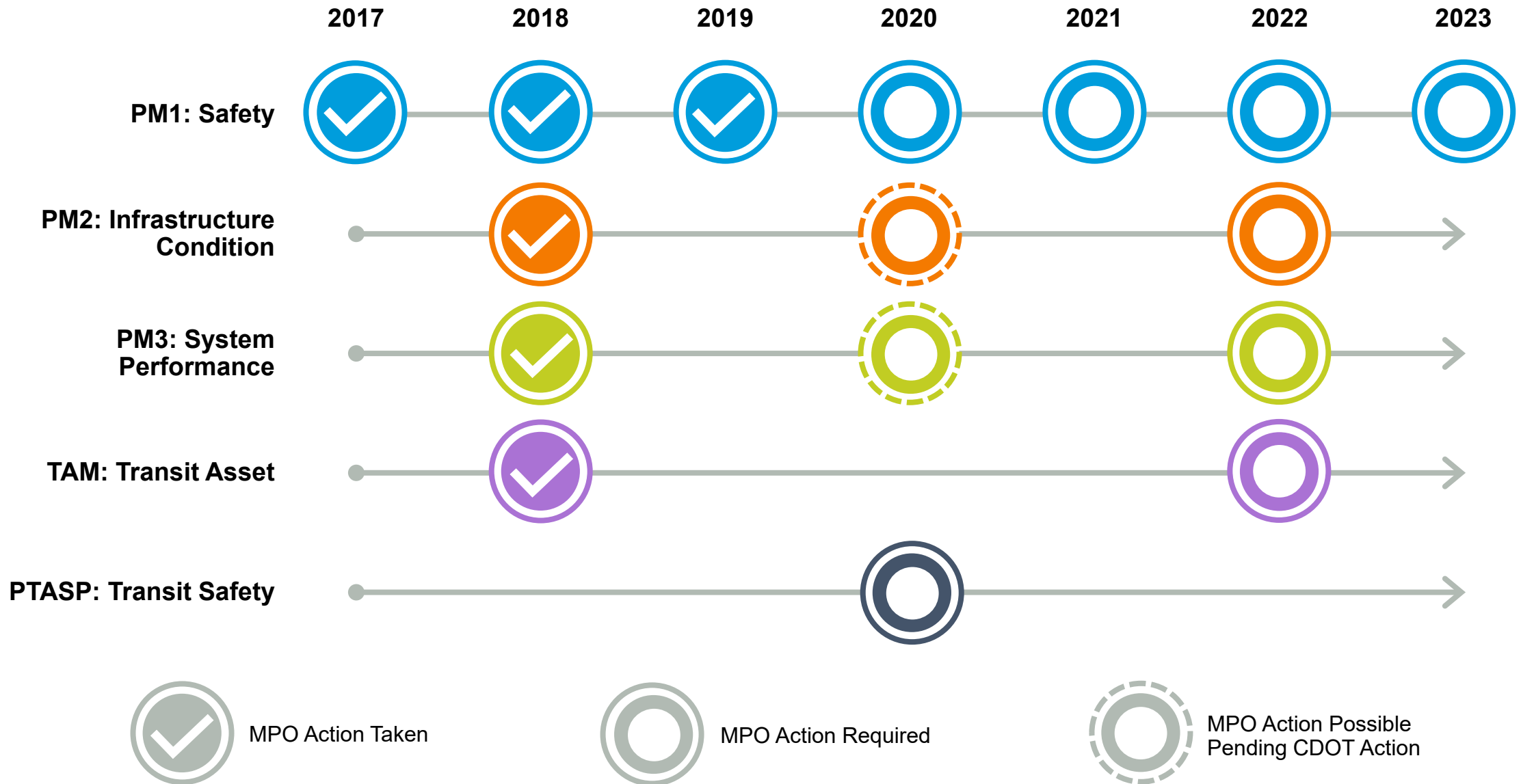
- **Area** – All operators of public transportation systems that are recipients and sub-recipients of FTA grant funds
- **Data** – National Transit Database (NTD)
- **Performance Measures** –
 - Total number of reportable fatalities and rate per vehicle revenue miles by mode
 - Total number of reportable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



2021 PTASP Performance Measures

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

Target-Setting Timeline



Requested Motion

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





COLORADO

Department of Transportation

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

Darius Pakbaz | Performance Data Manager

December 2020



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



National Performance Measures

General Information

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





Pavement Metric Threshold

§ 490.311 Metric Thresholds in Final Rule

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

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

NPM Pavement Condition & Target Adjustment



National Performance Measures

Assessing Pavement Condition

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

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

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

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



National Performance Measures vs. Drivability Life

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

Drivability Life

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

National Performance Measures

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



Policy Directive 14

Pavement Objectives - Drivability Life

Policy Directive 14: Drivability Life Pavement Objectives

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



Revised 4-Year (2022) Pavement Targets

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

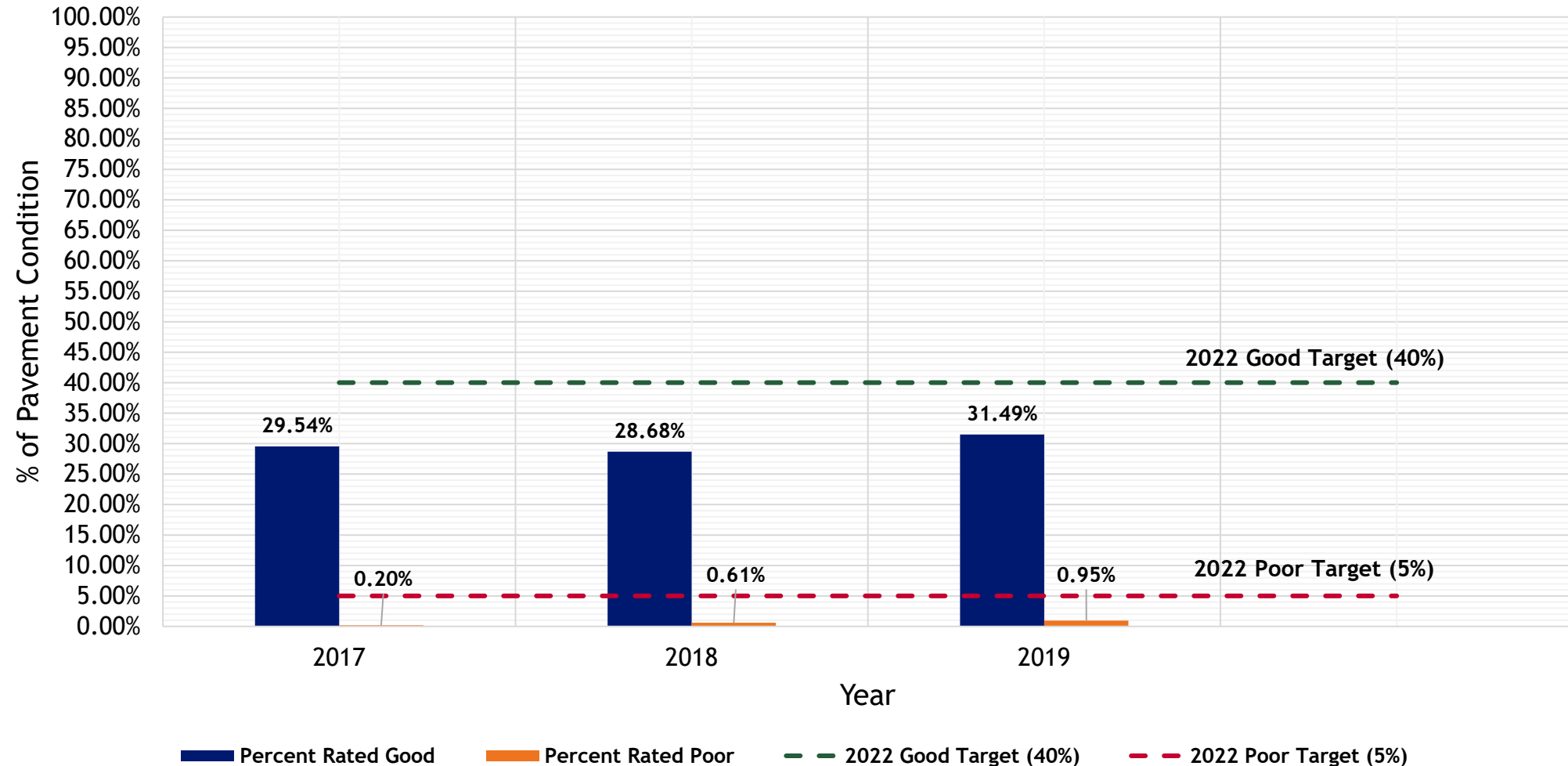
Performance Measure	2-Year (2020) Target	4-Year (2022) Target	Colorado Current Condition (2019)	DRCOG Current Condition (2019)	Revised 4-Year (2022) Target
Percent of pavements on the Interstate System Rated Good	46%	47%	46.5%	31.49%	40%
Percent of pavements on the Interstate System Rated Poor	1%	1%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



National Performance Measures

Interstate System Pavement Condition

DRCOG Interstate System Pavement Condition 2017-2019

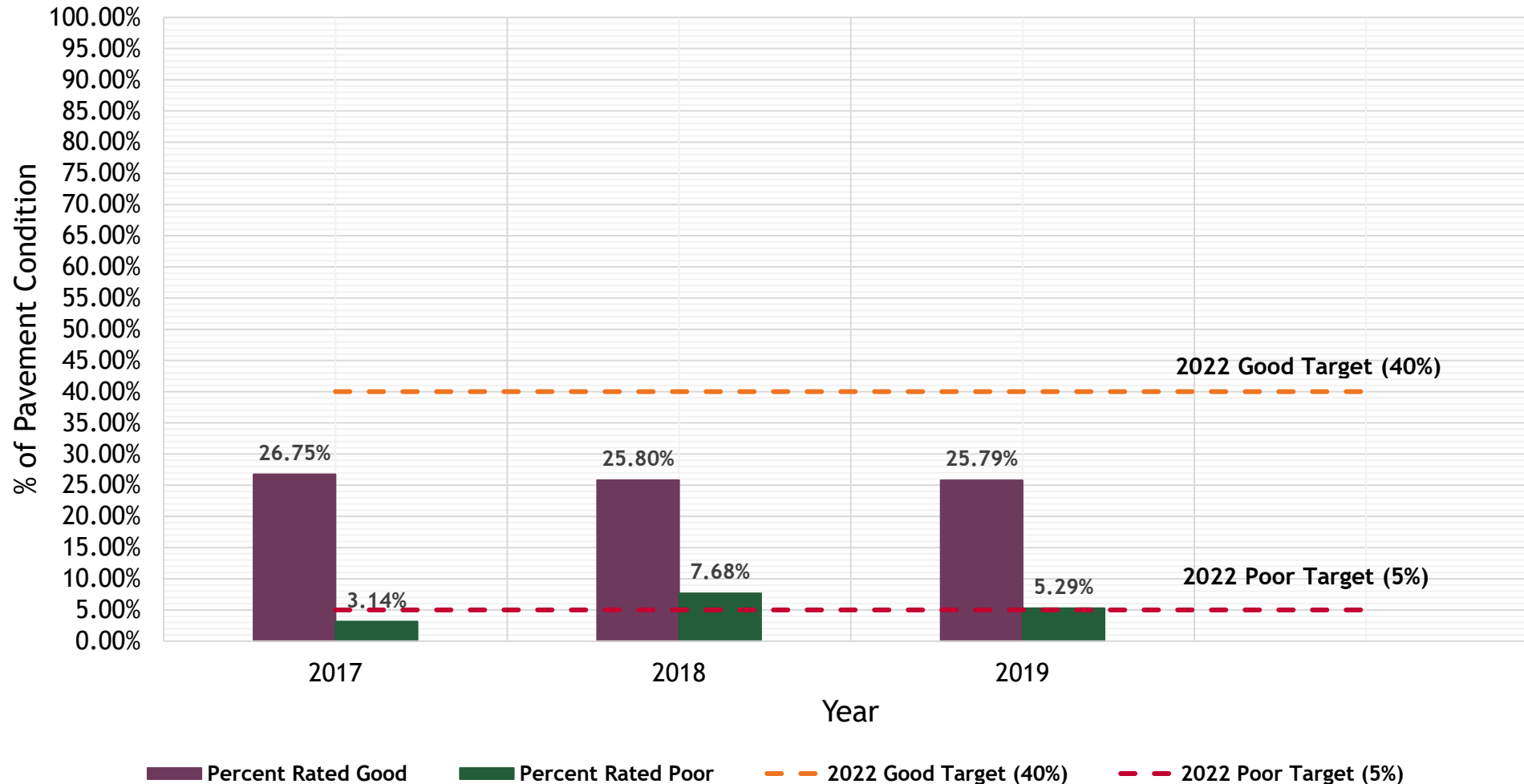




National Performance Measures

Non-Interstate NHS System Pavement Condition

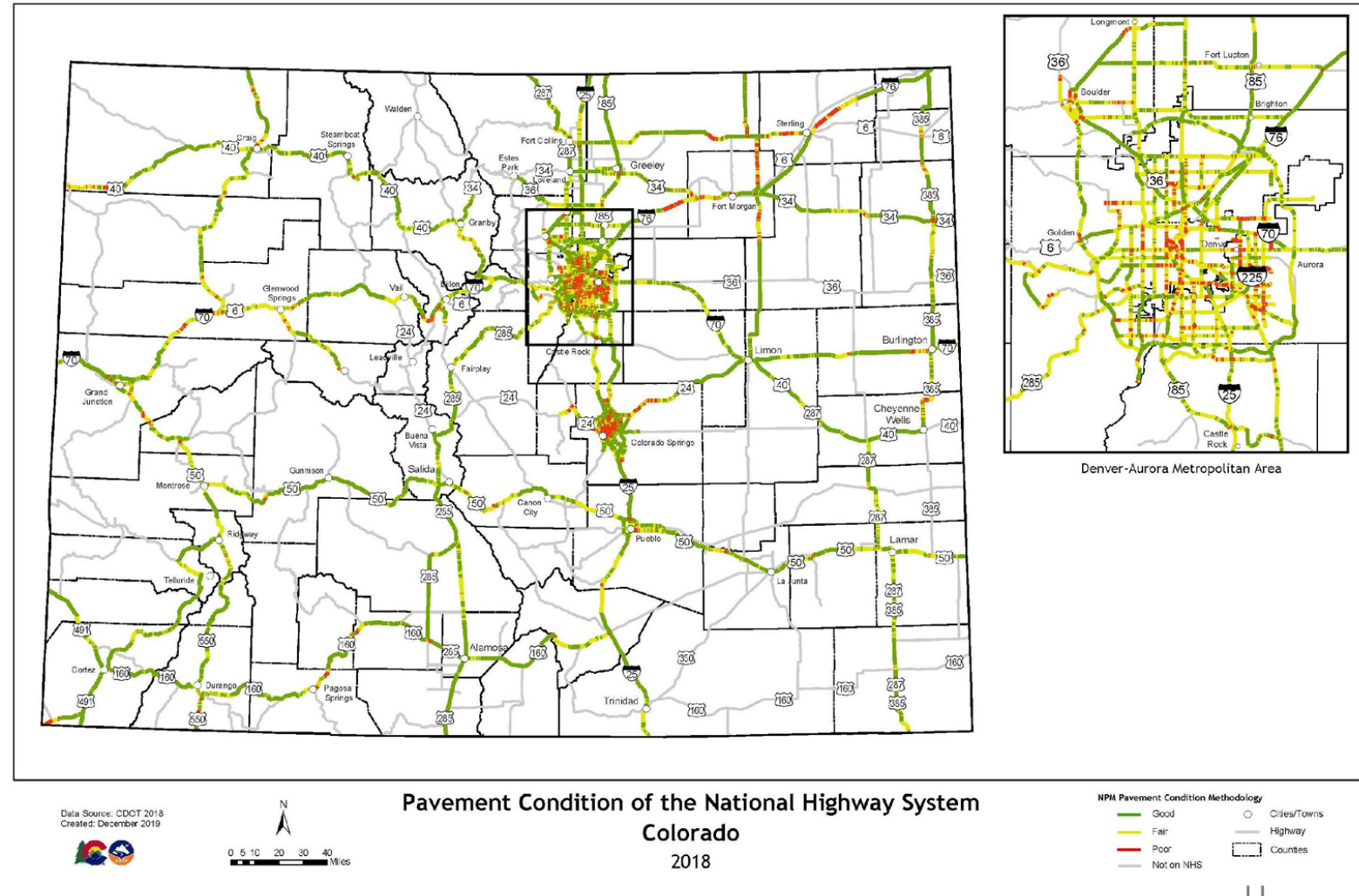
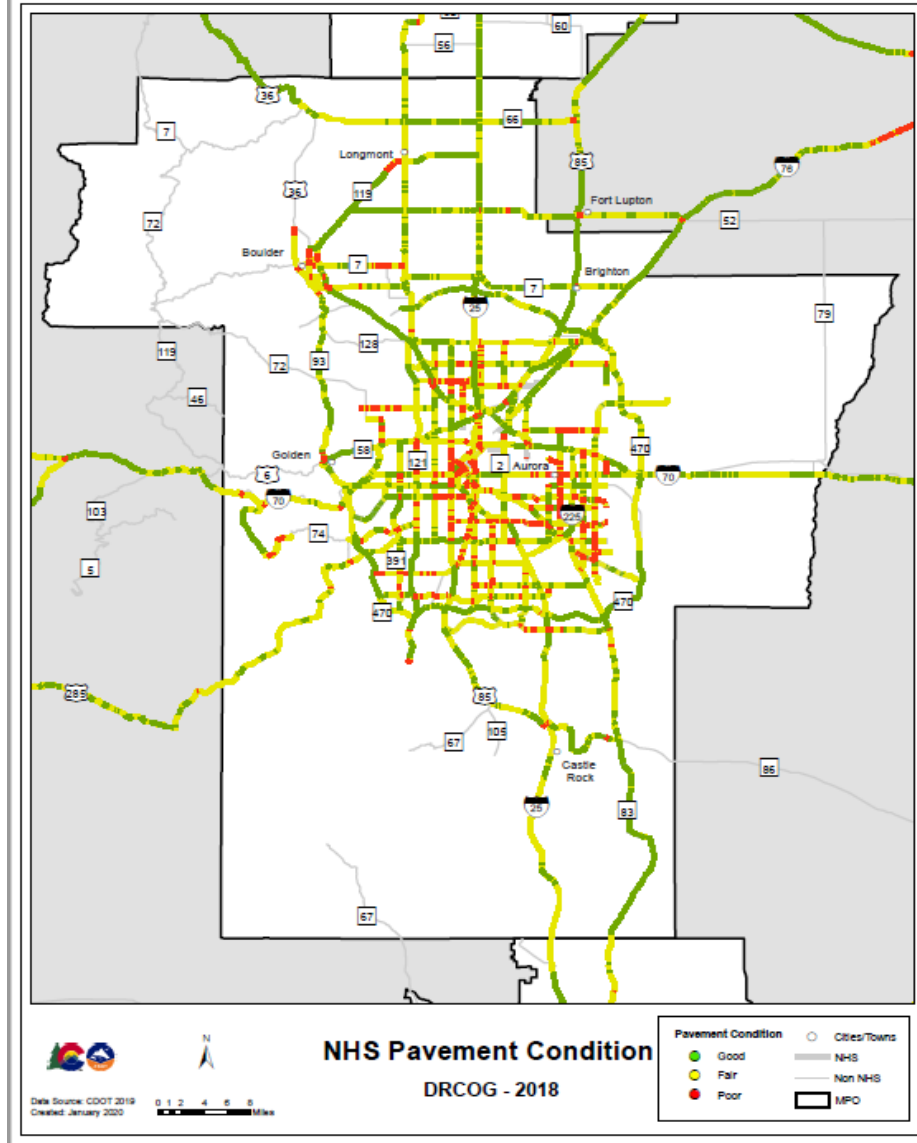
DRCOG Non-Interstate NHS System Pavement Condition 2017-2019





DRCOG and Colorado Pavement Condition

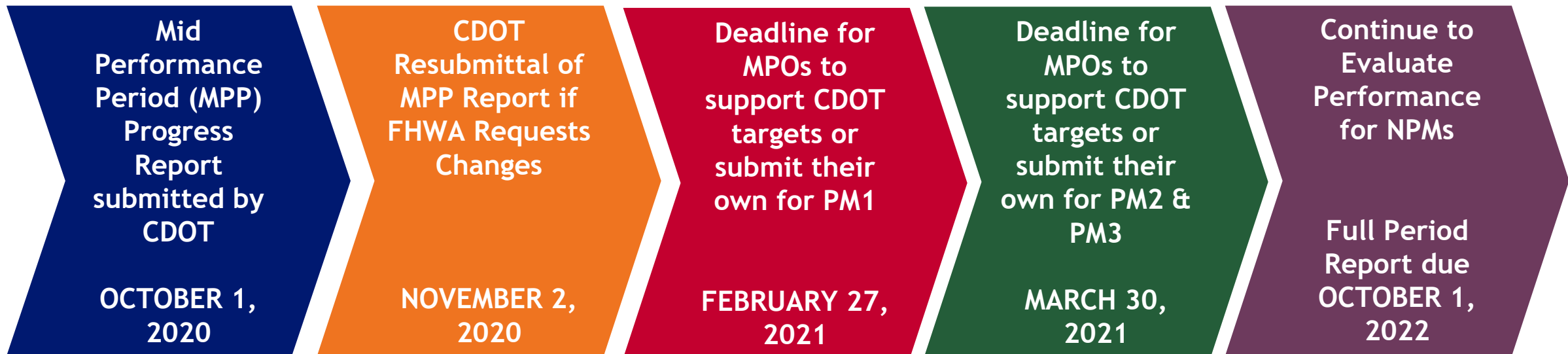
Maps of Condition (as of 2018)





Timeline & Next Steps

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





COLORADO

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Questions?



Contact Information

For questions or comments on this presentation, please contact:

Darius R. Pakbaz
Performance Data Manager
Colorado Department of Transportation
Division of Transportation Development
darius.pakbaz@state.co.us



COLORADO
Department of Transportation

Appendices for Reference

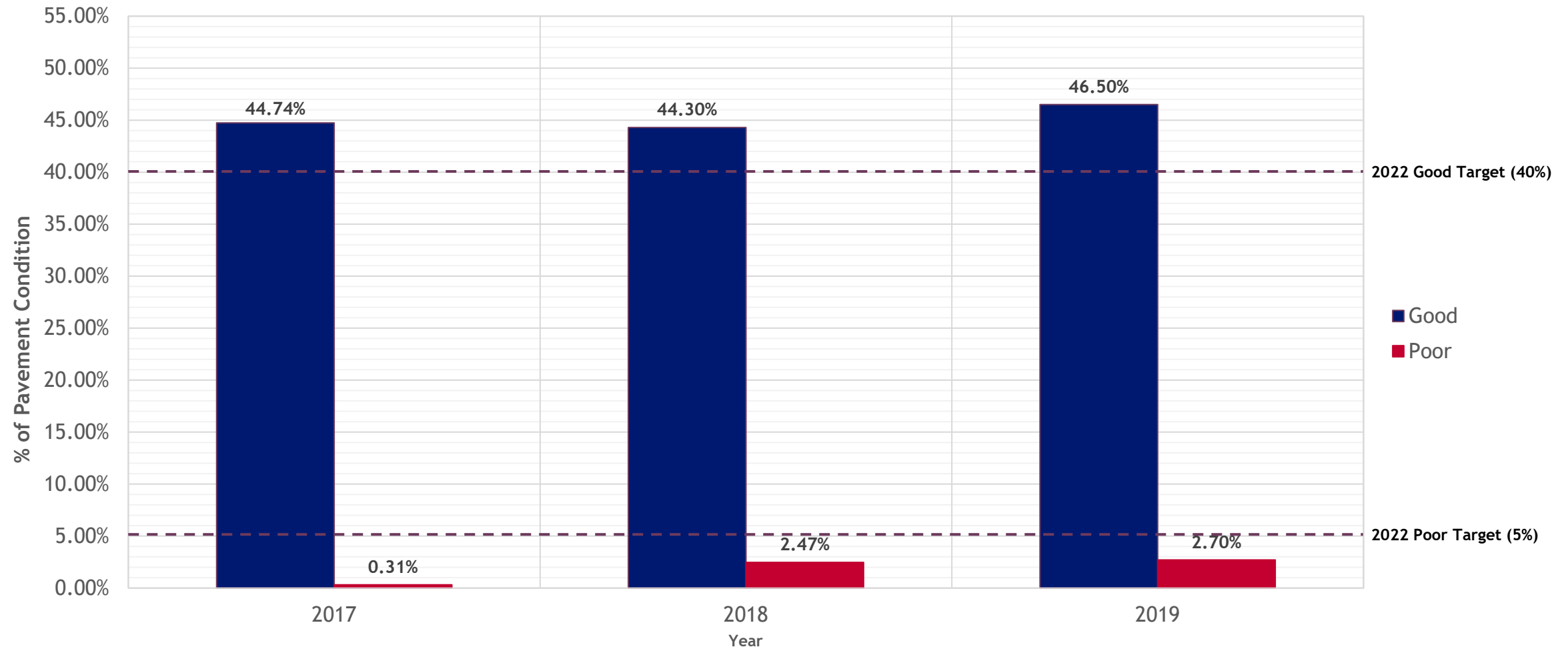
December 2020



National Performance Measures

Interstate System Pavement Condition

State of Colorado: Interstate System Pavement Condition
2017-2019

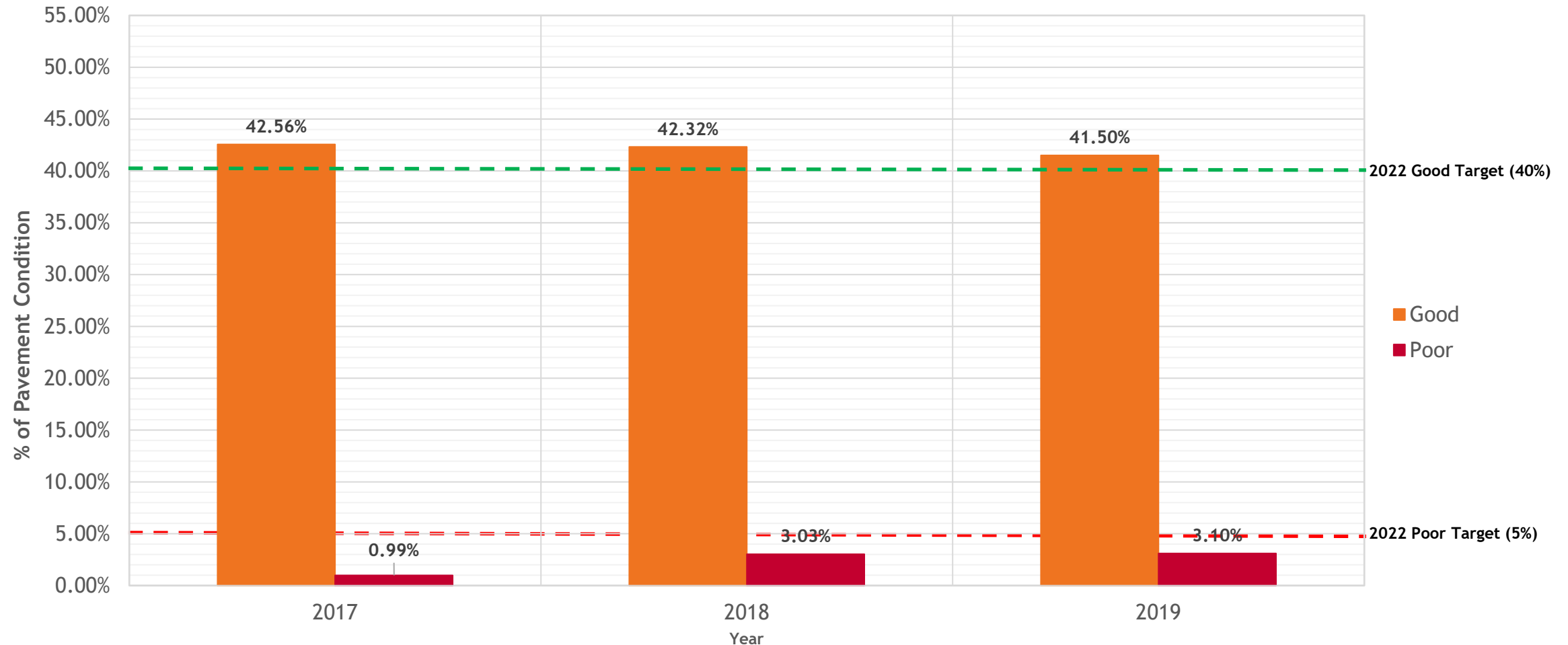




National Performance Measures

Non-Interstate NHS System Pavement Condition

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

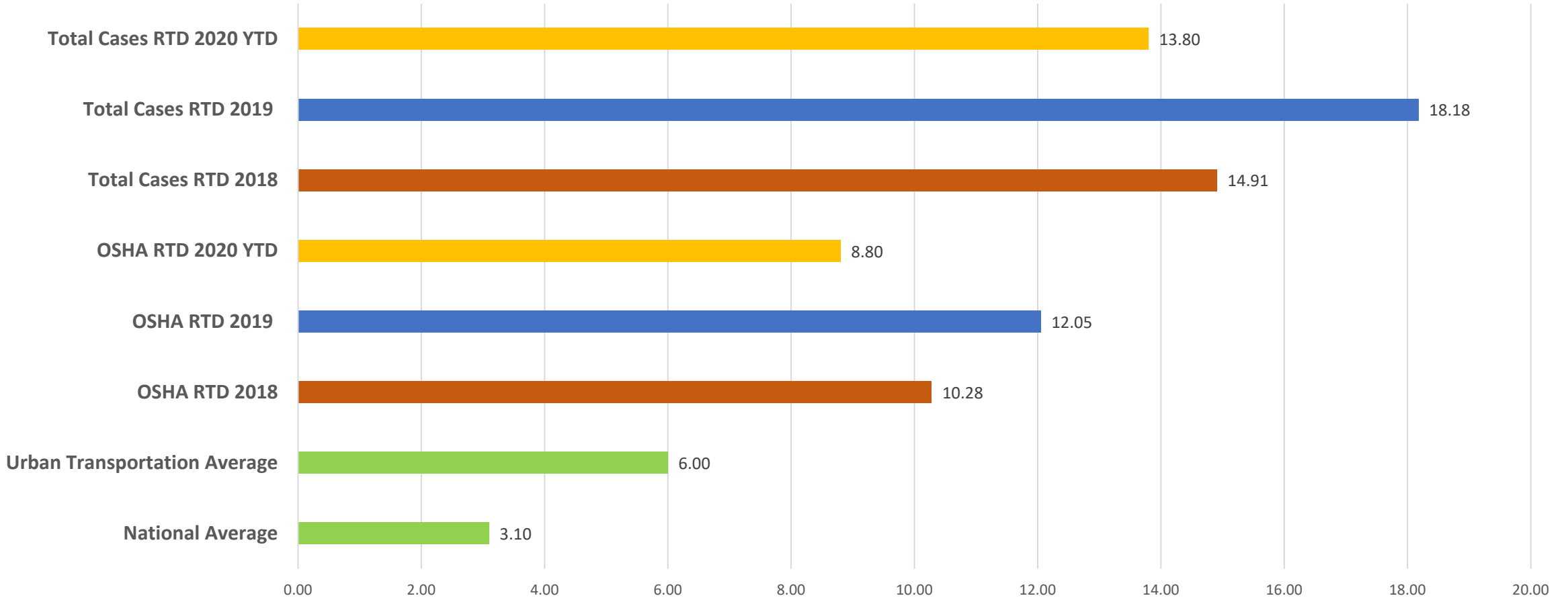


Safety Performance Data

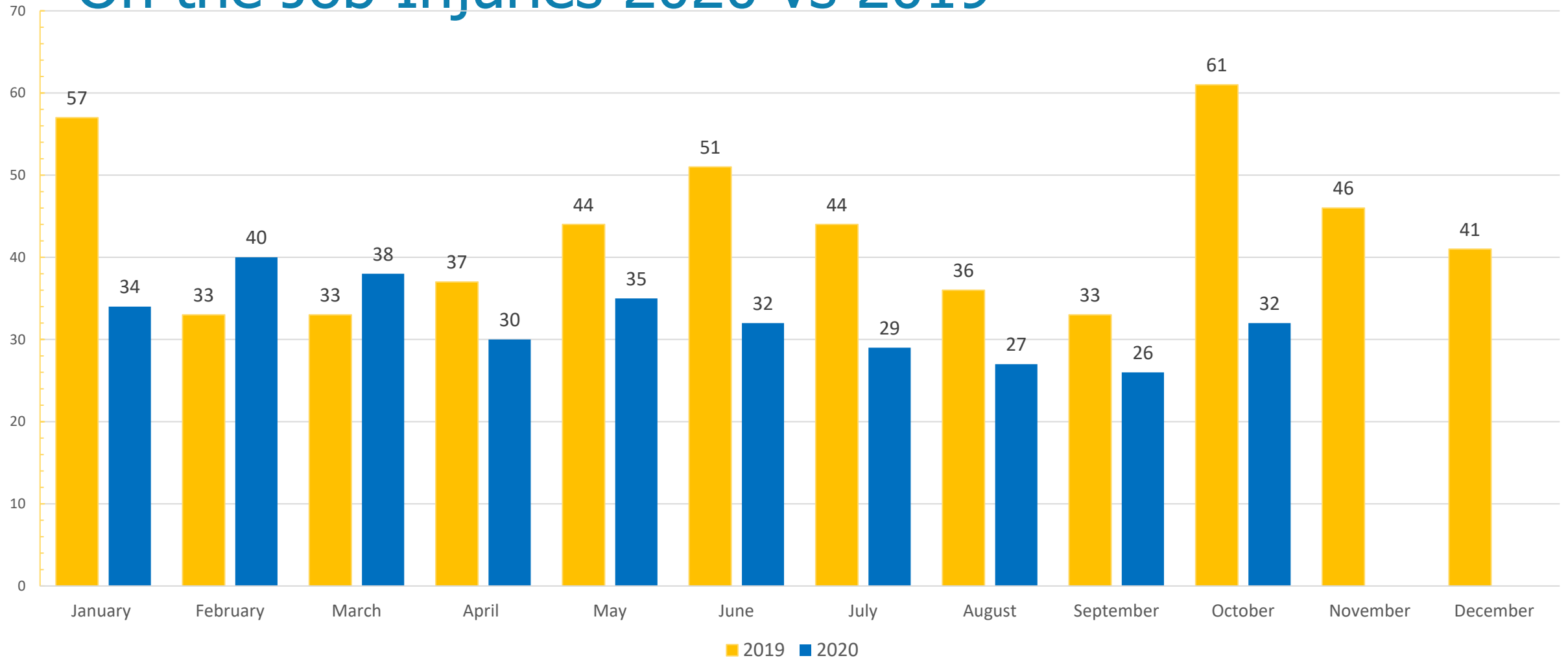
2020 YTD

Incident Rates (Injuries per 100 employees)

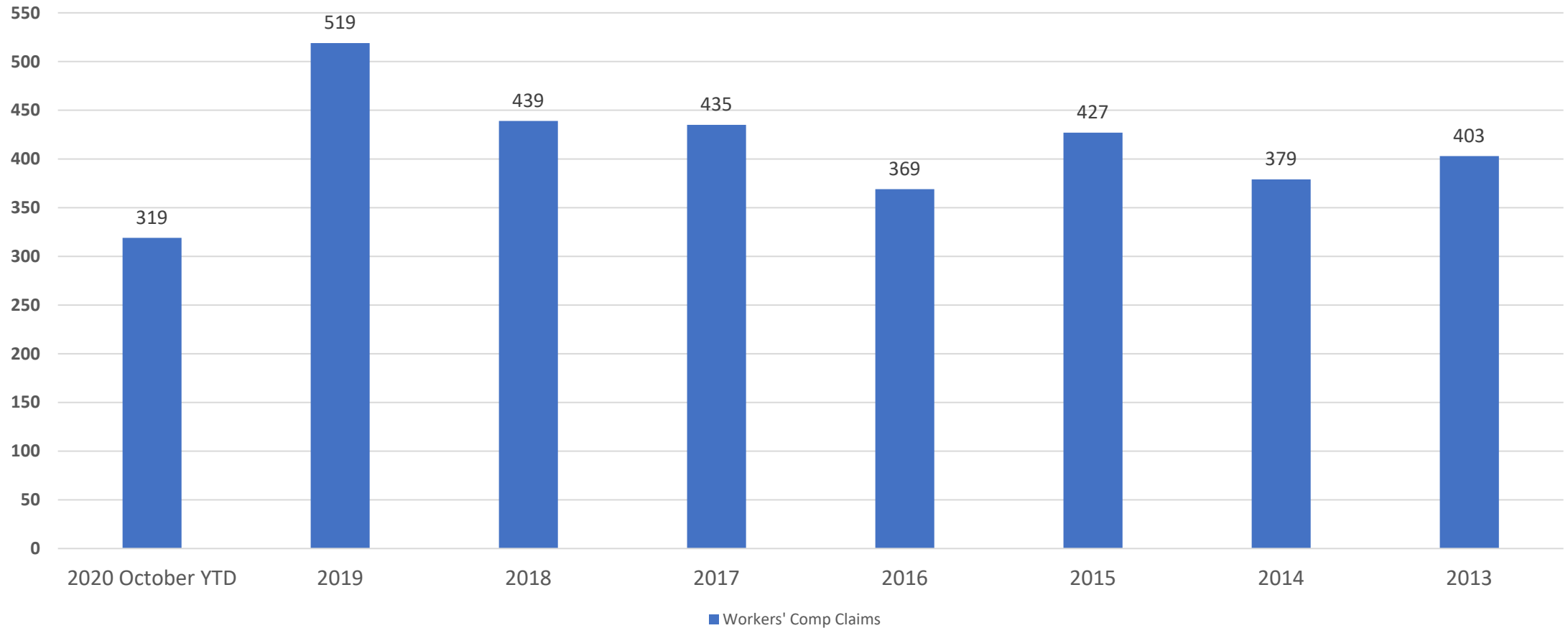
Last updated October 1—Workday Report for hours pending



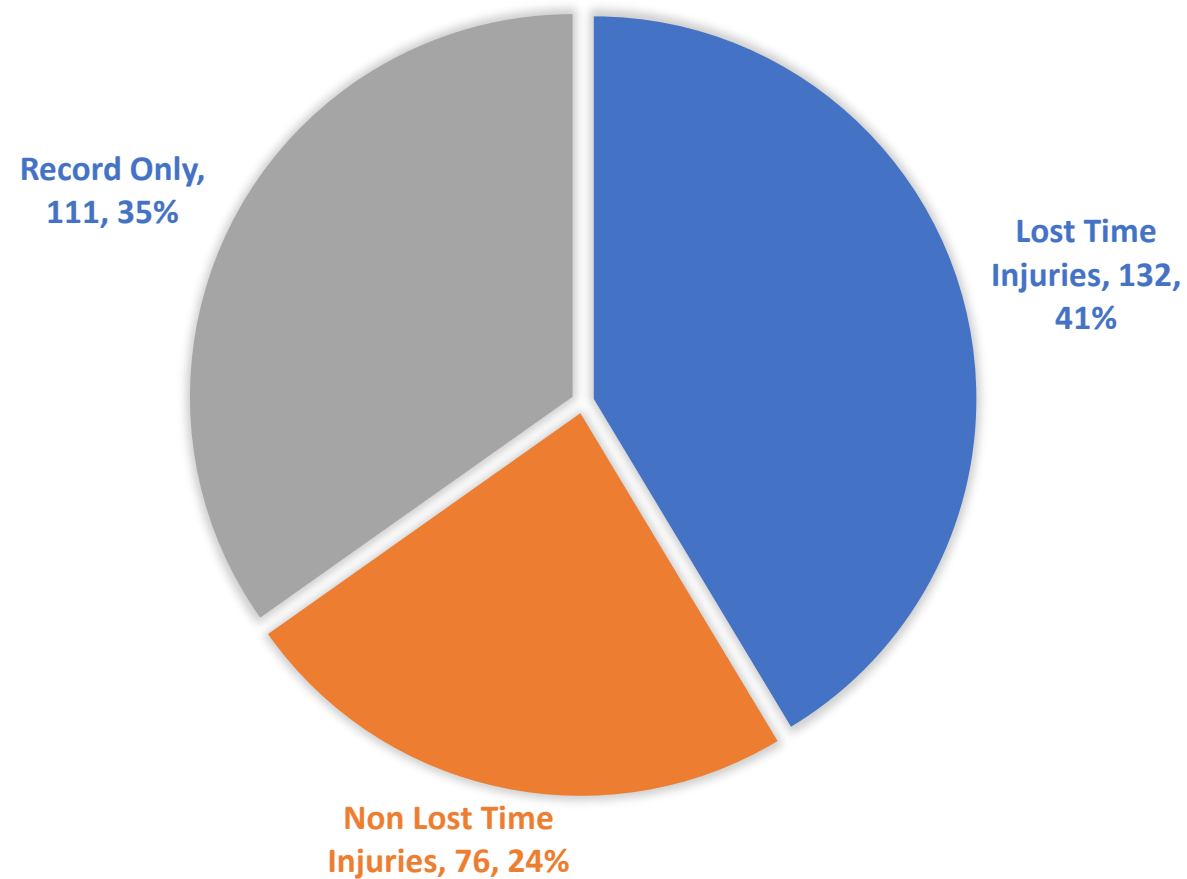
On the Job Injuries 2020 vs 2019



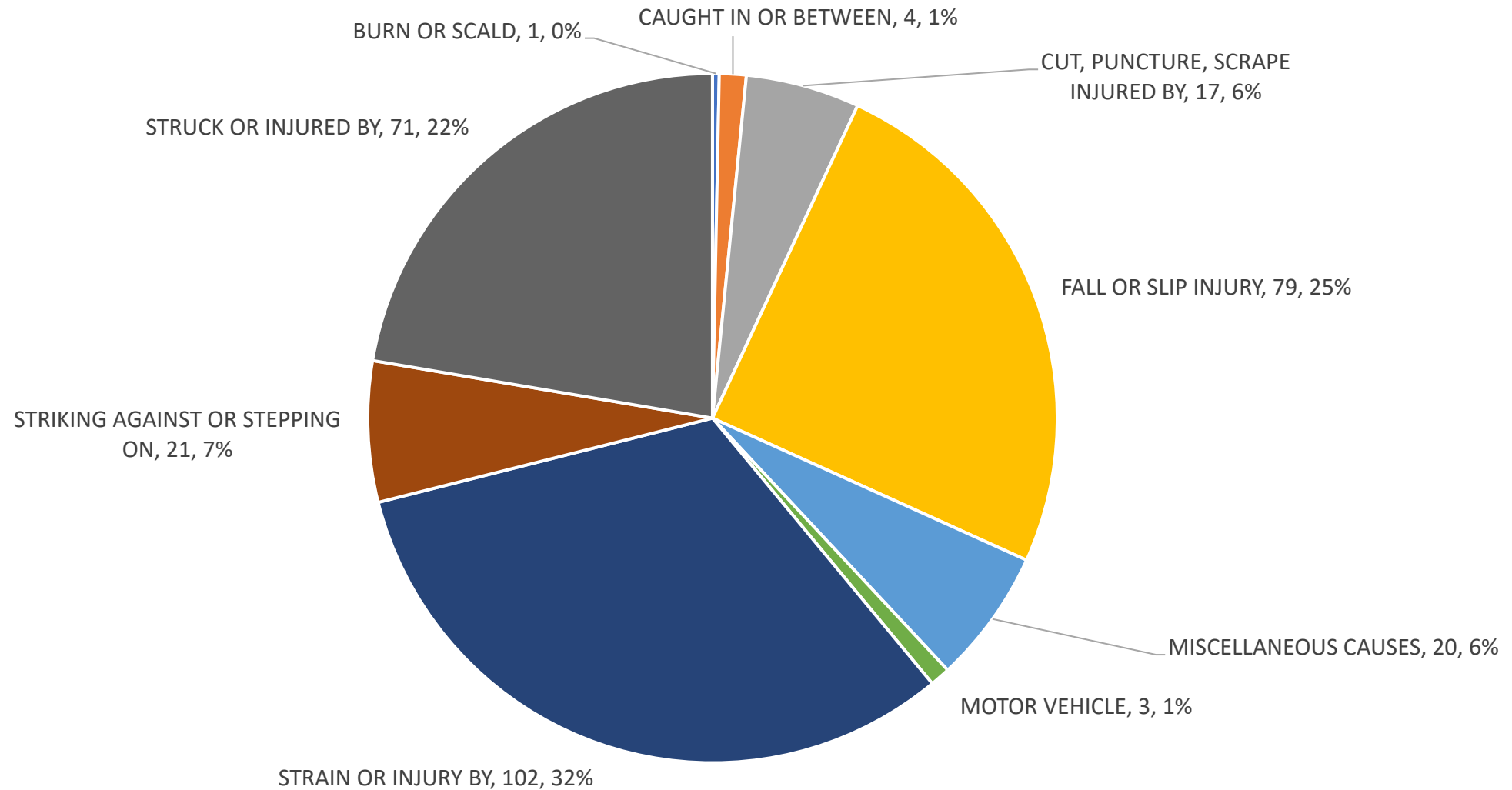
On the Job Injuries 2013—October 2020



2020 On the Job Injuries by type

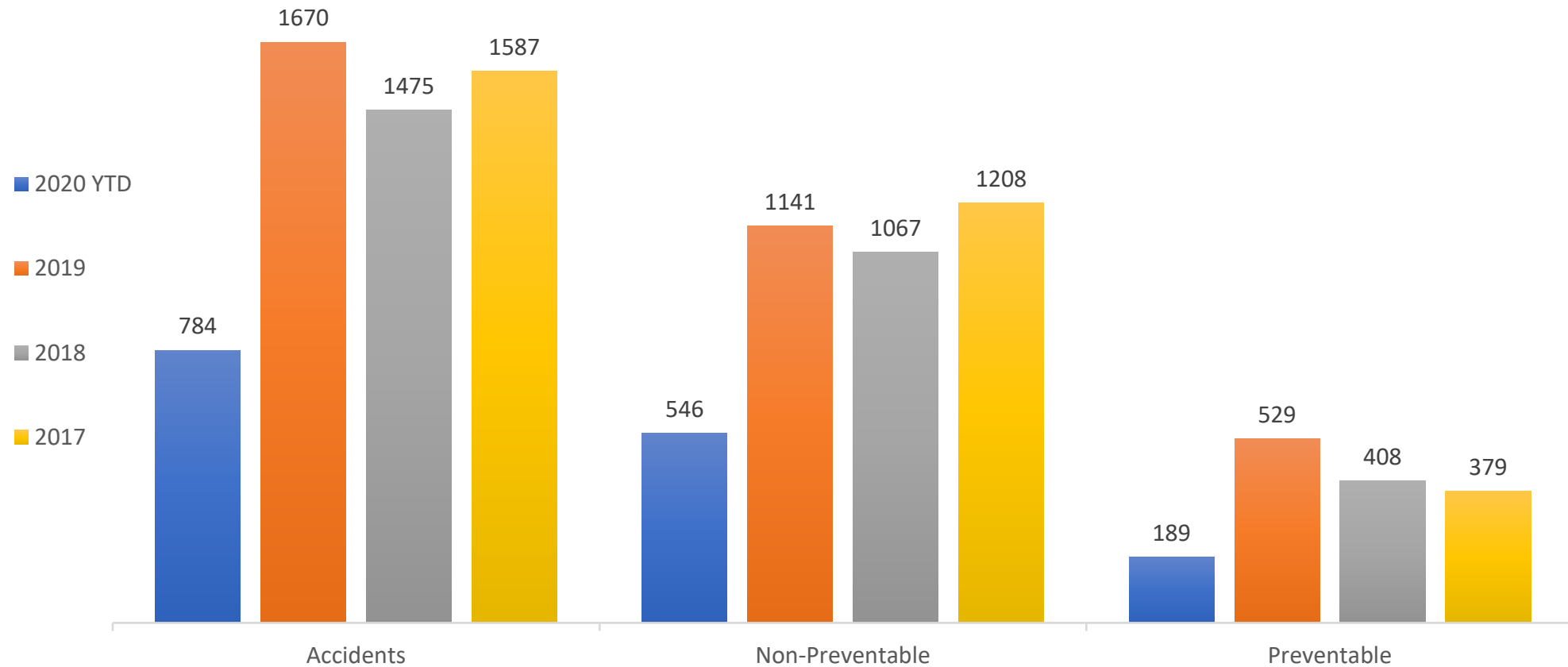


Injury Causes YTD 2020



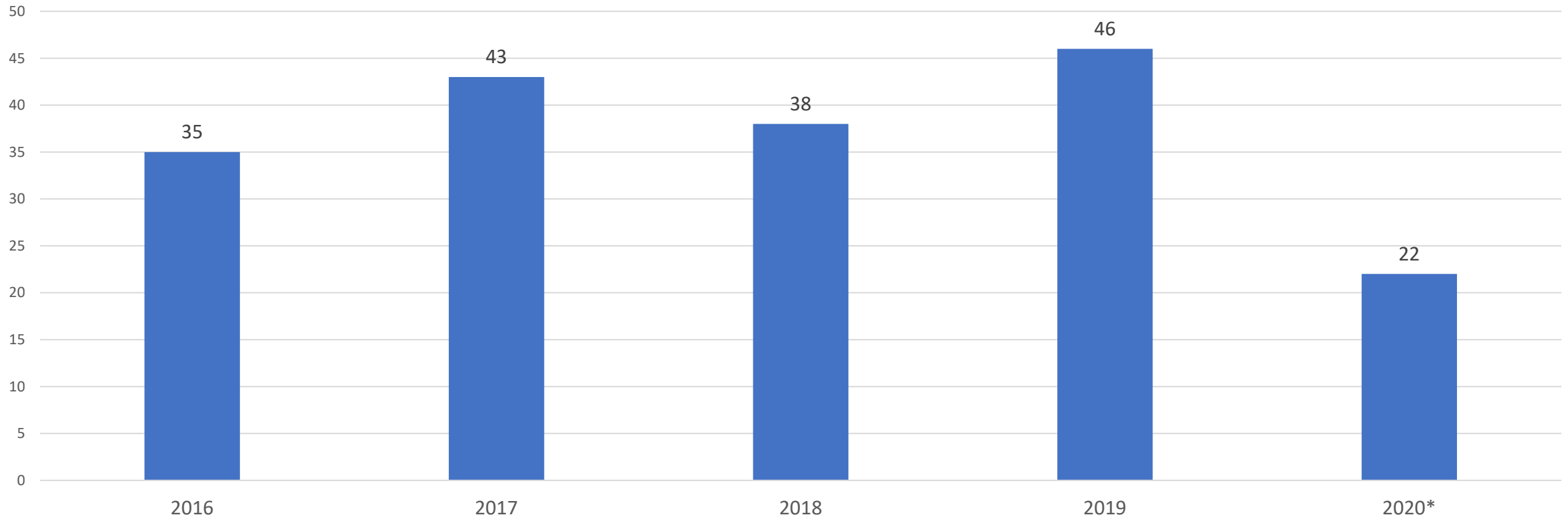
Bus and Light Rail

Bus Safety—Total Accidents 2017-2020 YTD



Rail Safety 2020

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



Rail Safety 2020

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



COVID-19 Update

RTD COVID-19 Update

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



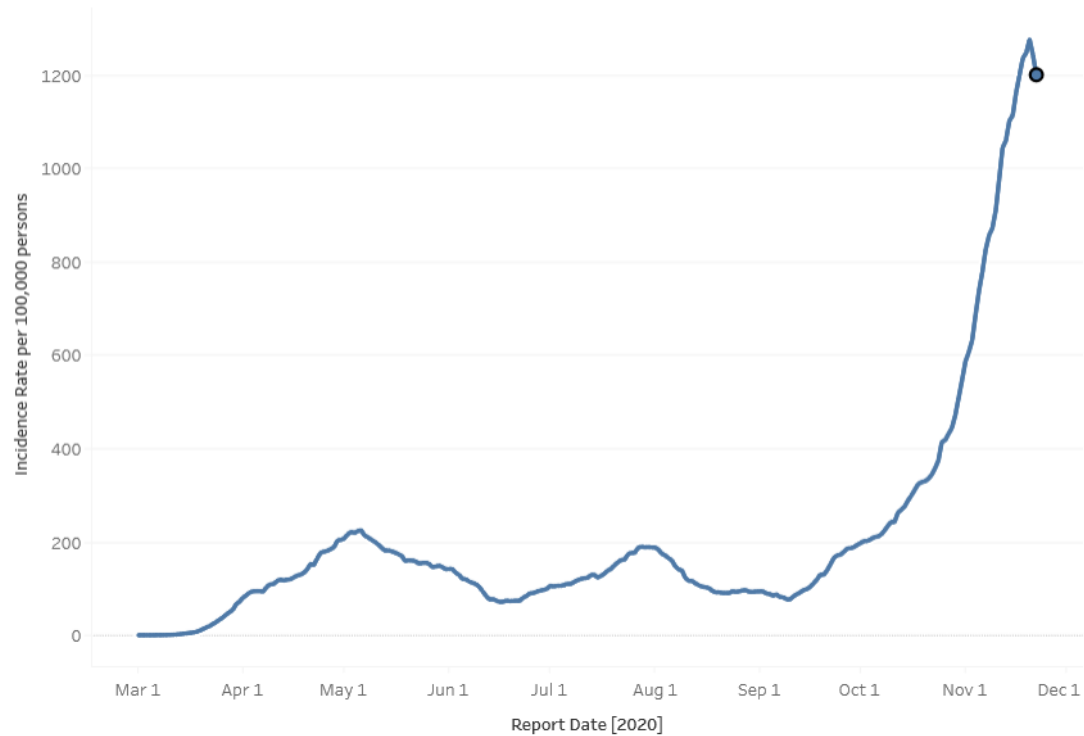
COVID-19 Current State

Denver COVID-19 Cases

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

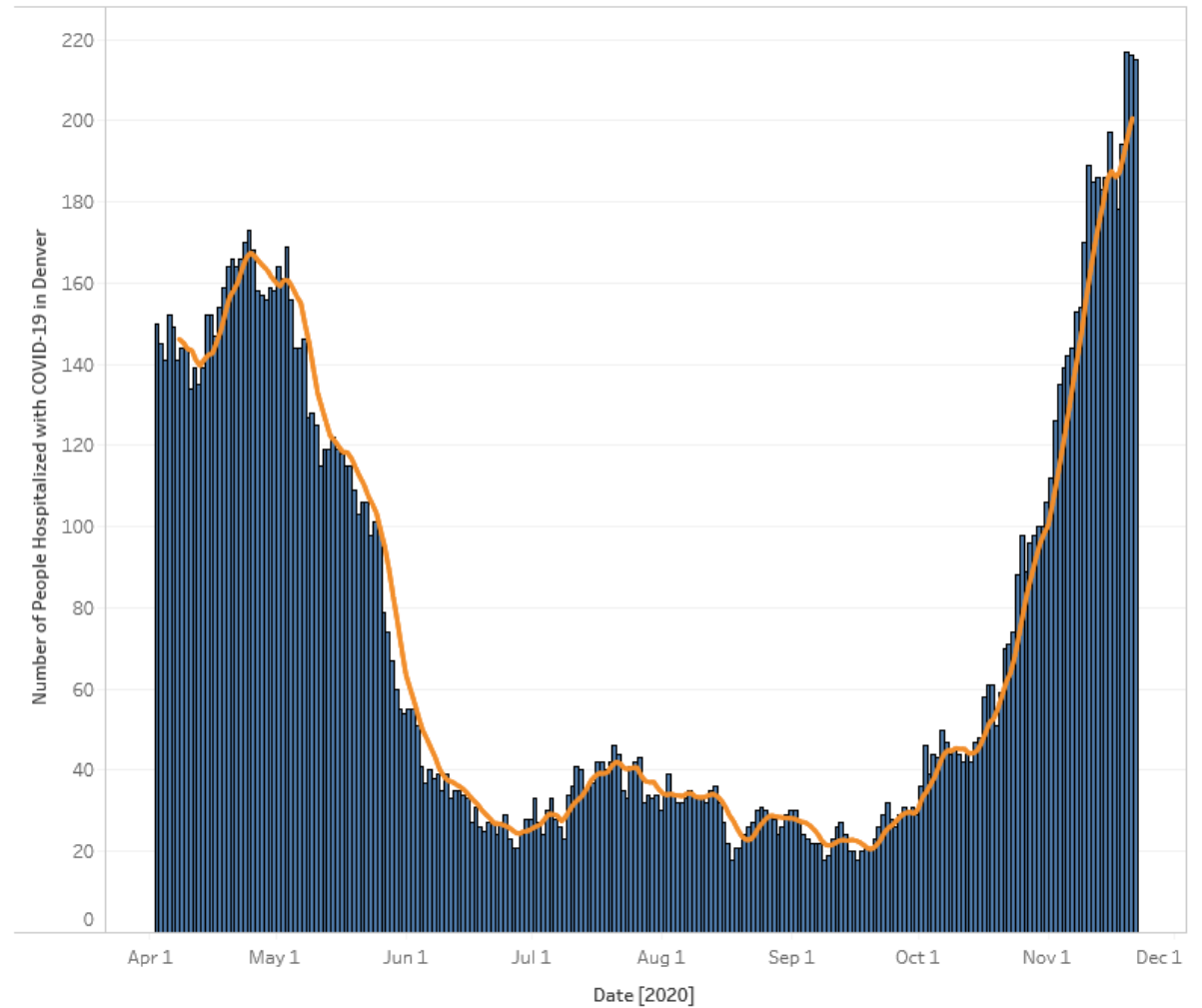


Denver County Two-Week Cumulative Incidence Rate



Denver County COVID-19 Hospitalization Census

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



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



RTD Safety Management Systems

2020 YTD Update

Safety in Context

From a Traditional Compliance Approach		to a Principled Safety Management Systems Approach
Compliance-based	➔	SMS Principles-based
Following Rules and Procedures	➔	Identifying Risk and Exposures
Punitive, Blame-oriented	➔	Collaborative, trust-oriented
Reactive – <i>after</i> accidents, identify causal factors and non-compliant individuals	➔	Proactive – prior to accidents, identify and mitigate system risks; continuous learning

FTA

FEDERAL TRANSIT ADMINISTRATION

4



Safety Culture and SMS

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

FTA

FEDERAL TRANSIT ADMINISTRATION

5



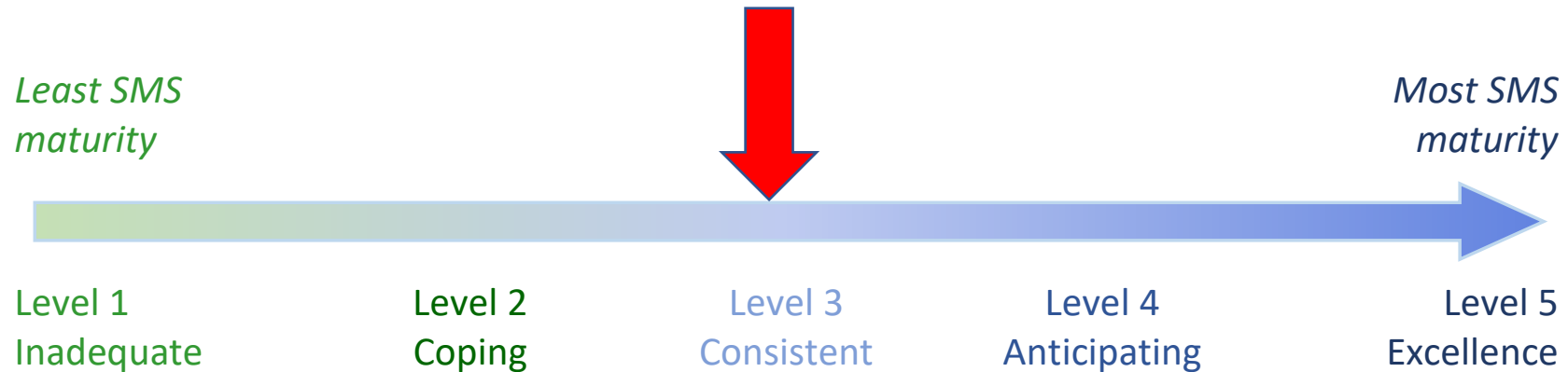
Vision of a Consistent – Level of SMS



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



Vision of a Consistent – Level of SMS



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



RTD Board of Directors and Accountable Executive

Roles and Responsibilities

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

Source: FTA 673 Final Rule Preamble, pg. 34430



RTD Board of Directors and Accountable Executive

Roles and Responsibilities

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



SMS Roadmap

Continual Improvement and Maturity Path

SMS Roadmap—Continual Improvement

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



Public Transit Agency Safety Plan Goals for 2021

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



DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2020

A RESOLUTION ADOPTING THE REVISED PAVEMENT CONDITION TARGETS FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AS PART OF THE PERFORMANCE-BASED PLANNING AND PROGRAMMING REQUIREMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

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, 23 USC 150(c) establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, the federal statutes allow State DOTs and MPOs to adjust the initial 4-year pavement condition targets; and

WHEREAS, the Colorado Department of Transportation has adjusted the State of Colorado's 4-year targets for the percent of pavement on the interstate and non-Interstate NHS systems in good and poor condition; and

WHEREAS, MPOs have 180 days following the establishment of the State targets to support the state's targets or to establish its own; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the revised 2022 targets.

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 following targets:

A RESOLUTION ADOPTING THE REVISED PAVEMENT CONDITION TARGETS FOR
THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AS PART OF THE
PERFORMANCE-BASED PLANNING AND PROGRAMMING REQUIREMENTS OF THE
FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

Resolution No. _____, 2020

Page 2

Performance Measures			Revised 4-Year Target (2022)
PM2: Infrastructure Condition	Pavement Condition	Percent of pavements of the Interstate System in Good Condition	40%
		Percent of pavements of the Interstate System in Poor Condition	5%
		Percentage of pavements of the Non-Interstate NHS System in Good Condition	40%
		Percentage of pavements of the Non-Interstate NHS System in Poor Condition	5%

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2020
at Denver, Colorado.

John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2020

A RESOLUTION ADOPTING RTD'S 2021 PUBLIC TRANSPORTATION AGENCY
SAFETY PLAN TARGETS FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS
AS PART OF THE PERFORMANCE-BASED PLANNING AND PROGRAMMING
REQUIREMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
ACT

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, 49 USC 5329(d) establishes requirements for performance measures and targets for safety performance; and

WHEREAS, federal statutes require the Regional Transportation District to establish annual public transportation agency safety plan (PTASP) targets; and

WHEREAS, the PTASP targets were prepared by the Regional Transportation District; and

WHEREAS, the Denver Regional Council of Governments has coordinated with the Federal Transit Administration to determine the deadline to support the transit agency's targets or to establish its own; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the 2021 PTASP targets.

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 following targets:

A RESOLUTION ADOPTING RTD'S 2021 PUBLIC TRANSPORTATION AGENCY
SAFETY PLAN TARGETS FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS
AS PART OF THE PERFORMANCE-BASED PLANNING AND PROGRAMMING
REQUIREMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST)
ACT

Resolution No. _____, 2020

Page 2

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

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2020
at Denver, Colorado.

John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH D

To: Chair and Members of the DRCOG Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Action	8

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

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

[December 15, 2020](#) – RTC will make a recommendation

SUMMARY

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

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

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

PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

Move to adopt the actions proposed by DRCOG staff regarding TIP project delays for Fiscal Year 2020.

ATTACHMENT

TIP Project Delays Report for FY 2020

ADDITIONAL INFORMATION

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

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

A. POLICY

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

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

B. PROCESS

To implement the policy, the following steps were taken:

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

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

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

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FY2020 Delays Report Summary

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

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

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

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

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

(Approved by the Board on November 18, 2020)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The project delay comes from multiple areas including:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(TIP ID 2020-077) FY 2020 Delayed Phase: Construction

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

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

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

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

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

(TIP ID 2020-069) FY 2020 Delayed Phase: Study

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

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

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

(TIP ID 2020-053) FY 2020 Delayed Phase: Design

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

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

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

(TIP ID 2020-048) FY 2020 Delayed Phase: Bus Service

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

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

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

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

6. Boulder County: Flex Route Extension: Boulder to Longmont
(TIP ID 2016-011) FY 2020 Delayed Phase: Bus Service

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

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

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

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

7. Boulder County: SH-119 Bikeway: Boulder to Longmont - Preconstruction Activities
(TIP ID 2020-013) FY 2020 Delayed Phase: Design

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11. **Broomfield: Transit Needs Assessment & Pilot Project**

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

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

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

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

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

12. **Broomfield: Broomfield FlexRide Expansion**

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

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

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

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

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

13. Castle Rock: Downtown Alley Master Plan

(TIP ID 2020-077) FY 2020 Delayed Phase: Study

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

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

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

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

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

(TIP ID 2020-061) FY 2020 Delayed Phase: Design

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

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

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

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

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

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

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

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

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

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

16. **Denver: Dynamic Message Sign Implementation**

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

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

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

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

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

17. **Denver: Adaptive Signal Control Pilot**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

24. Jefferson County: Front Range Trail Study

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

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

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

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

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

25. Longmont: Coffman St. Busway

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

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

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

26. Louisville: Rock Creek and Coal Creek Trail Connection

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

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

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

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

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

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

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

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

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

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

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

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

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

(TIP ID 2020-043) FY 2020 Delayed Phase: Design

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

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

29. Sheridan: Safe Stops Through Sheridan

(TIP ID 2020-077) FY 2020 Delayed Phase: Construction

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

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

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

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

30. Thornton: Trail Wayfinding Signage

(TIP ID 2020-077) FY 2020 Delayed Phase: Construction

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

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

Reported delays include the reasons as stated above.

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

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

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2020

31. West Colfax BID: Colfax Viaduct Planning Study

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

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

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

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

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

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

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

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

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

ATTACHE

To: Chair and Members of the DRCOG Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Action	9

SUBJECT

Corrections to the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) fiscally constrained project and program investment priorities approved by the Board in November.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the corrections described below.

ACTION BY OTHERS

N/A

SUMMARY

At its November 18, 2020 meeting, the Board approved the 2050 MVRTP fiscally constrained project and program investment priorities. Subsequently, staff discovered the projects and program list included in the meeting packet was a previous version that did not contain a few updates approved by the Regional Transportation Committee on the recommendation of TAC. The updates to the list are minor in nature, and do not change the fiscally constrained projects approved by the Board. Even so, staff wants to be transparent with the Board about the updates to the project list, which are:

- Extended the SH-83/Parker Road corridor north from I-225 to Mississippi Avenue, and clarified that funds for that project are coming from both DRCOG and CDOT
- Added all three agencies (CDOT, DRCOG, RTD) to the section on transit mobility hubs to clarify the interagency collaboration on these projects
- Extended the North I-25 BRT project from SH-7 to SH-119 per interagency agreement (no change to project cost)
- Updated the list of projects by county (particularly the BRT projects) to ensure that projects encompassing multiple counties are listed in each county's project list
- Per CDOT clarification, updated the cost of the C-470 (Wadsworth to I-70) managed lanes project to \$410 million
- Updated the project description for corridor improvements to Pena Boulevard based on collaborative agreement between City of Denver, DEN, and DRCOG

The updated regionally funded project lists are shown in Attachment 1 (by funding source), and Attachment 2 (by county).

PREVIOUS DISCUSSIONS/ACTIONS

Board of Directors – [November 18, 2020](#)

PROPOSED MOTION

Move to approve the corrected 2050 MVRTP fiscally constrained project and program investment priorities, recognizing the Metro Vision Plan's primary objectives were considered in developing these recommendations.

ATTACHMENTS

1. 2050 MVRTP fiscally constrained project and program investment priorities
2. 2050 MVRTP fiscally constrained projects by county

ADDITIONAL INFORMATION

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

ATTACHMENT 1

RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
2050 MVRTP: Regionally-Funded Projects and Programs							
Colorado Department of Transportation (CDOT) Administered Multimodal Capital Projects							
115	US-85	104th Ave.	New Interchange	Adams	\$100,000,000	2020-2029	CDOT
116	US-85	120th Ave.	New Interchange	Adams	\$100,000,000	2020-2029	CDOT
317	I-25 North	84th Ave. to 104th Ave.	Operational Improvements, Center-Loading Transit Station at 88th Ave., and GP Lane	Adams	\$230,000,000	2045-2050	CDOT
321	Vasquez Boulevard	60th Ave.	Intersection Improvements	Adams	\$80,000,000	2040-2044	CDOT
330	I-270	I-25/US-36 to I-70	New Managed Lanes	Adams	\$500,000,000	2030-2039	CDOT
331	I-270	I-25/US-36 and I-70	New Freeway "direct connects" at each end of I-270	Adams	\$300,000,000	2030-2039	CDOT
319	I-25	Bellevue	Interchange Reconstruction and Pedestrian Connections	Arapahoe	\$112,000,000	2030-2039	CDOT
332	SH-83 (Parker Rd.)	SH-86 to East Mississippi Ave.	Corridor Planning/Investment for Multimodal Mobility, Operations, and Safety	Arapahoe/Douglas	\$150,000,000	2030-2039	CDOT/DRCOG
112	SH-66	Lyons to Main St. (US-287)	Widen from 2 to 4 Lanes (Hover to St. Main St.) and Operational/Safety Improvements from Lyons to Longmont	Boulder	\$10,000,000	2030-2039	CDOT
318	I-25 North	E-470 to SH-7	Managed Lanes, SH-7 interchange reconstruction, & SH-7 Mobility Hub	Broomfield	\$200,000,000	2030-2039	CDOT
335	I-25 North (Segment 4)	SH-7 to SH-66	Managed Lanes, SH-119 Mobility Hub, ITS, Bicycle and Pedestrian Trail Connections	Broomfield/Weld	\$150,000,000	2030-2039	CDOT
108	I-70	Twin Tunnels to Empire Junction (US-40)	Add 1 WB Peak Period Managed Lane	Clear Creek	\$0	2020-2029	CDOT
109-B	I-70 Floyd Hill Eastbound Improvements	Floyd Hill to Veterans Memorial Tunnel	TBD	Clear Creek	\$250,000,000	2030-2039	CDOT
109-A	I-70 Floyd Hill Westbound Improvements	Floyd Hill to Veterans Memorial Tunnel	TBD	Clear Creek	\$450,000,000	2030-2039	CDOT
356	Eisenhower Johnson Memorial Tunnels Maintenance	Eisenhower Johnson Memorial Tunnels	Major rehabilitation of the Eisenhower-Johnson Memorial Tunnels	Clear Creek	\$142,000,000	2020-2050	CDOT
101	I-25	Santa Fe Dr. (US-85) to Alameda Ave.	Interchange Capacity	Denver	\$30,000,000	2020-2029	CDOT
314	Central I-25 Buildout	Colfax Ave. to 20th St.	Ultimate Buildout of Corridor Improvements	Denver	\$420,000,000	2040-2044	CDOT
315	I-25 Valley Highway/Burnham Yard	Santa Fe Blvd. to Colfax Ave.	Managed Lanes, Includes ROW, Burnham Yard, Central Main Line Relocation	Denver	\$900,000	2045-2050	CDOT
135	Federal Boulevard	6th Ave. to Howard Pl.	Widen from 5 to 6 Lanes	Denver	\$0	2020-2029	CDOT
128	I-70	I-25 to Chambers Rd.	Add 2 New Managed Lanes	Denver/Adams	\$0	2020-2029	CDOT/ DRCOG
100	I-25	El Paso County Line to North of Crystal Valley Parkway	Add 1 Toll/Managed Lane each Direction	Douglas	\$0	2020-2029	CDOT
114-A	US-85	Louviers to MP 191.75	Widen from 2 to 4 Lanes	Douglas	\$0	2020-2029	CDOT
114-B	US-85	Sedalia to Daniels Park	Widen from 2 to 4 Lanes	Douglas	\$35,000,000	2020-2029	CDOT
114-C	US-85	Daniels Park to Meadows	Widen from 2 to 4 Lanes	Douglas	\$32,000,000	2020-2029	CDOT
113	US-6	Wadsworth Blvd.	Interchange Capacity	Jefferson	\$80,000,000	2020-2029	CDOT
117	US-285	Pine Valley Rd. (CR 126)/Mt Evans Blvd.	New Interchange	Jefferson	\$40,000,000	2030-2039	CDOT
118	US-285	Kings Valley Dr.	New Interchange	Jefferson	\$15,000,000	2020-2029	CDOT
119	US-285	Kings Valley Dr. to Richmond Hill Rd.	Widen from 3 to 4 Lanes (Add 1 SB Lane)	Jefferson	\$25,000,000	2020-2029	CDOT
120	US-285	Shaffers Crossing to Kings Valley Dr.	Widen from 3 to 4 Lanes (Add 1 SB Lane)	Jefferson	\$60,000,000	2020-2029	CDOT
121	US-285	Parker Ave.	New Interchange	Jefferson	\$25,000,000	2030-2039	CDOT
320	I-70 Kipling Interchange Reconstruction	Kipling	Interchange Reconstruction and Pedestrian Connections	Jefferson	\$80,000,000	2045-2050	CDOT
327	C-470	US-285/Morrison/Quincy	Interchange Complex Reconstruction	Jefferson	\$150,000,000	2030-2039	CDOT
328	C-470	Wadsworth to I-70	New Managed Lanes	Jefferson	\$410,000,000	2030-2039	CDOT
106	I-25 North (Segment 5)	SH-66 to WCR 38 (DRCOG Boundary)	Add 1 Toll/Managed Lane each Direction	Weld	\$175,000,000	2020-2029	CDOT
CDOT Projects Total					\$4,351,900,000		
Denver Regional Council of Governments (DRCOG) Administered Multimodal Capital Projects							
	TIP Set-Asides	Varies	Investment in Transportation Demand Management, Air Quality, Operations and Technology, and Human Services Transportation	DRCOG Region	\$372,862,551	2020-2050	DRCOG
123	88th Ave.	I-76 NB Ramps to SH-2	Widen from 2 to 4 Lanes	Adams	\$21,500,000	2020-2029	DRCOG
124	104th Ave.	Colorado Blvd. to McKay Rd.	Widen from 2 to 4 Lanes	Adams	\$8,100,000	2020-2029	DRCOG
130	SH-7	164th Ave. to Dahlia St.	Widen from 2 to 4 Lanes	Adams	\$24,000,000	2020-2029	DRCOG
205	120th Avenue	US-85 to E-470	Widen to 4 Lanes	Adams	\$24,000,000	2020-2029	DRCOG
207	I-25 North Improvements	104th Ave. to 120th Avenue	Shoulders; General Purpose Lanes; Bridge	Adams	\$70,000,000	2045-2050	DRCOG
217	I-225/Yosemite	DTC Blvd. to I-25 on ramp	Interchange and Ramp Reconstruction	Arapahoe	\$60,000,000	2020-2029	DRCOG

220	Smoky Hill Road	Buckley Road to Picadilly St	Widen from 4 to 6 Lanes	Arapahoe	\$10,000,000	2040-2044	DRCOG
222	Gun Club Rd.	State Highway 30 to 6th Ave	Widen from 2 to 4/6 Lanes, Includes Stream Crossing Upgrade at Coal Creek	Arapahoe	\$32,000,000	2030-2039	DRCOG
223	Gun Club Rd.	Quincy to Aurora Pkwy.	Widen from 2 to 6 Lanes	Arapahoe	\$15,000,000	2020-2029	DRCOG
224	Broncos Parkway/Easter/Dry Creek Corridor Improvements	Parker Road to Havana	Widening to 6 Lanes, Bridge Widening, and Intersection Improvements	Arapahoe	\$35,000,000	2040-2044	DRCOG
228	SH-30	Airport Blvd. to Quincy Ave.	Widen from 2 to 6 Lanes	Arapahoe	\$175,000,000	2030-2039	DRCOG, CDOT, Local
353	US-85 (Santa Fe) Improvements	C-470 to Bowles	Corridor Planning/Investment for Multimodal Mobility, Operations, and Safety	Arapahoe	\$150,000,000	2040-2044	DRCOG, CDOT
243	SH 66	US-287/Main Street to East County Line Road	Capacity, Operations, and Bicycle/Pedestrian	Boulder	\$15,000,000	2030-2039	DRCOG
245	US 287/120th Ave.	Midway Blvd. to Lowell Blvd.	Improve circulation, safety, active transportation access, business access, congestion and transit operations	Broomfield	\$15,000,000	2020-2029	DRCOG
127	I-25	Broadway	Interchange Capacity	Denver	\$50,000,000	2020-2029	DRCOG
136	Martin Luther King Jr. Blvd.	Havana St./Iola St. to Peoria St.	Widen 2 to 4 Lanes; New 4 Lane Road	Denver	\$0	2020-2029	DRCOG
273-A	Pena Boulevard	I-70 to 64th Avenue	Add one managed lane in each direction	Denver	\$139,000,000	2030-2039	DRCOG, Local
273-B	Pena Boulevard	64th Avenue to E-470	Add one managed lane in each direction	Denver	\$124,000,000	2030-2039	DRCOG, Local
125	County Line Rd.	Phillips St. to University Blvd.	Widen from 2 to 4 Lanes	Douglas	\$9,500,000	2020-2029	DRCOG
126	I-25	Lincoln Ave.	Interchange Capacity	Douglas	\$49,400,000	2020-2029	DRCOG
129	Ridgegate Pkwy.	Havana St. to Lone Tree E. City Limit	Widen from 2 to 4 Lanes	Douglas	\$0	2020-2029	DRCOG
131	US-85	Highlands Ranch Pkwy. to n/o County Line Rd.	Widen from 4 to 6 Lanes	Douglas	\$0	2020-2029	DRCOG
283	I-25	Crystal Valley Pkwy.	New Interchange & South Frontage Road	Douglas	\$80,000,000	2020-2029	DRCOG, Local
284	I-25	Happy Canyon Rd.	Interchange Reconstruction	Douglas	\$30,000,000	2020-2029	DRCOG, Local
287	Lincoln Ave.	Oswego to Keystone	Widen 4 to 6 lanes	Douglas	\$24,000,000	2030-2039	DRCOG, Local
288	I-25	Meadows/Founders	Interchange Reconstruction	Douglas	\$50,000,000	2045-2050	DRCOG, Local
132	Wadsworth Blvd.	35th Ave. to 48th Ave.	Widen from 4 to 6 Lanes	Jefferson	\$31,000,000	2020-2029	DRCOG
293	SH-93	SH-58 to SH-170	Widen to 4 Lanes and Safety/Transit Improvements	Jefferson	\$200,000,000	2030-2039	DRCOG
299	US-6	Heritage Rd.	New Interchange	Jefferson	\$30,000,000	2020-2029	DRCOG
300	Indiana (SH-72)	W. 80th Ave. to W. 86th Pkwy.	Widen to 4 Lanes	Jefferson	\$39,000,000	2030-2039	DRCOG
301	Kipling St.	Kentucky Ave. to I-70	Multimodal Corridor Improvements	Jefferson	\$250,000,000	2040-2044	DRCOG
302	Wadsworth Blvd.	17th Ave. to 35th Ave.	Multimodal Corridor Improvements	Jefferson	\$60,000,000	2040-2044	DRCOG
309	SH-66	WCR 1 - WCR 19	Widen 2 to 4 Lanes, Pedestrian Improvements	Weld	\$35,000,000	2045-2050	DRCOG
310	SH-52	WCR 1 - WCR 13	PEL Outcomes - Safety, Operational, and Multimodal Improvements	Weld	\$20,000,000	2045-2050	DRCOG
DRCOG Projects Total					\$2,248,362,551		
Regional Transportation District (RTD) Administered Multimodal Capital Projects							
339	Northwest Rail	Westminster Station to Downtown Longmont	Implement Peak Period Service Plan	Adams/Boulder/Broomfield/Jefferson	\$700,000,000	2045-2050	RTD
					RTD Projects Total	\$700,000,000	
Regional Bus Rapid Transit (BRT) Projects							
133	Colfax Ave. BRT	Lincoln St. to I-225	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Arapahoe/Denver	\$250,000,000	2020-2029	CDOT, DRCOG, 53019-CIG, Local
344	Colfax Ave. Extension BRT	I-225 to E-470	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Arapahoe	\$100,000,000	2040-2044	DRCOG, CDOT, Local
134	SH-119 BRT	Downtown Boulder to I-25/SH-119 Mobility Hub	BRT Service and Supporting Safety/Multimodal Improvements	Boulder/Weld	\$350,000,000	2030-2039	CDOT, DRCOG, RTD, Local
345	Colorado Blvd. BRT	University of Colorado A Line to I-25	BRT Service and Supporting Safety/Multimodal Improvements	Denver	\$35,000,000	2020-2029	DRCOG, CDOT, 5309-CIG, Local
347	Alameda BRT	Wadsworth to R-Line	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver/Jefferson	\$61,000,000	2030-2039	DRCOG, CDOT, 5309-CIG, Local
348	Broadway/Lincoln BRT	Colfax to Highlands Ranch Pkwy	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver/Douglas	\$61,000,000	2040-2044	DRCOG, 5309-CIG, Local
350	38th/Park BRT	Wadsworth to Colfax	BRT Service and Supporting Safety/Multimodal Improvements	Denver/Jefferson	\$40,000,000	2045-2050	DRCOG
349	Speer/Leetsdale/Parker BRT	Colfax to I-225	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver	\$95,000,000	2030-2039	DRCOG, CDOT
346	Federal Blvd. BRT	120th to Santa Fe/Dartmouth	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Denver	\$94,000,000	2030-2039	DRCOG, CDOT, 5309-CIG, Local
351	North I-25 BRT	Union Station to SH-119	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Broomfield/Denver/Weld	\$97,000,000	2045-2050	DRCOG, CDOT, 5309-CIG, Local
342	New Bus Maintenance Facility	TBD-northern area of RTD District	Construction of a new bus maintenance facility in the RTD's northern area	TBD	\$50,000,000	2020-2029	DRCOG
Regional BRT Total					\$1,233,000,000		

Corridor Transit Planning Projects and Programs							
	Regional Mobility Hubs	Varies	Construction of Multimodal Mobility Hubs	DRCOG Region	\$200,137,636	2020-2050	CDOT, DRCOG, RTD
234	South Boulder Rd.	Lafayette to Boulder	Multimodal Corridor Improvements	Boulder	\$75,000,000	2040-2044	DRCOG
333	SH-7	Boulder to Brighton	Multimodal Corridor Improvements	Adams/Boulder/Broomfield	\$100,000,000	2030-2039	CDOT
338	US-287	US-36 to Larimer County Line	Safety, Operational, and Multimodal Improvements	Boulder/Broomfield	\$200,000,000	2030-2039	CDOT, DRCOG
257	West Colfax	Sheridan to Broadway/Lincoln	Transit Corridor and Supporting Safety/Multimodal Improvements	Denver	\$26,573,077	2045-2050	DRCOG
285	RidgeGate Parkway Transit Mobility Corridor	Mainstreet in Parker to Lone Tree City Center RTD station	Transit Corridor	Douglas	\$100,000,000	2045-2050	DRCOG
290	Castle Pines Transit Mobility Corridor	Castle Pines to RidgeGate RTD station	Transit Corridor	Douglas	\$20,000,000	2030-2039	DRCOG
303	Golden/Mines Autonomous Circulator	Downtown Golden, School of Mines, RTD W Line	Autonomous Circulator	Jefferson	\$3,500,000	2020-2029	DRCOG
Transit Corridor Planning Total					\$725,210,713		
Arterial Safety/Regional Vision Zero Projects and Programs							
	Arterial Safety/Regional Vision Zero Set-Aside	High Injury Network and Critical Corridors identified in the Taking Action on Regional Vision Zero	Vision Zero and Safety Improvements	DRCOG Region	\$151,672,902	2020-2050	DRCOG
214	Federal Boulevard Multimodal Improvements	52nd Avenue to 120th Avenue	Bicycle/Pedestrian/Transit Improvements; Turn Lanes; Bus/Business Access Lanes	Adams	\$50,000,000	2020-2029	DRCOG
231	US-285 Congestion Mitigation Improvements	Knox Ctt/Lowell Blvd. (west) to Havana (east)	Speed and Reliability Corridor & Vision Zero Improvements	Arapahoe/Denver	\$88,200,000	2020-2029	DRCOG
236	US-36	Boulder to Lyons	Corridor Safety Improvements	Boulder	\$20,000,000	2020-2029	DRCOG
336	US-36/28th St. & SH-93/Broadway	US-36/28th St. & SH-93/Broadway	Corridor Safety Improvements	Boulder	\$15,200,000	2030-2039	CDOT
334	SH-42	Louisville and Lafayette	Safety and Operational Improvements	Boulder	\$50,000,000	2030-2039	CDOT, DRCOG
255	West Mississippi Avenue	South Federal Blvd. to S. Broadway	Vision Zero and Pedestrian Improvements	Denver	\$18,600,000	2020-2029	DRCOG
268	Brighton Boulevard	Race to York	Reconstruction, Vision Zero, Safety, and Freight Improvements	Denver	\$19,762,500	2045-2050	DRCOG
278	Chambers Rd	E 56th Ave to E 40th Ave	Vision Zero Corridor Improvements	Denver	\$16,712,500	2020-2029	DRCOG
357	Sheridan Safety Improvements	52nd to Hampden	Vision Zero Corridor Improvements	Denver/Jefferson	\$17,100,000	2020-2029	DRCOG
305	Colfax Safety Improvements	Wadsworth to Sheridan	Multimodal Arterial Safety	Jefferson	\$12,000,000	2020-2029	DRCOG
337	US-85 Operational & Safety Improvements	Weld CR 2 to Weld CR 10	Safety and Operational Improvements	Weld	\$6,100,000	2020-2029	CDOT
Arterial Safety/Regional Vision Zero Total					\$465,347,902		
Active Transportation Projects and Programs							
	Active Transportation Set-Aside	Short-Trip Opportunity Zones identified in the Active Transportation Plan	Bicycle and Pedestrian Improvements	DRCOG Region	\$31,598,521	2020-2050	DRCOG
203	Smith Road Bicycle/Pedestrian Facilities	Peoria Street to Powhatan Road	New Multi-Use Path	Adams	\$4,000,000	2020-2029	DRCOG
238	RTD Rail Trail	Boulder to Erie	Regional Trail	Boulder	\$6,000,000	2020-2029	DRCOG
239	St. Vrain Greenway	Longmont to Lyons	Regional Trail	Boulder	\$4,000,000	2020-2029	DRCOG
240	McCaslin Regional Trail	Rock Creeky Pkwy. to SH-128	Regional Trail	Boulder	\$3,000,000	2020-2029	DRCOG
250	Clear Creek Greenway	Jefferson County Line to Loveland Ski Area	Clear Creek Greenway portion of Peaks to Plains trail system	Clear Creek	\$50,000,000	2045-2050	DRCOG
256	S. Platte River Trail	(not specified)	Complete Missing Links and Upgrade Trail Section	Denver	\$50,000,000	2030-2039	DRCOG
270	Bear Creek Trail	(not specified)	Upgrade Trail for Safe Crossings and Consistent Cross Section. Integrate ITS/AI Equipment.	Denver	\$31,200,000	2045-2050	DRCOG
Active Transportation Total					\$179,798,521		
Freight Projects and Programs							
	Freight Set-Aside	Varies	Freight improvements including but not limited to bridge reconstructions, overpasses/underpasses, new bridges	DRCOG Region	\$75,836,451	2020-2050	DRCOG
200	Peoria Street Bridge	Sand Creek	Bridge Reconstruction	Adams	\$19,000,000	2020-2029	DRCOG
225	Alameda Pkwy. Bridge over I-225	Between Potomac Street and Abilene Street	Bridge reconstruction	Arapahoe	\$20,000,000	2020-2029	DRCOG
277	47th Avenue/48th Avenue	I-25 to Pecos	Bridge Reconstruction, New Multimodal Underpass, and New Bicycle/Pedestrian Bridge.	Denver	\$45,225,000	2040-2044	DRCOG
307	Ward Rd./BNSF	I-70 FR North and Ridge Rd.	Multimodal Grade Separation	Jefferson	\$60,000,000	2020-2029	DRCOG
Freight Total					\$220,061,451		
Grand Total					\$10,123,681,138		
Note: Projects with \$0 cost have funds fully obligated prior to fiscal year 2020.							

Note: Projects with \$0 cost have funds fully obligated prior to fiscal year 2020.

ATTACHMENT 2							
RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
2050 MVRTP: Regionally Funded Projects and Programs							
Adams County							
115	US-85	104th Ave.	New Interchange	Adams	\$100,000,000	2020-2029	CDOT
116	US-85	120th Ave.	New Interchange	Adams	\$100,000,000	2020-2029	CDOT
123	88th Ave.	I-76 NB Ramps to SH-2	Widen from 2 to 4 Lanes	Adams	\$21,500,000	2020-2029	DRCOG
124	104th Ave.	Colorado Blvd. to McKay Rd.	Widen from 2 to 4 Lanes	Adams	\$8,100,000	2020-2029	DRCOG
128	I-70	I-25 to Chambers Rd.	Add 2 New Managed Lanes	Denver/Adams	\$0	2020-2029	CDOT/ DRCOG
130	SH-7	164th Ave. to Dahlia St.	Widen from 2 to 4 Lanes	Adams	\$24,000,000	2020-2029	DRCOG
333	SH-7	Boulder to Brighton	Multimodal Corridor Improvements	Adams/Boulder/Broomfield	\$100,000,000	2030-2039	CDOT
205	120th Avenue	US 85 to E-470	Widen to 4 Lanes	Adams	\$24,000,000	2020-2029	DRCOG
207	I-25 North Improvements	104th to 120th Avenue	Shoulders; General Purpose Lanes; Bridge	Adams	\$70,000,000	2045-2050	DRCOG
317	I-25 North	84th Ave. to 104th Ave.	Operational Improvements, Center-Loading Transit Station at 88th Ave., and GP Lane	Adams	\$230,000,000	2045-2050	CDOT
321	Vasquez Boulevard	60th Ave.	Intersection Improvements	Adams	\$80,000,000	2040-2044	CDOT
330	I-270	I-25/US-36 to I-70	New Managed Lanes	Adams	\$500,000,000	2030-2039	CDOT
331	I-270	I-25/US-36 and I-70	New Freeway "direct connects" at each end of I-270	Adams	\$300,000,000	2030-2039	CDOT
200	Peoria Street Bridge	Sand Creek	Bridge Reconstuction	Adams	\$19,000,000	2020-2029	DRCOG
203	Smith Road Bicycle/Pedestrian Facilities	Peoria Street to Powhatan Road	New Multi-Use Path	Adams	\$4,000,000	2020-2029	DRCOG
214	Federal Boulevard Multimodal Improvements	52nd Avenue to 120th Avenue	Bicycle/Pedestrian/Transit Improvements; Turn Lanes; Bus/Business Access Lanes	Adams	\$50,000,000	2020-2029	DRCOG
346	Federal BRT	120th to Santa Fe/Dartmouth	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Denver	\$94,000,000	2030-2039	DRCOG, CDOT, 5309-CIG, Local
339	Northwest Rail	Westminster Station to Downtown Longmont	Implement Peak Period Service Plan	Adams/Boulder/Broomfield/Jefferson	\$700,000,000	2045-2050	RTD
349	Speer/Leetsdale/Parker, Colfax to I-225	Colfax to I-225	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver	\$95,000,000	2030-2039	DRCOG, CDOT
351	North I-25 BRT	Union Station to SH-119	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Broomfield/Denver/Weld	\$97,000,000	2045-2050	DRCOG, CDOT, 5309-CIG, Local
133	Colfax Ave. BRT	Lincoln St. to I-225	BRT Service and Supporting Safety/Multimodal Improvements	Denver/Adams/Arapahoe	\$250,000,000	2020-2029	CDOT, DRCOG, 53019-CIG, Local
344	Colfax Extension BRT	I-225 to E-470	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Arapahoe	\$100,000,000	2040-2044	DRCOG, CDOT, Local
Adams County Total					\$2,966,600,000		

RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
2050 MVRTP: Regionally Funded Projects and Programs							
Arapahoe County							
319	I-25	Bellevue	Interchange Reconstruction and Pedestrian Connections	Arapahoe	\$112,000,000	2030-2039	CDOT
217	I-225/Yosemite	DTC Blvd. to I-25 on ramp	Interchange and Ramp Reconstruction	Arapahoe	\$60,000,000	2020-2029	DRCOG
220	Smoky Hill Road	Buckley Road to Picadilly St	Widen from 4 to 6 Lanes	Arapahoe	\$10,000,000	2040-2044	DRCOG
222	Gun Club Rd. Widening	State Highway 30 to 6th Ave	Widen from 2 to 4/6 Lanes, Includes Stream Crossing Upgrade at Coal Creek	Arapahoe	\$32,000,000	2030-2039	DRCOG
223	Gun Club Rd. Widening	Quincy to Aurora Pkwy.	Widen from 2 to 6 Lanes	Arapahoe	\$15,000,000	2020-2029	DRCOG
224	Broncos Parkway/Easter/Dry Creek Corridor Improvements	Parker Road to Havana	Widening to 6 Lanes, Bridge Widening, and Intersection Improvements	Arapahoe	\$35,000,000	2040-2044	DRCOG
225	Alameda Pkwy. Bridge over I-225	Between Potomac Street and Abilene Street	Bridge reconstruction	Arapahoe	\$20,000,000	2020-2029	DRCOG
228	SH-30	Airport Blvd. to Quincy Ave.	Widen from 2 to 6 Lanes	Arapahoe	\$175,000,000	2030-2039	DRCOG, CDOT, Local
347	Alameda BRT	Wadsworth to R-Line	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver/Jefferson	\$61,000,000	2030-2039	DRCOG, CDOT, 5309-CIG, Local
348	Broadway/Lincoln BRT	Colfax to Highlands Ranch Pkwy	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver/Douglas	\$61,000,000	2040-2044	DRCOG, 5309-CIG, Local
133	Colfax Ave. BRT	Lincoln St. to I-225	BRT Service and Supporting Safety/Multimodal Improvements	Denver/Adams/Arapahoe	\$250,000,000	2020-2029	CDOT, DRCOG, 53019-CIG, Local
344	Colfax Extension BRT	I-225 to E-470	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Arapahoe	\$100,000,000	2040-2044	DRCOG, CDOT, Local
231	US 285 Congestion Mitigation Improvements	Knox Ctt/Lowell Blvd. (west) to Havana (east)	Speed and Reliability Corridor & Vision Zero Improvements	Arapahoe/Denver	\$88,200,000	2020-2029	DRCOG
353	US-85 (Santa Fe) Improvements	C-470 to Bowles	Corridor Planning/Investment for Multimodal Mobility, Operations, and Safety	Arapahoe	\$150,000,000	2040-2044	DRCOG, CDOT
332	SH-83 (Parker Rd.)	SH-86 to East Mississippi Ave.	Corridor Planning/Investment for Multimodal Mobility, Operations, and Safety	Arapahoe/Douglas	\$150,000,000	2030-2039	CDOT, DRCOG
Arapahoe County Total					\$1,319,200,000		

RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
2050 MVRTP: Regionally Funded Projects and Programs							
Boulder County							
112	SH-66	Lyons to Main St. (US-287)	Widen from 2 to 4 Lanes (Hover to St. Main St.) and Operational/Safety Improvements from Lyons to Longmont	Boulder	\$10,000,000	2030-2039	CDOT
134	SH-119 BRT	Foothills Pkwy to I-25	BRT Service and Supporting Safety/Multimodal Improvements	Boulder/Weld	\$350,000,000	2030-2039	CDOT, DRCOG, RTD, Local
236	US-36	Boulder to Lyons	Corridor Safety Improvements	Boulder	\$20,000,000	2020-2029	DRCOG
336	US-36/28th St. & SH-93/Broadway	US-36/28th St. & SH-93/Broadway	Corridor Safety Improvements	Boulder	\$15,200,000	2030-2039	CDOT
334	SH-42		Safety and Operational Improvements	Boulder	\$50,000,000	2030-2039	CDOT, DRCOG

234	South Boulder Rd.	Lafayette to Boulder	Multimodal Corridor Improvements	Boulder	\$75,000,000	2040-2044	DRCOG
333	SH-7	Boulder to Brighton	Multimodal Corridor Improvements	Adams/Boulder/Broomfield	\$100,000,000	2030-2039	CDOT
338	US-287	US-36 to Larimer County Line	Safety, Operational, and Multimodal Improvements	Boulder/Broomfield	\$200,000,000	2030-2039	CDOT, DRCOG
238	RTD Rail Trail	Boulder to Erie	Regional Trail	Boulder	\$6,000,000	2020-2029	DRCOG
239	St. Vrain Greenway	Longmont to Lyons	Regional Trail	Boulder	\$4,000,000	2020-2029	DRCOG
240	McCaslin Regional Trail	Rock Creeky Pkwy. to SH-128	Regional Trail	Boulder	\$3,000,000	2020-2029	DRCOG
342	New Bus Maintenance Facility	TBD-northern area of RTD District	Construction of a new bus maintenance facility in the RTD's northern area	TBD	\$50,000,000	2020-2029	DRCOG
243	SH 66	US 287/Main Street to East County Line Road	Capacity, Operations, and Bicycle/Pedestrian	Boulder	\$15,000,000	2030-2039	DRCOG
339	Northwest Rail	Westminster Station to Downtown Longmont	Implement Peak Period Service Plan	Adams/Boulder/Broomfield/Jefferson	\$700,000,000	2045-2050	RTD
Boulder County Total					\$1,598,200,000		

RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
2050 MVRTP: Regionally Funded Projects and Programs							
Broomfield County							
318	I-25 North	E-470 to SH-7	Managed Lanes & SH-7 Mobility Hub	Broomfield	\$200,000,000	2030-2039	CDOT
351	North I-25 BRT	Union Station to SH-119	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Broomfield/Denver/Weld	\$97,000,000	2045-2050	DRCOG, CDOT, 5309-CIG, Local
339	Northwest Rail	Westminster Station to Downtown Longmont	Implement Peak Period Service Plan	Adams/Boulder/Broomfield/Jefferson	\$700,000,000	2045-2050	RTD
333	SH-7	Boulder to Brighton	Multimodal Corridor Improvements	Adams/Boulder/Broomfield	\$100,000,000	2030-2039	CDOT
338	US-287	US-36 to Larimer County Line	Safety, Operational, and Multimodal Improvements	Boulder/Broomfield	\$200,000,000	2030-2039	CDOT, DRCOG
245	US 287/120th Ave.	Midway Blvd. to Lowell Blvd.	Improve circulation, safety, active transportation access, business access, congestion and transit operations	Broomfield	\$15,000,000	2020-2029	DRCOG
335	I-25 North Segment 4	SH-7 to SH-66	Managed Lanes, SH-119 Mobility Hub, ITS, Bicycle and Pedestrian Trail Connections	Broomfield/Weld	\$150,000,000	2030-2039	CDOT
Broomfield County Total					\$1,462,000,000		

RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
2050 MVRTP: Regionally Funded Projects and Programs							
Clear Creek County							
108	I-70	Twin Tunnels to Empire Junction (US-40)	Add 1 WB Peak Period Managed Lane	Clear Creek	\$0	2020-2029	CDOT
109-B	I-70 Floyd Hill Eastbound Improvements	Floyd Hill to Veterans Memorial Tunnel	TBD	Clear Creek	\$250,000,000	2030-2039	CDOT
109-A	I-70 Floyd Hill Westbound Improvements	Floyd Hill to Veterans Memorial Tunnel	TBD	Clear Creek	\$450,000,000	2030-2039	CDOT
250	Clear Creek Greenway	Jefferson County Line to Loveland Ski Area	Clear Creek Greenway portion of Peaks to Plains trail system	Clear Creek	\$50,000,000	2045-2050	DRCOG
356	Eisenhower Johnson Memorial Tunnels Maintenance	Eisenhower Johnson Memorial Tunnels	Major rehabilitation of the Eisenhower-Johnson Memorial Tunnels	Clear Creek	\$142,000,000	2020-2050	CDOT
Clear Creek County Total					\$892,000,000		

RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
2050 MVRTP: Regionally Funded Projects and Programs							
Denver County							
101	I-25	Santa Fe Dr. (US-85) to Alameda Ave.	Interchange Capacity	Denver	\$30,000,000	2020-2029	CDOT
127	I-25	Broadway	Interchange Capacity	Denver	\$50,000,000	2020-2029	DRCOG
273-A	Pena Boulevard	I-70 to 64th Avenue	Add one managed lane in each direction	Denver	\$139,000,000	2030-2039	DRCOG, Local
273-B	Pena Boulevard	64th Avenue to E-470	Add one managed lane in each direction	Denver	\$124,000,000	2030-2039	DRCOG, Local
128	I-70	I-25 to Chambers Rd.	Add 2 New Managed Lanes	Denver/Adams	\$0	2020-2029	CDOT/ DRCOG
135	Federal Boulevard	6th Ave. to Howard Pl.	Widen from 5 to 6 Lanes	Denver	\$0	2020-2029	CDOT
136	Martin Luther King Jr. Blvd.	Havana St./Iola St. to Peoria St.	Widen 2 to 4 Lanes; New 4 Lane Road	Denver	\$0	2020-2029	DRCOG
314	Central I-25 Buildout	Colfax Ave. to 20th St.	Ultimate Buildout of Corridor Improvements	Denver	\$420,000,000	2040-2044	CDOT
315	I-25 Valley Highway/Burnham Yard	Santa Fe Blvd. to Colfax Ave.	Managed Lanes, Includes ROW, Burnhan Yard, Central Main Line Relocation	Denver	\$900,000,000	2045-2050	CDOT
255	West Mississippi Avenue	South Federal Blvd. to S. Broadway	Vision Zero and Pedestrian Improvements	Denver	\$18,600,000	2020-2029	DRCOG
268	Brighton Boulevard	Race to York	Reconstruction, Vision Zero, Safety, and Freight Improvements	Denver	\$19,762,500	2045-2050	DRCOG
278	Chambers Rd	E 56th Ave to E 40th Ave	Vision Zero Corridor Improvements	Denver	\$16,712,500	2020-2029	DRCOG
357	Sheridan Safety Improvements	52nd to Hampden	Vision Zero Corridor Improvements	Denver/Jefferson	\$17,100,000	2020-2029	DRCOG
231	US 285 Congestion Mitigation Improvements	Knox Ctt/Lowell Blvd. (west) to Havana (east)	Speed and Reliability Corridor & Vision Zero Improvements	Arapahoe/Denver	\$88,200,000	2020-2029	DRCOG
256	S. Platte River Trail	(not specified)	Complete Missing Links and Upgrade Trail Section	Denver	\$50,000,000	2030-2039	DRCOG
270	Bear Creek Trail	(not specified)	Upgrade Trail for Safe Crossings and Consistent Cross Section. Integrate ITS/AI Equipment.	Denver	\$31,200,000	2045-2050	DRCOG
277	47th Avenue/48th Avenue	I-25 to Pecos	Bridge Reconstruction, New Multimodal Underpass, and New Bicycle/Pedestrian Bridge.	Denver	\$45,225,000	2040-2044	DRCOG
345	Colorado BRT	A-Line to I-25	BRT Service and Supporting Safety/Multimodal Improvements	Denver	\$35,000,000	2020-2029	DRCOG, CDOT, 5309-CIG, Local
347	Alameda BRT	Wadsworth to R-Line	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver/Jefferson	\$61,000,000	2030-2039	DRCOG, CDOT, 5309-CIG, Local
348	Broadway/Lincoln BRT	Colfax to Highlands Ranch Pkwy	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver/Douglas	\$61,000,000	2040-2044	DRCOG, 5309-CIG, Local
350	38th/Park, Wadsworth to Colfax	Wadsworth to Colfax	BRT Service and Supporting Safety/Multimodal Improvements	Denver/Jefferson	\$40,000,000	2045-2050	DRCOG

349	Speer/Leetsdale/Parker, Colfax to I-225	Colfax to I-225	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver	\$95,000,000	2030-2039	DRCOG, CDOT
133	Colfax Ave. BRT	Lincoln St. to I-225	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Arapahoe/Denver	\$250,000,000	2020-2029	CDOT, DRCOG, 53019-CIG, Local
346	Federal BRT	120th to Santa Fe/Dartmouth	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Denver	\$94,000,000	2030-2039	DRCOG, CDOT, 5309-CIG, Local
351	North I-25 BRT	Union Station to SH-119	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Broomfield/Denver/Weld	\$97,000,000	2045-2050	DRCOG, CDOT, 5309-CIG, Local
257	West Colfax	Sheridan to Broadway/Lincoln	Transit Corridor and Supporting Safety/Multimodal Improvements	Denver	\$26,573,077	2045-2050	DRCOG
Denver Total					\$2,709,373,077		

RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
2050 MVRTP: Regionally Funded Projects and Programs							
Douglas County							
100	I-25	El Paso County Line to North of Crystal Valley Parkway	Add 1 Toll/Managed Lane each Direction	Douglas	\$0	2020-2029	CDOT
125	County Line Rd.	Phillips St. to University Blvd.	Widen from 2 to 4 Lanes	Douglas	\$9,500,000	2020-2029	DRCOG
126	I-25	Lincoln Ave.	Interchange Capacity	Douglas	\$49,400,000	2020-2029	DRCOG
129	Ridgegate Pkwy.	Havana St. to Lone Tree E. City Limit	Widen from 2 to 4 Lanes	Douglas	\$0	2020-2029	DRCOG
131	US-85	Highlands Ranch Pkwy. to n/o County Line Rd.	Widen from 4 to 6 Lanes	Douglas	\$0	2020-2029	DRCOG
332	SH-83 (Parker Rd.)	SH-86 to East Mississippi Ave.	Corridor Planning/Investment for Multimodal Mobility, Operations, and Safety	Arapahoe/Douglas	\$150,000,000	2030-2039	CDOT, DRCOG
283	I-25/Crystal Valley Interchange	I/25/Crystal Valley	New Interchange & South Frontage Road	Douglas	\$80,000,000	2020-2029	DRCOG, Local
284	I-25/Happy Canyon Interchange Reconstruction	I-25/Happy Canyon	Interchange Reconstruction	Douglas	\$30,000,000	2020-2029	DRCOG, Local
348	Broadway/Lincoln BRT	Colfax to Highlands Ranch Pkwy	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver/Douglas	\$61,000,000	2040-2044	DRCOG, 5309-CIG, Local
285	RidgeGate Parkway Transit Mobility Corridor	Mainstreet in Parker to Lone Tree City Center RTD station	Transit Corridor	Douglas	\$100,000,000	2045-2050	DRCOG
290	Castle Pines Transit Mobility Corridor	Castle Pines to RidgeGate RTD station	Transit Corridor	Douglas	\$20,000,000	2030-2039	DRCOG
287	Lincoln Ave.	Oswego to Keystone	Widen 4 to 6 lanes	Douglas	\$24,000,000	2030-2039	DRCOG, Local
288	I-25/Meadows-Founders Interchange Reconstruction	I-25/Meadows/Founders	Interchange Reconstruction	Douglas	\$50,000,000	2045-2050	DRCOG, Local
114-A	US-85	Louviers to MP 191.75	Widen from 2 to 4 Lanes	Douglas	\$0	2020-2029	CDOT
114-B	US-85	Sedalia to Daniels Park	Widen from 2 to 4 Lanes	Douglas	\$35,000,000	2020-2029	CDOT
114-C	US-85	Daniels Park to Meadows	Widen from 2 to 4 Lanes	Douglas	\$32,000,000	2020-2029	CDOT
Douglas County Total					\$640,900,000		

RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
2050 MVRTP: Regionally Funded Projects and Programs							
Jefferson County							
113	US-6	Wadsworth Blvd.	Interchange Capacity	Jefferson	\$80,000,000	2020-2029	CDOT
117	US-285	Pine Valley Rd. (CR 126)/Mt Evans Blvd.	New Interchange	Jefferson	\$40,000,000	2030-2039	CDOT
118	US-285	Kings Valley Dr.	New Interchange	Jefferson	\$15,000,000	2020-2029	CDOT
119	US-285	Kings Valley Dr. to Richmond Hill Rd.	Widen from 3 to 4 Lanes (Add 1 SB Lane)	Jefferson	\$25,000,000	2020-2029	CDOT
120	US-285	Shaffers Crossing to Kings Valley Dr.	Widen from 3 to 4 Lanes (Add 1 SB Lane)	Jefferson	\$60,000,000	2020-2029	CDOT
121	US-285	Parker Ave.	New Interchange	Jefferson	\$25,000,000	2030-2039	CDOT
132	Wadsworth Blvd.	35th Ave. to 48th Ave.	Widen from 4 to 6 Lanes	Jefferson	\$31,000,000	2020-2029	DRCOG
293	SH-93	SH-58 to SH-170	Widen to 4 Lanes and Safety/Transit Improvements	Jefferson	\$200,000,000	2030-2039	DRCOG
299	US-6	Heritage Rd.	New Interchange	Jefferson	\$30,000,000	2020-2029	DRCOG
300	Indiana (SH-72)	W. 80th Ave. to W. 86th Pkwy.	Widen to 4 Lanes	Jefferson	\$39,000,000	2030-2039	DRCOG
301	Kipling St.	Kentucky Ave. to I-70	Multimodal Corridor Improvements	Jefferson	\$250,000,000	2040-2044	DRCOG
302	Wadsworth Blvd.	17th Ave. to 35th Ave.	Multimodal Corridor Improvements	Jefferson	\$60,000,000	2040-2044	DRCOG
303	Golden/Mines Autonomous Circulator	Downtown Golden, School of Mines, RTD W Line	Autonomous Circulator	Jefferson	\$3,500,000	2020-2029	DRCOG
320	I-70 Kipling Interchange Reconstruction	Kipling	Interchange Reconstruction and Pedestrian Connections	Jefferson	\$80,000,000	2045-2050	CDOT
305	Colfax Safety Improvements	Wadsworth to Sheridan	Multimodal Arterial Safety	Jefferson	\$12,000,000	2020-2029	DRCOG
307	Ward Rd./BNSF	I-70 FR North and Ridge Rd.	Multimodal Grade Separation	Jefferson	\$60,000,000	2020-2029	DRCOG
327	C-470	US-285/Morrison/Quincy	Interchange Complex Reconstruction	Jefferson	\$150,000,000	2030-2039	CDOT
328	C-470	Wadsworth to I-70	New Managed Lanes	Jefferson	\$410,000,000	2030-2039	CDOT
350	38th/Park, Wadsworth to Colfax	Wadsworth to Colfax	BRT Service and Supporting Safety/Multimodal Improvements	Denver/Jefferson	\$40,000,000	2045-2050	DRCOG
347	Alameda BRT	Wadsworth to R-Line	BRT Service and Supporting Safety/Multimodal Improvements	Arapahoe/Denver/Jefferson	\$61,000,000	2030-2039	DRCOG, CDOT, 5309-CIG, Local
339	Northwest Rail	Westminster Station to Downtown Longmont	Implement Peak Period Service Plan	Adams/Boulder/Broomfield/Jefferson	\$700,000,000	2045-2050	RTD
357	Sheridan Safety Improvements	52nd to Hampden	Vision Zero Corridor Improvements	Denver/Jefferson	\$17,100,000	2020-2029	DRCOG
Jefferson County Total					\$2,388,600,000		

RTP ID	Project Name/Corridor	Location/Limits	Project Description	County	Project Cost (2020)	Staging Period	Funding Source
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2050 MVRTP: Regionally Funded Projects and Programs							
Southwest Weld County							
106	I-25 North Segment 5	SH-66 to WCR 38 (DRCOG Boundary)	Add 1 Toll/Managed Lane each Direction	Weld	\$175,000,000	2020-2029	CDOT
335	I-25 North Segment 4	SH-7 to SH-66	Managed Lanes, SH-119 Mobility Hub, ITS, Bicycle and Pedestrian Trail Connections	Broomfield/Weld	\$150,000,000	2030-2039	CDOT
337	US-85 Operational & Safety Improvements	Weld CR 2 to Weld CR 10	Safety and Operational Improvements	Weld	\$6,100,000	2020-2029	CDOT
309	SH 66	WCR 1 - WCR 19	Widen 2 to 4 Lanes, Pedestrian Improvements	Weld	\$35,000,000	2045-2050	DRCOG
310	SH 52	WCR 1 - WCR 13	PEL Outcomes - Safety, Operational, and Multimodal Improvements	Weld	\$20,000,000	2045-2050	DRCOG
351	North I-25 BRT	Union Station to SH-119	BRT Service and Supporting Safety/Multimodal Improvements	Adams/Broomfield/Denver/Weld	\$97,000,000	2045-2050	DRCOG, CDOT, 5309-CIG, Local
134	SH-119 BRT	Foothills Pkwy to I-25	BRT Service and Supporting Safety/Multimodal Improvements	Boulder/Weld	\$350,000,000	2030-2039	CDOT, DRCOG, RTD, Local
Southwest Weld County Total					\$833,100,000		

ATTACH F

To: Chair and Members of the DRCOG Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Action	10

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

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

[December 15, 2020](#) – RTC will make a recommendation

SUMMARY

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

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

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

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

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

PREVIOUS DISCUSSIONS/ACTIONS

[April 15, 2020](#) Board– Recommended approval of Urban Arterials Multimodal Safety Improvements Program Eligibility Rules and Selection Process

PROPOSED MOTION

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

ATTACHMENTS

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

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Ron Papsdorf, Transportation Planning & Operations Division Director, at 303-480-6747 or rpapsdorf@drcog.org.

Recommended Safer Main Streets Project Allocations

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

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

Safer Main Streets Projects not Recommended

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

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

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

Background

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

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

Review Process

Selection Panel Review: First Round

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

Advisory Panel Input: First Round

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

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

Quantitative Cost-Benefit Analysis

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

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

Selection Panel Review: Second Round

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

Advisory Panel Input: Second Round

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

DRCOG TAC:

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

Next Steps:

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



Safer Main Streets Initiative DRCOG/CDOT Partnership



Program Highlights

- Safety, Vulnerable Users, Multimodal Benefits

TAC AGENDA

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



Program Goals

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

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



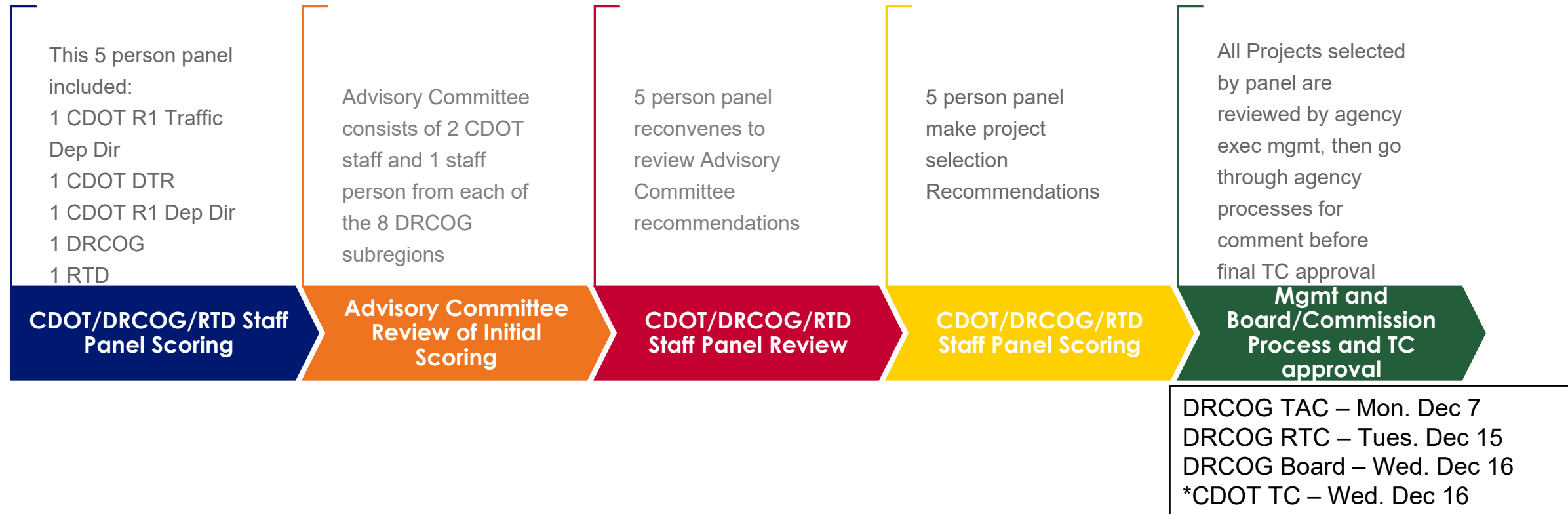
Eligible Project Types

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



Safer Main Streets Project Call Timeline

Project Call Released on
July 9th, 2020.



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



COLORADO

Department of Transportation



46 Applications Received

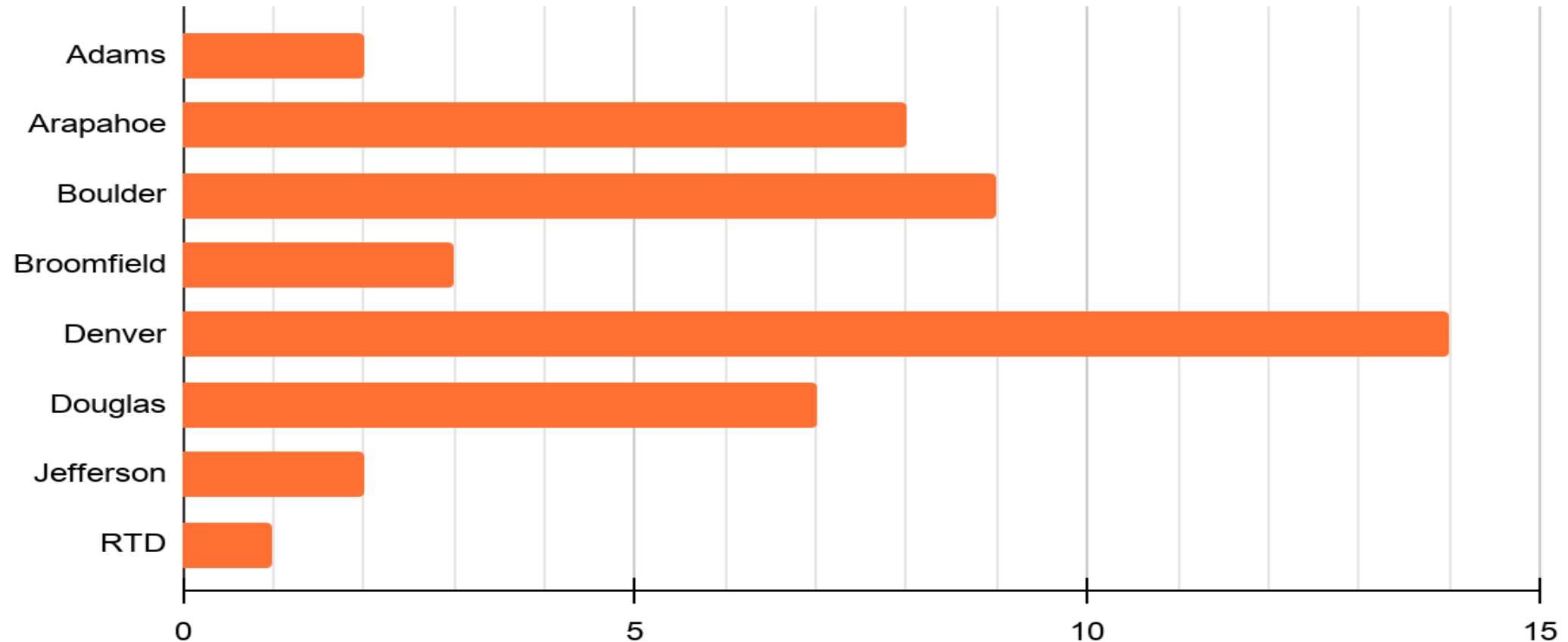
Applications requesting \$123M. Half are proposing work on State Highways and over half had some transit components.

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



Number of Applications Received 46 Total Applications Accepted

Applications Received





Summary of Projects to be Awarded

30*

Projects recommended (9 Jurisdictions)

16

Projects not recommended



83%

Include or are near existing transit



65%

On or along State Highways



\$83M

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





30 Projects Recommended

\$58.9M

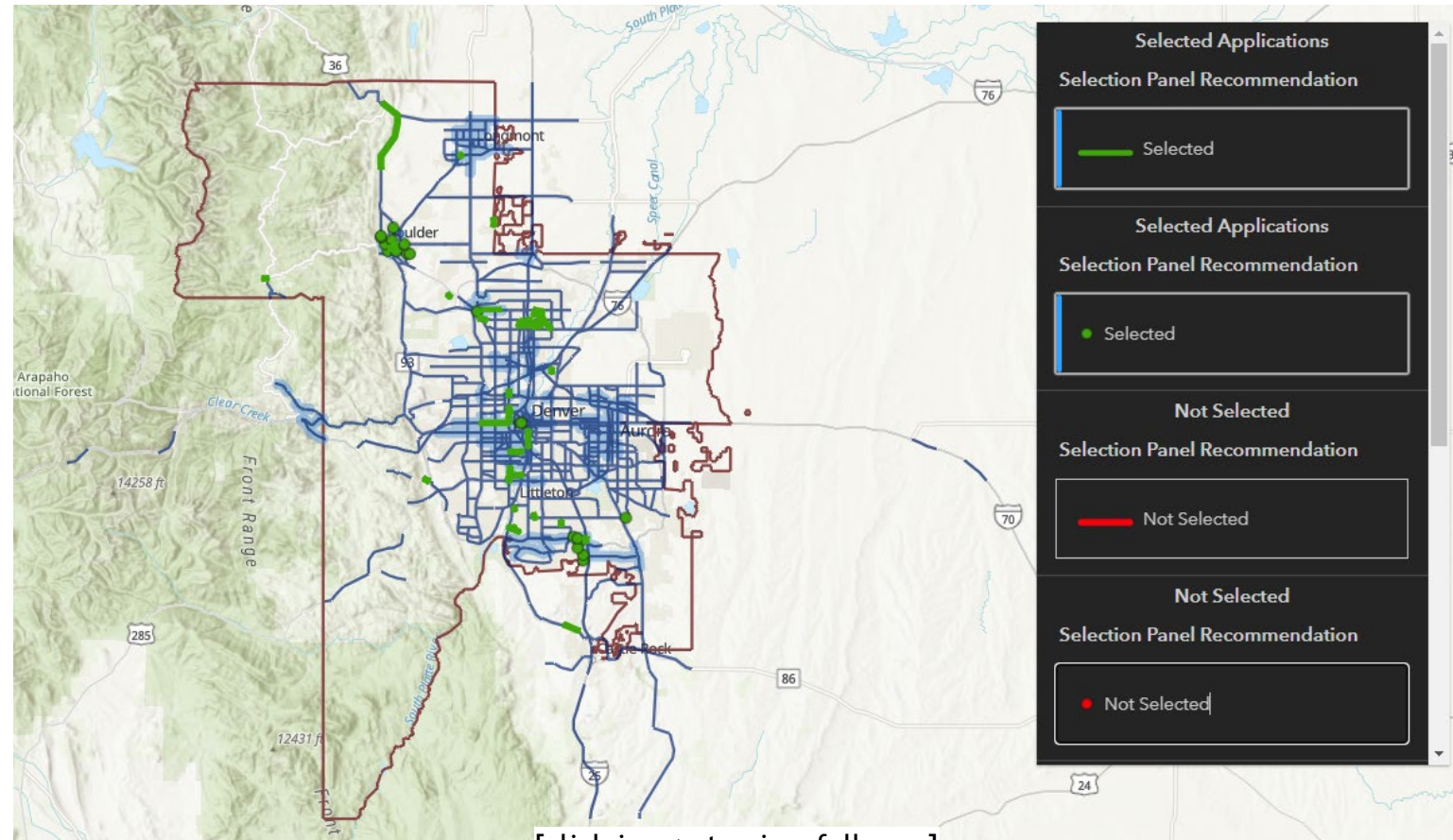
Applicant	Project	Request Amount	Award Amount	Applicant	Project	Request Amount	Award Amount
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	\$450,000	\$450,000	*Denver	Broadway Corridor Multi-Modal Improvements (Elevate Project)	\$9,600,000	\$4,800,000
Arapahoe County	S. Federal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



COLORADO
Department of Transportation



Map Locations for 30 Selected Projects



[click image to view full map]

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



What's Next?

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





Thank you for the support in this program!



Questions??

ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Informational Briefing	11

SUBJECT

Preview of 2021 state legislative session

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The Seventy-third Colorado General Assembly will convene on January 13, 2021. This follows a general election that saw little change in its makeup. However, changes to leadership, voter adoption of ballot measures that will affect state revenues, and continuing budget challenges given ongoing health and economic disruption will be front and center going into the new legislative session.

Of particular importance to DRCOG is state funding for the Area Agencies on Aging. DRCOG staff convened a working group of experts and advocates during the summer and fall of 2020 to consider options for legislative and executive branch consideration to stabilize State Funding for Senior Services (SFSS). DRCOG staff shared research on the importance and cost-effectiveness of AAA programs and services. DRCOG staff also provided for discussion a range of options that could be pursued to ensure that AAA funding can catch up with the identified unmet needs and grow with demand.

DRCOG and its partners have produced a report that outlines in detail the value of AAA services to the recipients, the extent to which these services save the state money, and recommendations for prioritizing the policy options for current and long-term funding. DRCOG and C4A will use the report in advocacy efforts with state officials.

There is also renewed interest in actions that may be taken during the session to enhance transportation revenues. House and Senate Transportation chairs, Representative Matt Gray and Senator Faith Winter have been engaging in conversations with stakeholders regarding legislative proposals.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Link: [Area Agencies on Aging: Long Term Funding Issues](#)

Attachment: Preview of 2021 State Legislative Session

ADDITIONAL INFORMATION

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



DRCOG Legislative Update

2020 Election

The November election allowed the Democrats to retain power in both the House and the Senate. The Democratic control in the House (41-24) was unchanged; the Democrats added one seat to their Senate majority and will now control the Senate 20-15.

As a result of the election, there will be 14 new Representatives, and 3 new Senators, not including those House members who are moving to the Senate.

With regards to ballot measures, the state's voters:

- cut the income tax rate from 4.63 to 4.55 percent,
- increased taxes on nicotine products,
- prohibited the legislature from creating any new TABOR enterprises with revenues exceeding \$100 million,
- removed the Gallagher Amendment from the Constitution, and
- established a Paid Family Leave program.

Special Session

The General Assembly concluded the COVID Relief Special Session on December 2. Ten bills were adopted aimed at providing tax relief and direct aid due to the COVID pandemic.

2021 Regular Session – Outlook

The 2021 regular session will convene on Wednesday, January 13, 2021. At this point, it is unclear if the legislature will stay in session, or take a recess until COVID cases decline. Priorities for the legislature will be focused on the budget, tax policy changes, federal relief, transportation funding, k-12 and higher education funding, and environmental issues.

Upcoming Key Dates

1. Friday, December 18: Quarterly Revenue Estimates
2. Wednesday, January 13: Opening Day of the Legislature
3. Friday, March 19: Quarterly Revenue Estimates
4. Wednesday, May 12: Last Day of Legislature (if they meet consecutive days)

ATTACH H

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Informational Briefing	12

SUBJECT

Setting 2021 Safety Targets as required by the *Fixing America's Surface Transportation Act* (FAST Act) and setting Vision Zero safety targets.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

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

DRCOG has previously used the Metro Vision Plan's 2040 fatalities target as the framework to establish the FAST Act-required annual safety targets. With Board adoption of [Taking Action on Regional Vision Zero](#) in Summer 2020, DRCOG committed to a target of zero fatalities, with the timeframe to be established as part of the 2050 MVRTP process and adopted via formal amendment to the Metro Vision Plan.

Though the annual FAST Act safety targets and DRCOG's overall safety targets have different timeframes, DRCOG staff believes they should continue to be linked. Accordingly, at the December 16th Board meeting, staff will discuss options for setting the zero fatalities target timeframe in order to set the 2021 FAST Act safety targets, which must be adopted by February 27, 2021.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Alvan-Bidal Sanchez, Transportation Planner, at (720) 278-2341 or ASanchez@drcog.org.

Board of Directors
December 16, 2020

FAST Act Performance Measures and Targets

Discussion on Setting Federally-Required 2021 Safety Targets and Vision Zero Milestone

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

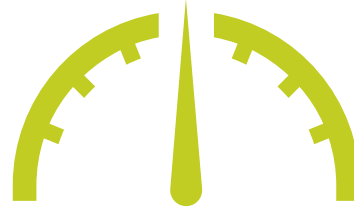
FAST Act Performance Measures



**PM1: Safety
Performance**



**PM2:
Infrastructure
Condition**



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



**TAM: Transit
Asset
Management**



**PTASP: Public
Transportation
Agency Safety
Plan**

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

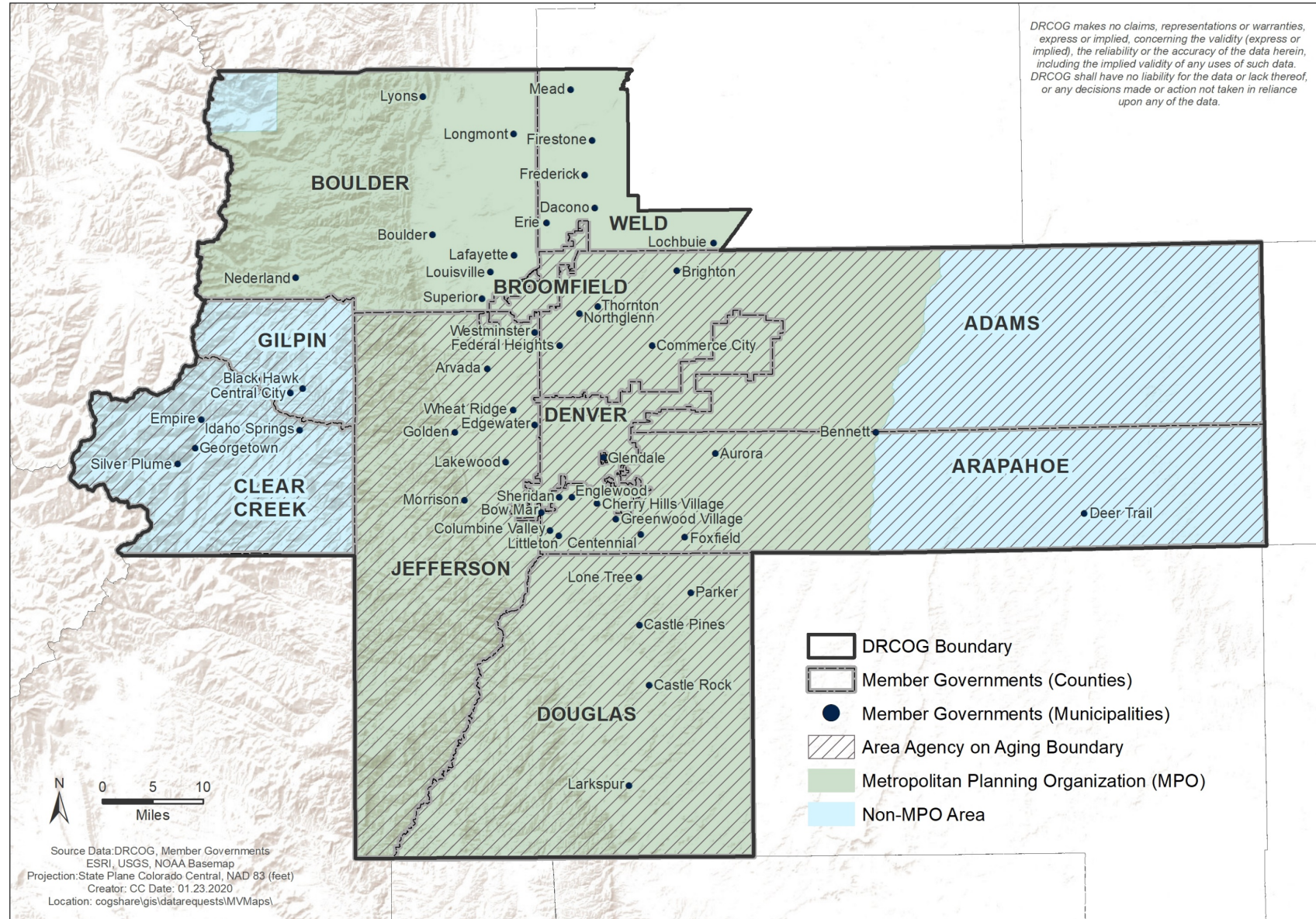
FEDERAL TRANSIT ADMINISTRATION (FTA)

PM1: Safety Performance Overview

- **Area** – Individual targets for **all public roads, developed and adopted annually** (Covers the DRCOG MPO Region only)
- **Data** – Highway Performance Monitoring System (**HPMS**) and Fatality Analysis Reporting System (**FARS**) (Provided to DRCOG Staff from CDOT)
- **Performance Measures** –
 - Number of Fatalities
 - Rate of Fatalities per 100 Million VMT
 - Number of Serious Injuries
 - Rate of Serious Injuries per 100 Million VMT
 - Number of Non-motorized Fatalities and Serious Injuries
- **Calculation** –
 - 5-Year Rolling Average of 5 individual, consecutive points of data
- **Federal Guidance** –
 - Targets should be realistic and achievable, not aspirational



DRCOG Planning Program Areas

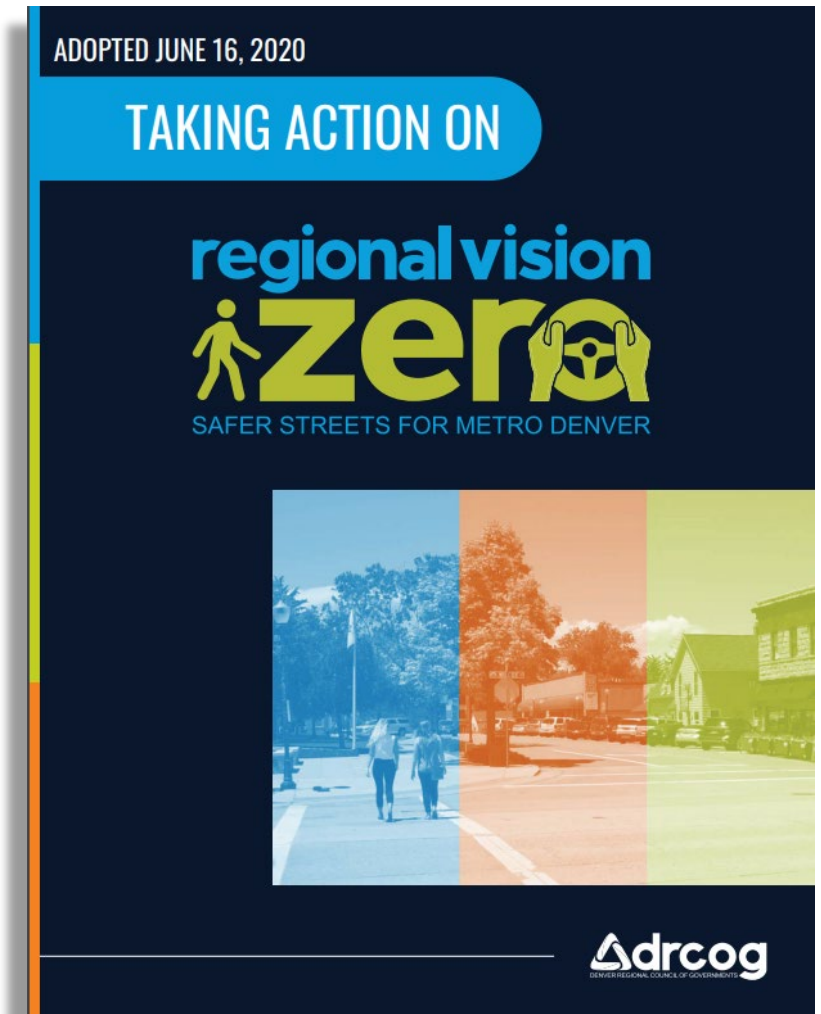


Status on Achieving Previous Safety Targets

Performance Measures	2018 (2014-2018)			2019 (2015-2019)			2020 (2016-2020)		
	Targets	Actuals	Achieved	Targets	Actuals	Achieved	Targets	Actuals	Achieved
Fatalities	246	241	✓	256	258	✗	259	TBD	⌚
Fatality Rate	0.90	0.880	✓	0.93	0.925	✓	0.90	TBD	⌚
Serious Injuries	1,948	1,779	✓	1,953	1,772	✓	1,814	TBD	⌚
Serious Injury Rate	7.20	6.540	✓	6.97	6.365	✓	6.36	TBD	⌚
Non-Motorized	346	376	✗	344	376	✗	366	TBD	⌚

DRCOG Actions Towards Achieving Safety Targets

- 2020-23 TIP includes **115 projects (\$1.9B+)** that improve safety
- **Taking Action on Regional Vision Zero** was adopted in June 2020
 - Defines 25 action initiatives with an implementation timeline and additional safety measures
- **Complete Streets Toolkit** is currently under development
 - Recommendations will be incorporated into the 2050 MVRTP
- Inclusion of **Arterial Safety/Regional Vision Zero Projects and Programs** in the adopted 2050 MVRTP investment strategy



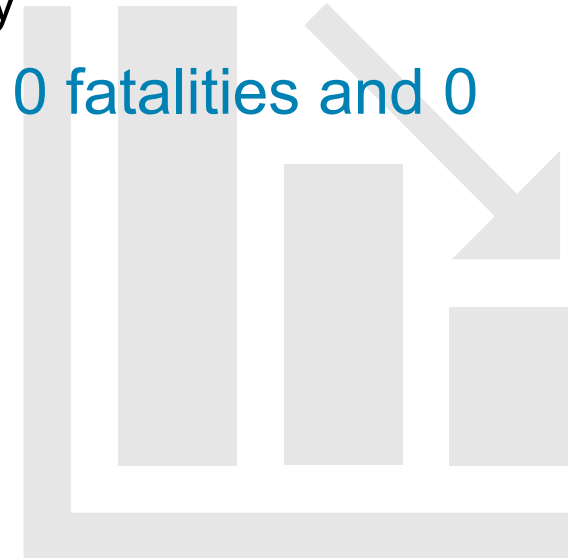
Methodology Comparison

Previous Method

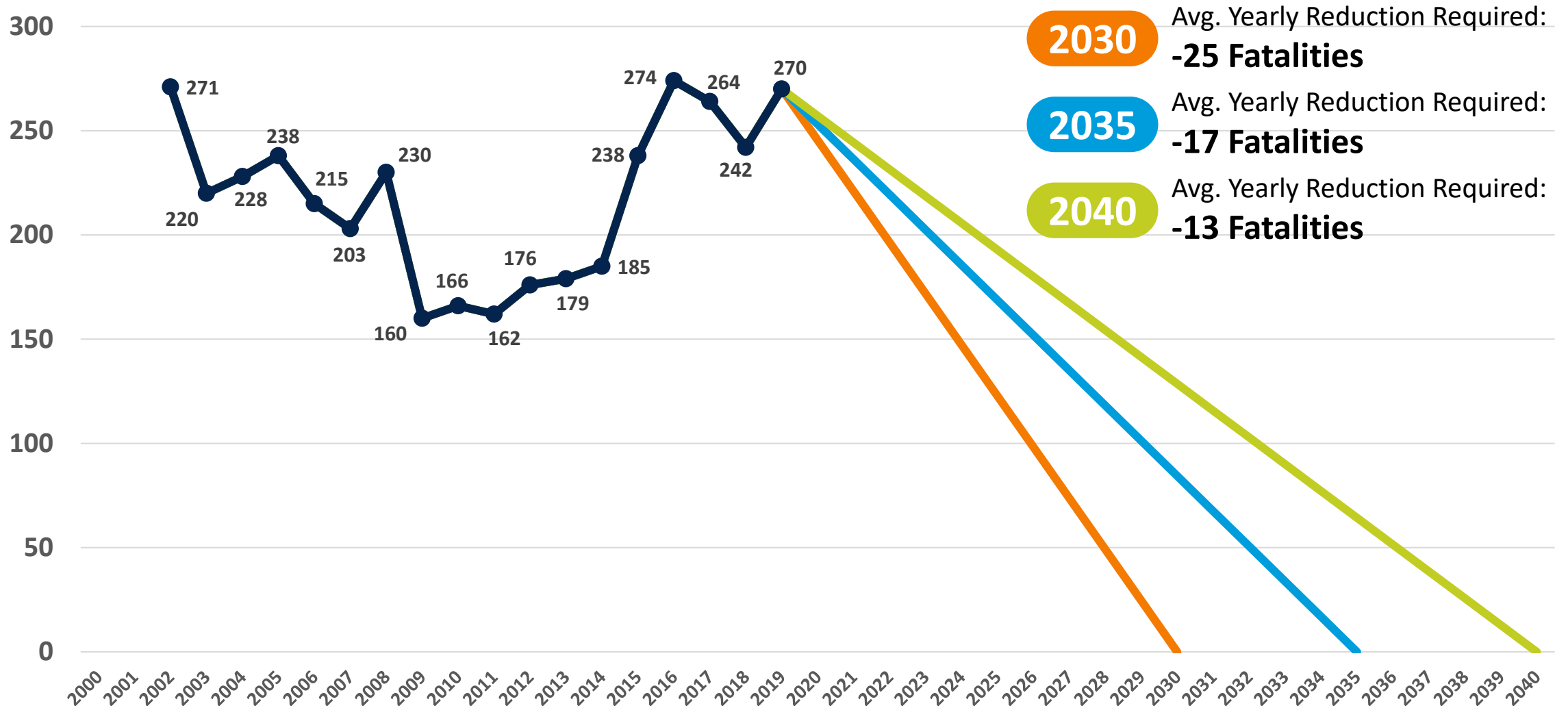
- Fatality targets based on Metro Vision's current 2040 Traffic Fatalities Performance Target
 - Fewer than 100 traffic fatalities annually
- Serious Injury targets based on a "Hold the Line" Method
 - Preventing serious injuries from increasing
- Non-Motorized targets based on combination methods
 - Similar % reduction as fatalities
 - "Hold the Line" serious injuries

New Method

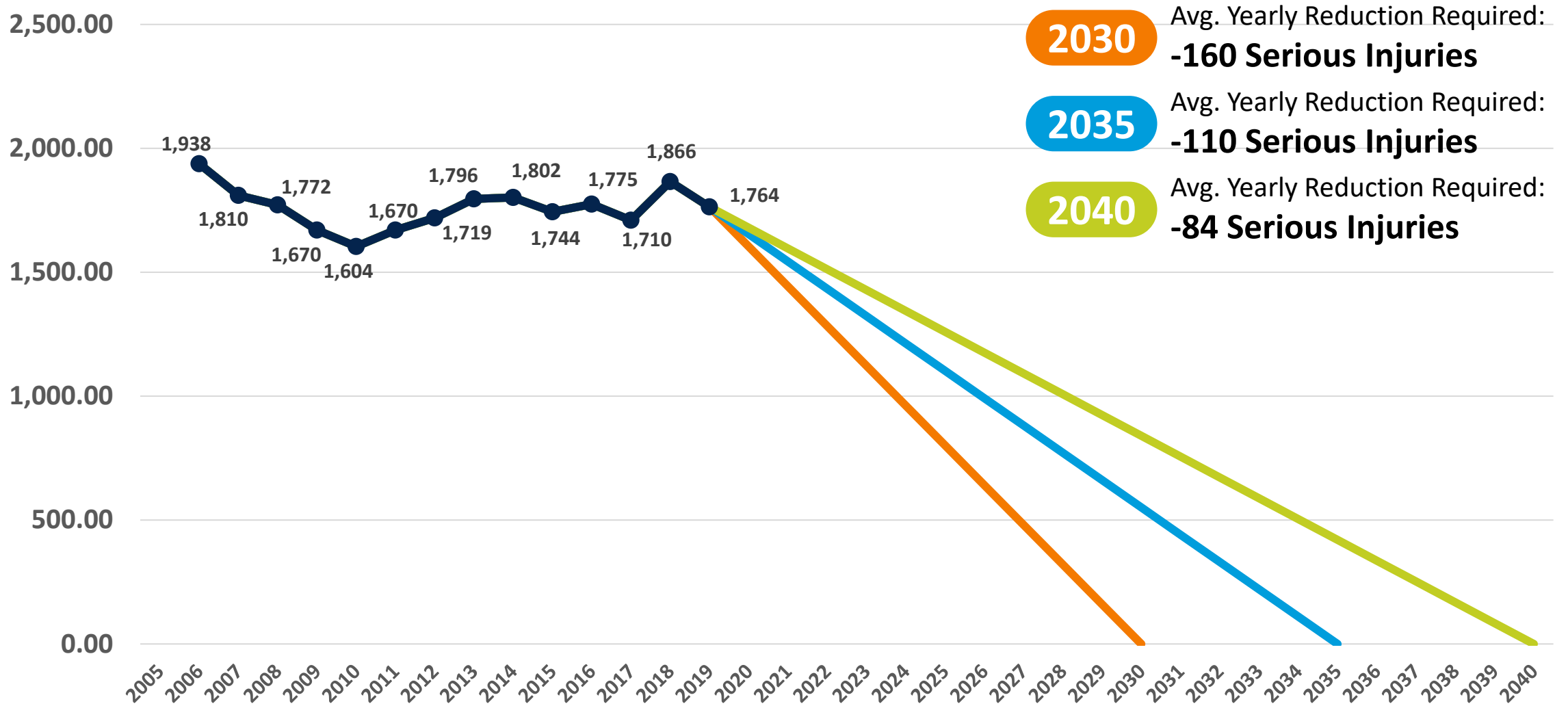
- Targets based on the principle outlined in the adopted Taking Action on Regional Vision Zero
 - "Loss of life is not an acceptable price to pay for mobility"
- Targets based on 0 fatalities and 0 serious injuries
 - Target year?



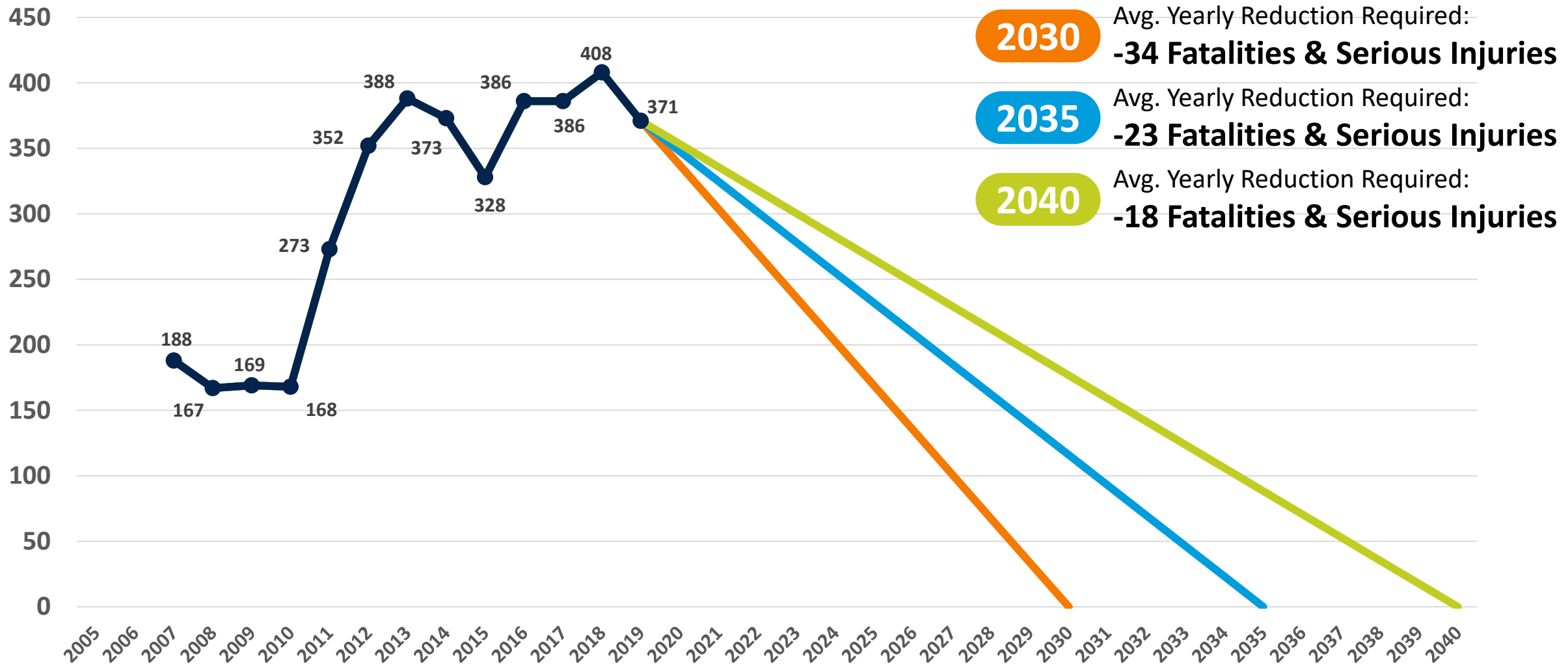
Fatality Target-Setting



Serious Injury Target-Setting



Non-Motorized Target-Setting



Target-Setting Summary

Target Year	Fatalities Average Year Reduction	Serious Injuries Average Year Reduction	Non-Motorized Average Year Reduction
2030	25	160	34
2035	17	110	23
2040	13	84	18

- What year can the region achieve zero fatalities and serious injuries by?
- Should the zero fatalities and zero serious injuries be achieved in the same year?
- Has your jurisdiction/agency completed a safety plan/set vision zero targets?
 - If no, is your agency planning on completing a safety plan/set vision zero targets in the next few years?

Next Steps

2019 Safety Data
Finalized and
Geolocated

Board Discussion of
Safety Targets

TAC Endorsement of
2021 Safety Targets

RTC/Board
Endorsement of 2021
Safety Targets



- **TAC Meeting: January 25th**
 - Recommendation to RTC for Approval of 2021 Safety Targets
- **RTC Meeting: February 16th**
 - Recommendation to Board for Approval of 2021 Safety Targets
- **Board Meeting: February 17th**
 - Approval of 2021 Safety Targets
- **Federal Deadline: February 27th**

ATTACH I

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Informational Briefing	13

SUBJECT

Congestion Management Process and preliminary results of the 2019 Annual Report.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG maintains a federally-required congestion management process (CMP). One component of the process is the calculation of congestion measurements for roadways in the DRCOG region, and presentation within an annual report on traffic congestion. The annual reports have been prepared since 2006.

Staff will present the *2019 Annual Report on Roadway Traffic Congestion in the Denver Region*. Due to the varying and unknown impacts and future disruptions from COVID-19 this year's report is much condensed. The focus for this report is discussion of daily vehicle miles traveled in the region through 2019, prior to the impacts of COVID-19. Next year's report will be much more extensive and delve into details on COVID-19 impacts on 2020 traffic congestion. It will also examine potential long-term impacts on travel patterns, transportation services, and locational decisions by people and businesses.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. *2019 Annual Report on Roadway Traffic Congestion in the Denver Region*
2. Staff presentation

ADDITIONAL INFORMATION

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



2019 ANNUAL REPORT ON ROADWAY TRAFFIC CONGESTION IN THE DENVER REGION

SEPTEMBER 2020

INTRODUCTION

Cities and metropolitan areas have always been places where people congregate and economic activity thrives, increasing demand for limited space. Congestion among people and various transportation modes occurs when demand reaches capacity. As the region's metropolitan planning organization, one of the questions staff of the Denver Regional Council of Governments considers is whether traffic congestion is a mild disruption or has a major negative effect on peoples' lives or a business's bottom line.

The Federal Highway Administration requires metropolitan planning organizations such as DRCOG

to maintain a congestion management process. The congestion management process monitors traffic congestion and its effects on personal travel, freight, and other related issues such as vehicle miles traveled, air quality and traffic safety. DRCOG's staff works with agencies across the region to implement projects and programs to **alleviate** some congestion, as it will never be fully eliminated. Just as importantly, DRCOG's staff helps people and businesses **adapt** to, or **avoid** altogether, traffic congestion. Federal guidance requires that DRCOG's congestion management process also evaluate the results and effectiveness of the region's investments in congestion-reducing projects and programs.



As part of the congestion management process, DRCOG prepares annual reports. Previous reports are available at drcog.org/programs/transportation-planning/congestion-management-process. This report covers congestion during calendar year 2019, but as DRCOG staff were preparing it, the COVID-19 pandemic resulted in the U.S. undergoing an unprecedented set of changes to personal travel habits and traffic congestion. Therefore, this 2019 report is briefer than previous versions as DRCOG staff awaits updated information on travel characteristic variations in 2020. The 2020 Annual Report on Roadway Traffic Congestion in the Denver Region will explore the changes in travel caused by

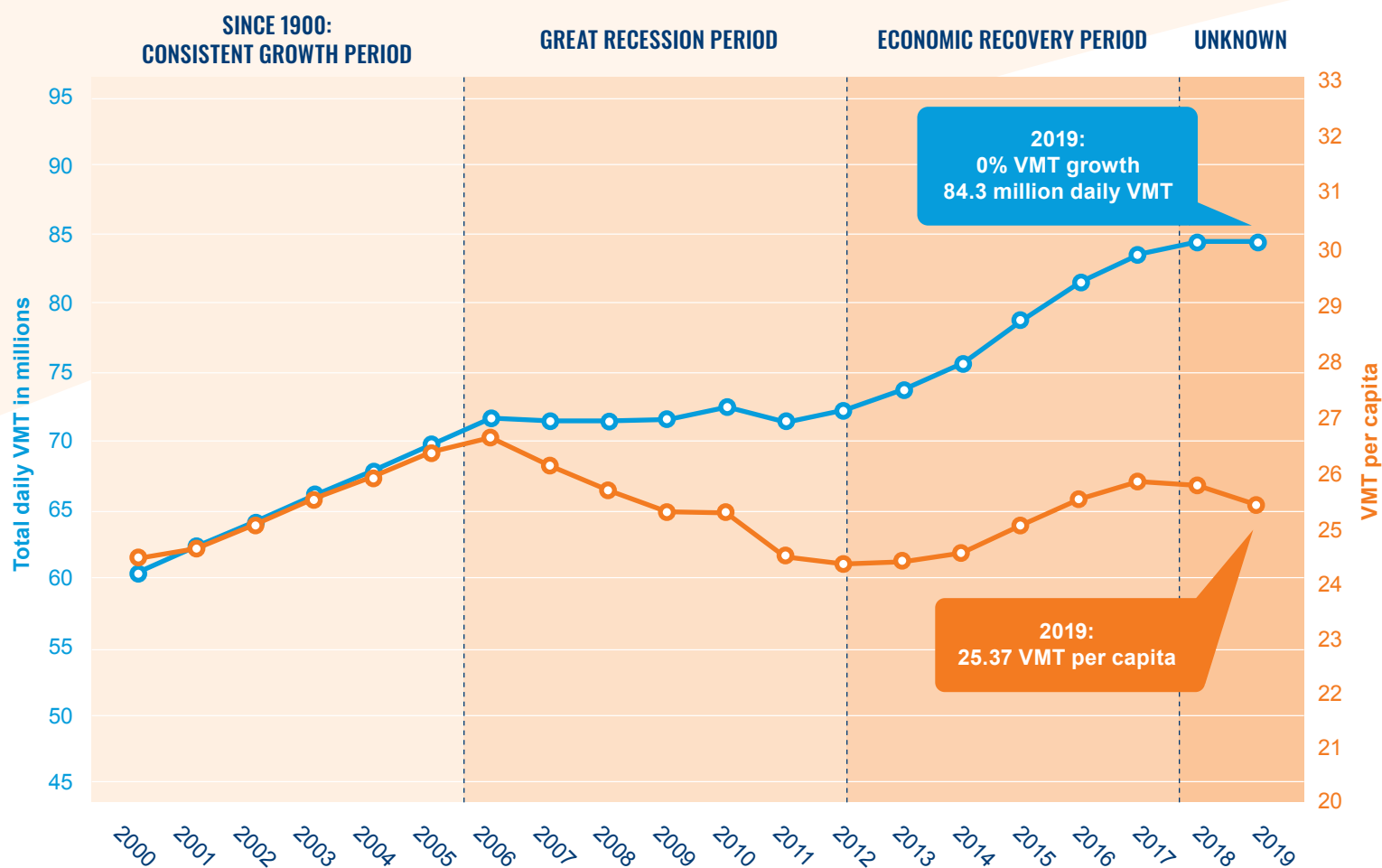
the COVID-19 response, and possible trends which may carry over into the future, such as increased teleworking.

TRAVEL AND VEHICLE MILES TRAVELED ON A TYPICAL WEEKDAY

On a typical weekday in 2019, people in the Denver region made 15 million individual trips, 13 million of which were made in cars and trucks. People drove cars and trucks an estimated **84 million miles** on streets and highways within in the Denver region. The vehicles transported drivers and passengers more than 110 million person-miles. Hundreds of thousands of packages were delivered to homes and offices.



FIGURE 1: AVERAGE DAILY VEHICLE MILES TRAVELED (MILLIONS) IN THE DENVER REGION (2000-2019)



Freight and goods were picked up or dropped off at thousands of businesses. Service vehicles brought plumbers, electricians and lawn care professionals to peoples' homes. The region's residents used buses to go to their jobs, schools and health care facilities.

Regional estimates of vehicle miles traveled (VMT) in 2019 showed no change from 2018 even though the region's population increased by 1.4 percent.

This was the first time since 2011 there was not an annual increase in VMT in the Denver region.

As displayed in Figure 1, the corresponding weekday VMT per capita decreased for the second straight year, declining from an estimated 25.7 to 25.4 miles per day.

Three historic periods of VMT change are depicted in Figure 1. A fourth period is likely just beginning, though its characteristics are not yet known.

- **First period (Consistent Growth):** Lasting for more than 100 years, from the invention of automobiles in the late 1800s through 2006, VMT grew consistently year-by-year except for minor downturns during the early 1940s (World War II) and the 1970s (marked by an embargo on imported oil resulting in a scarcity of vehicle fuel popularly known as the "energy crisis").
- **Second Period (Great Recession):** During the Great Recession, there was no growth in total VMT accompanied by significant declines in VMT per capita. In the Denver region, the flattening of

VMT actually started in 2007, prior to the rest of the country, and continued when the effects of the recession came to fruition.

- **Third Period (Economic Recovery):** By 2012 a rebound in growth had started, with consistent annual VMT increase through 2017.
- **Fourth Period (Unknown Future):** A fourth period is now emerging with many uncertainties regarding factors affecting future VMT levels: What will be the aftermath of COVID-19 effects on travel? Will the recent increase in teleworking continue? Will fuel costs remain relatively low? How will trips be distributed among all the various modes of travel? What transportation facilities and service technologies will emerge in the next few years? How will the dynamic relationship of housing choice, supply and demand affect where people choose to, or are economically steered to, live? Will package and food deliveries continue

to grow? What does the future hold for shared-mobility and ride-hailing services?

TRAFFIC CONGESTION ON MAJOR ROADWAYS

Traffic counts conducted by the Colorado Department of Transportation and local governments, along with private industry big data sources, indicate **traffic congestion levels and reliability did not noticeably change between 2018 and 2019.**

Outside the context of the COVID-19 pandemic, which didn't significantly affect daily life in the Denver area until 2020, the year-over-year stabilization of traffic congestion is a positive trend for the region. Even though population grew, people drove less frequently on average, leading to no congestion increase.

While no major transportation projects were completed in 2019, several were under construction causing increased congestion on certain roadways, including:



- I-25 South Gap project in Douglas County
- I-25 North managed lane extension in Adams County and Broomfield
- Central 70 project in Denver and Adams County
- C-470 managed lane project in Jefferson, Arapahoe and Douglas Counties

In 2019, the number of traffic crashes and related congestion-causing incidents did not decline. More importantly, far too many people were killed (more than 260) or seriously injured (more than 1,700) on the region's streets and highways in 2019.

HELPING TO ALLEVIATE, AVOID OR ADAPT TO TRAFFIC CONGESTION

DRCOG and its partner agencies continued efforts in 2019 to alleviate the extent of traffic congestion and help people and businesses avoid, or adapt to, traffic congestion.

- **Transportation Incident Management:** CDOT and local governments continued work on training efforts and implementation of new techniques to aid in the management of incidents and information provision to the traveling public;
- **Advanced Mobility Partnership** (advancedmobilitypartnership.org): The Advanced Mobility Partnership's executive committee, steering committee and working groups formally began meeting in 2019. The partnership will champion the implementation of technology-related activities identified in the Mobility Choice Blueprint (drcog.org/sites/default/files/resources/MCB_Final_Report.pdf).
- **Transportation Demand Management:** DRCOG's Way to Go program (waytogo.org) and its partner transportation management associations provided services and held events to encourage people to reduce and avoid traffic congestion by not using single-occupant vehicles when possible. Way to Go promotes other travel

modes or avoiding traveling, such as by working at home. Office workers will likely find teleworking to be a more desirable alternative in the future. Telework may significantly reduce VMT, as well as influence other locational factors for businesses, land use and households.

- **Micromobility Services:** Until the COVID-19 disruption, private companies providing scooters, bicycles and other non-auto travel modes were thriving. DRCOG facilitates a Micromobility Work Group to share ideas and help communities develop common policies regarding physical right-of-way and data-sharing.
- **Major Corridor Studies:** Environmental and multimodal transportation studies were underway for several major corridors such as U.S. Route 85 Santa Fe Drive, Central I-25, I-270, and State Highway 119 Longmont Diagonal. The Regional Transportation District completed a study of potential future bus rapid transit corridors across the DRCOG region.

CONCLUSION

This report was significantly shorter than previous years' reports due in large part to the unknown changes coming to the way residents live, work and play in the Denver region. While DRCOG staff typically develops annual congestion reports to track key transportation trends in the region, the cumulative effects of the 2020 pandemic have the potential to accelerate change and affect the economy, which may result in a paradigm shift that disrupts previous trends.

Even before the region faced the changes and challenges associated with the COVID-19 pandemic, technology was altering the way its residents travel, or eliminating the need to. As the region enters an unknown future, next year's report will begin to examine the question: Will we look back at this pandemic as a bump in the road or a change of course?



VISIT DRCOG'S PARTNER AGENCY WEBSITES FOR MORE INFORMATION:

Colorado Department of Transportation | codot.gov

Regional Transportation District | rtd-denver.com

Colorado Department of Transportation Traveler Information | cotrip.org

For ways to avoid or adapt to congestion, visit Way to Go | waytogo.org

Preparation of this report has been financed in part through grants from the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration. This report and others are available at DRCOG's congestion mitigation webpage (drcog.org/congestion).

Contact Robert Spotts, program manager, at rspotts@drcog.org for additional information regarding DRCOG's congestion mitigation program.



1001 17th St.
Suite 700
Denver, CO 80202

Main 303-455-1000
Fax 303-480-6790
drcog.org





2019 Annual Report on Traffic Congestion in the Denver Region

Presented by:

**Robert Spotts and
Steve Cook**

December 16, 2020

Topics



Congestion
Management Program
and VMT Change



VMT Trends

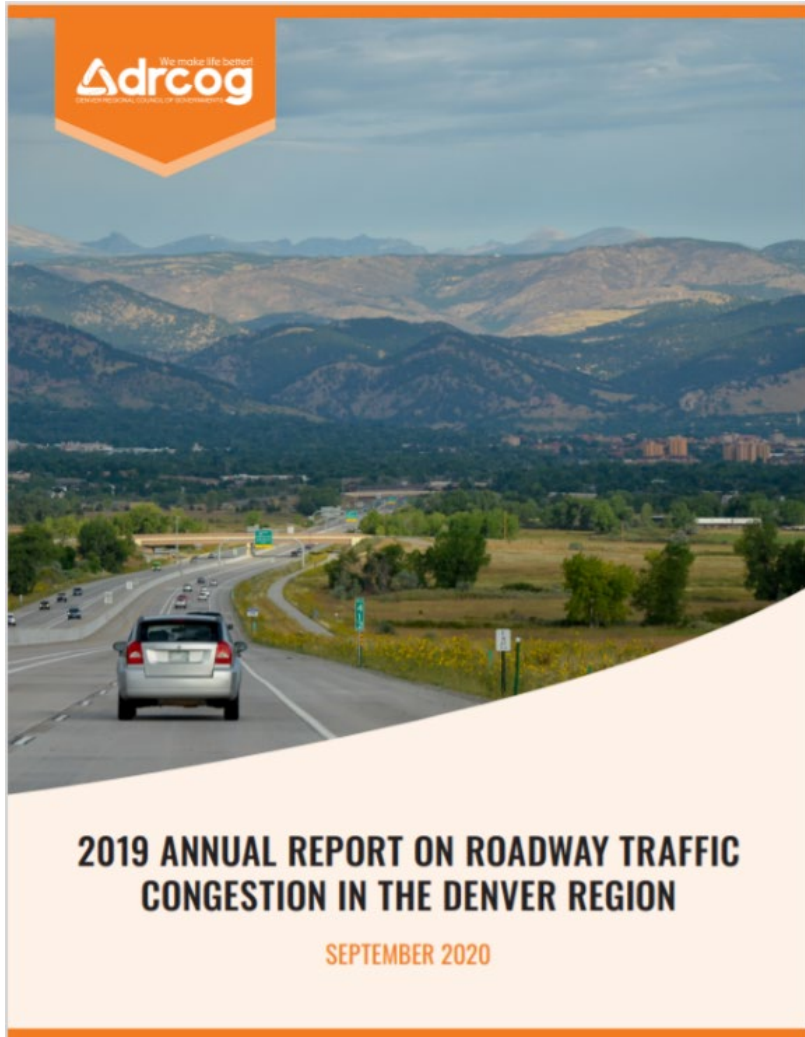


Affects of Covid-19 on
Travel in the Denver
Region

CONGESTION MANAGEMENT PROGRAM AND VMT CHANGE



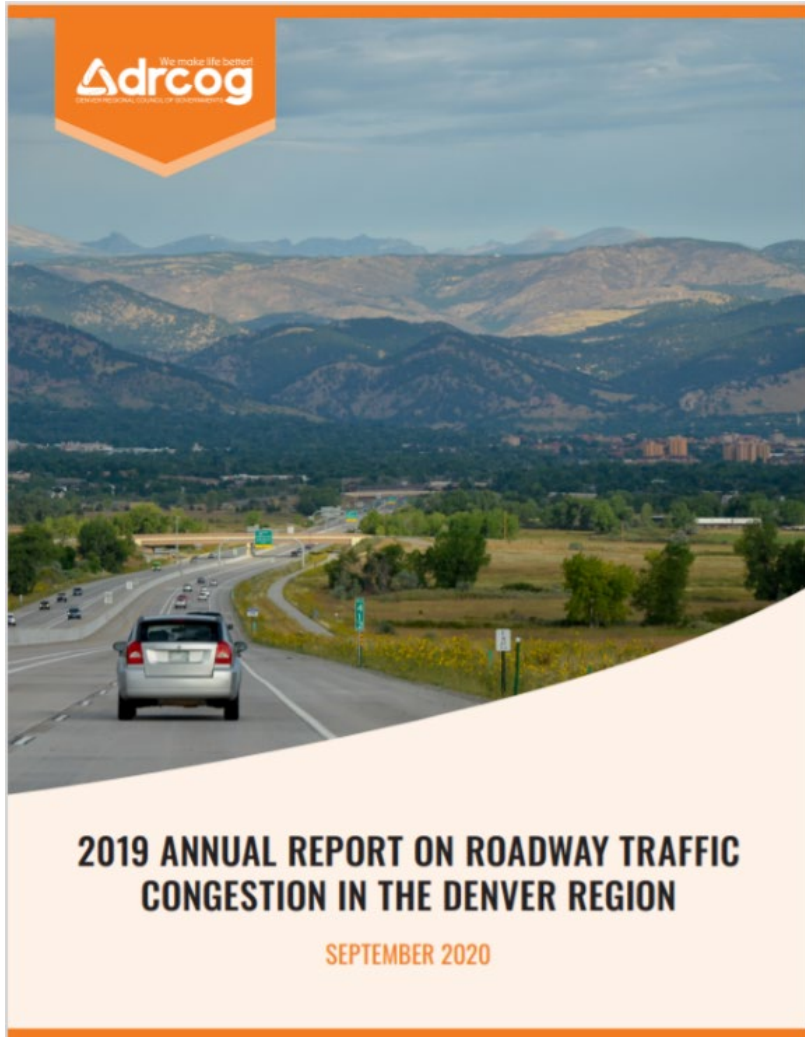
DRCOG Congestion Management Process



- MPOs are federally required to monitor congestion
- DRCOG has produced Annual Reports on Traffic Congestion since 2006
 - Report regional vehicle (VMT) and person (PMT) miles traveled
 - Roadway network info:
 - physical traits
 - traffic volumes
 - transit routes



2019 Key Findings



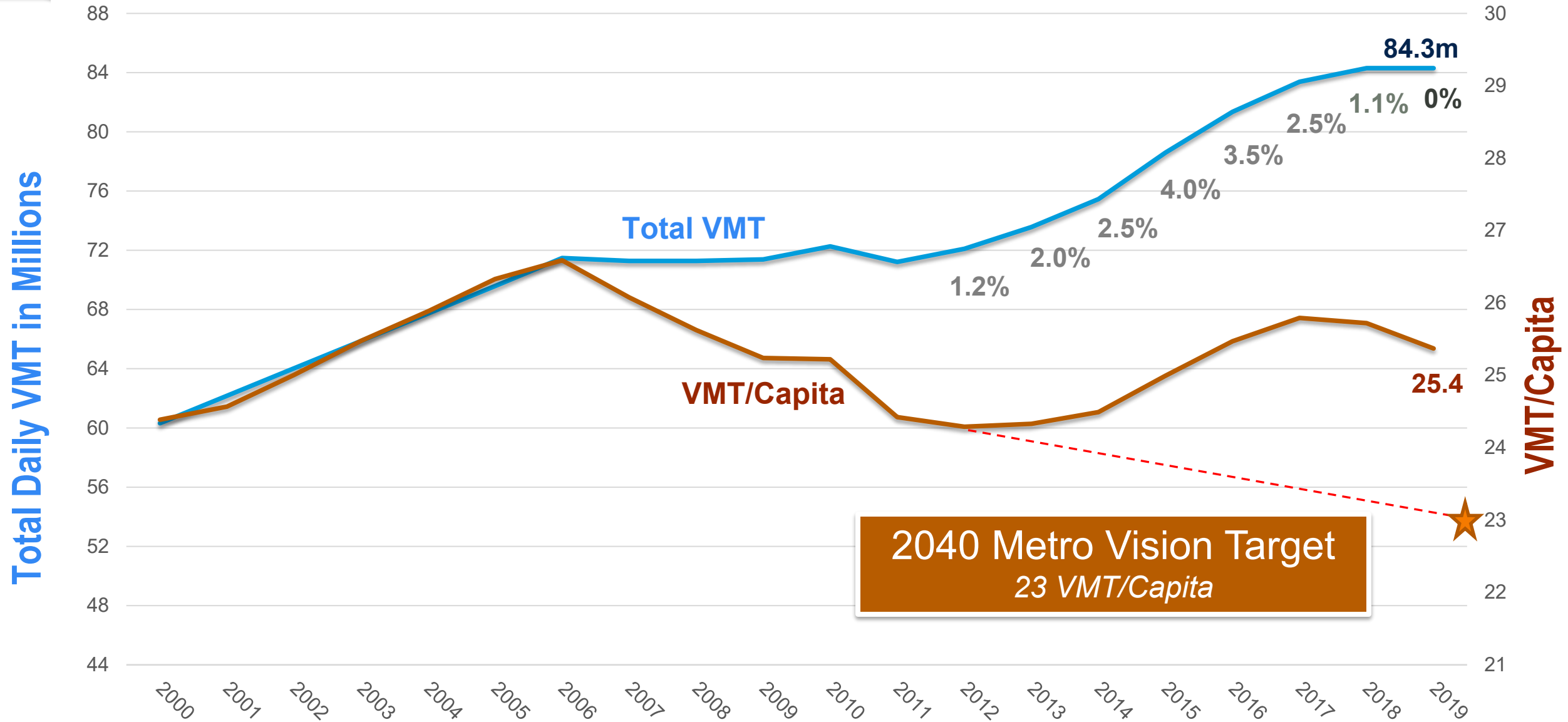
On an average weekday on streets and highways within in the Denver region ...

- **84 million vehicle miles**
- **110 million daily person-miles**
- **15 million** individual trips, **13 million** of which were made in cars and trucks.

There was no regional daily VMT change from 2018. Weekday VMT per capita decreased from an estimated 25.7 to 25.4 miles per day.



Average Daily VMT in the Denver Region (2000 – 2019)





Ongoing Efforts to Manage Congestion and VMT

- Transportation Incident Management
- Advanced Mobility Partnership: implementing technology-related activities identified in the Mobility Choice Blueprint
- Transportation Demand Management
- Micromobility Working Group
- Major Corridor Studies



ADVANCED
MOBILITY
PARTNERSHIP





Mitigating Congestion



How to Mitigate Congestion



Avoid it

Real-Time Information
Extra Night in Mountains
Flexible Work Hours
Telework

Adapt to it

Mobility Choices:
- *Alternative modes*
- *Transit, Walk, Bicycle*
- *Car/Vanpool*
Real-Time Information
Efficient Land Use Designs

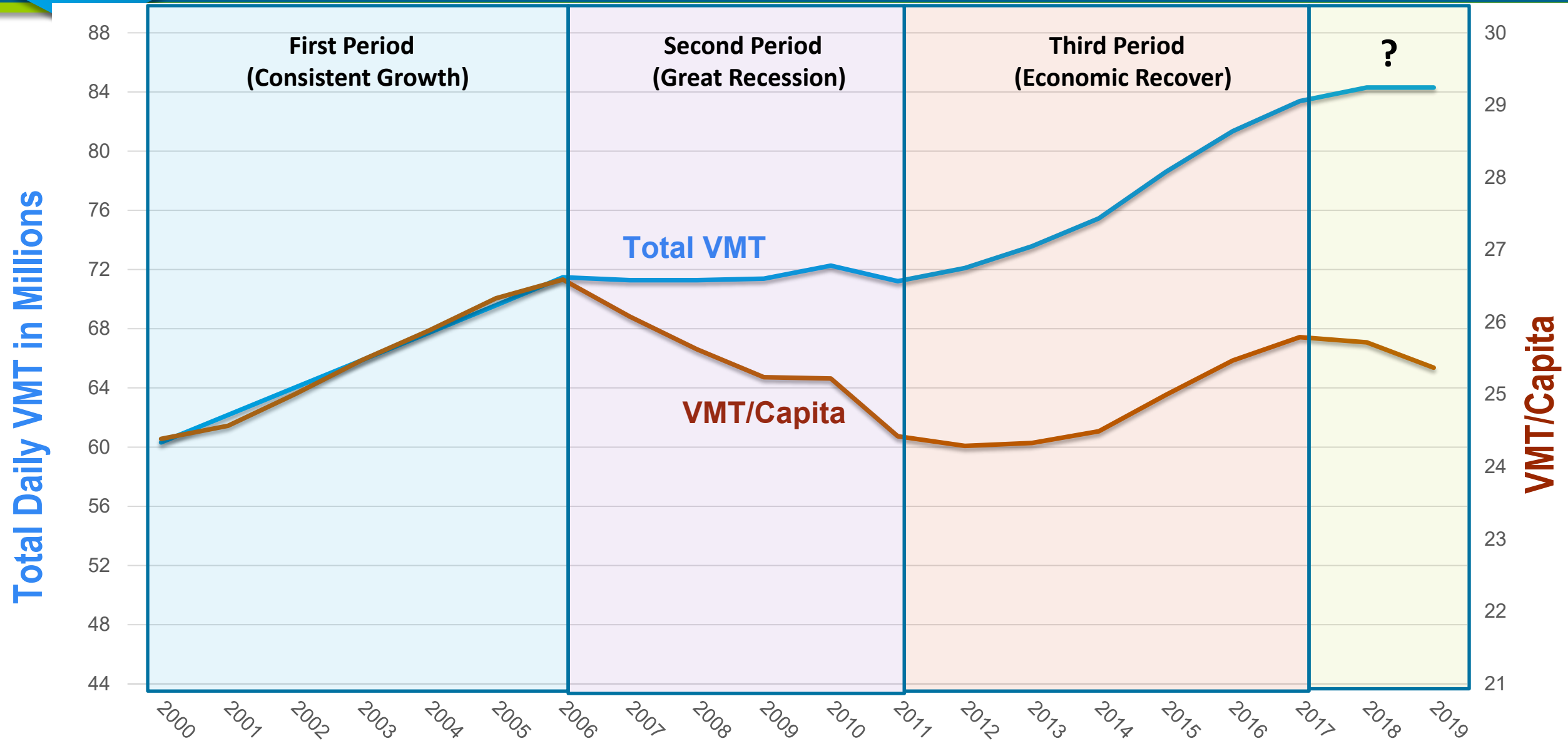
Alleviate it

Add Lanes / Capacity
Improve Operations:
- *Traffic Signals*
- *Signing and Striping*
- *Access Management*
- *Incident Management*
Expand Transit Facilities

VMT TRENDS



Average Daily VMT in the Denver Region (2000 – 2019)



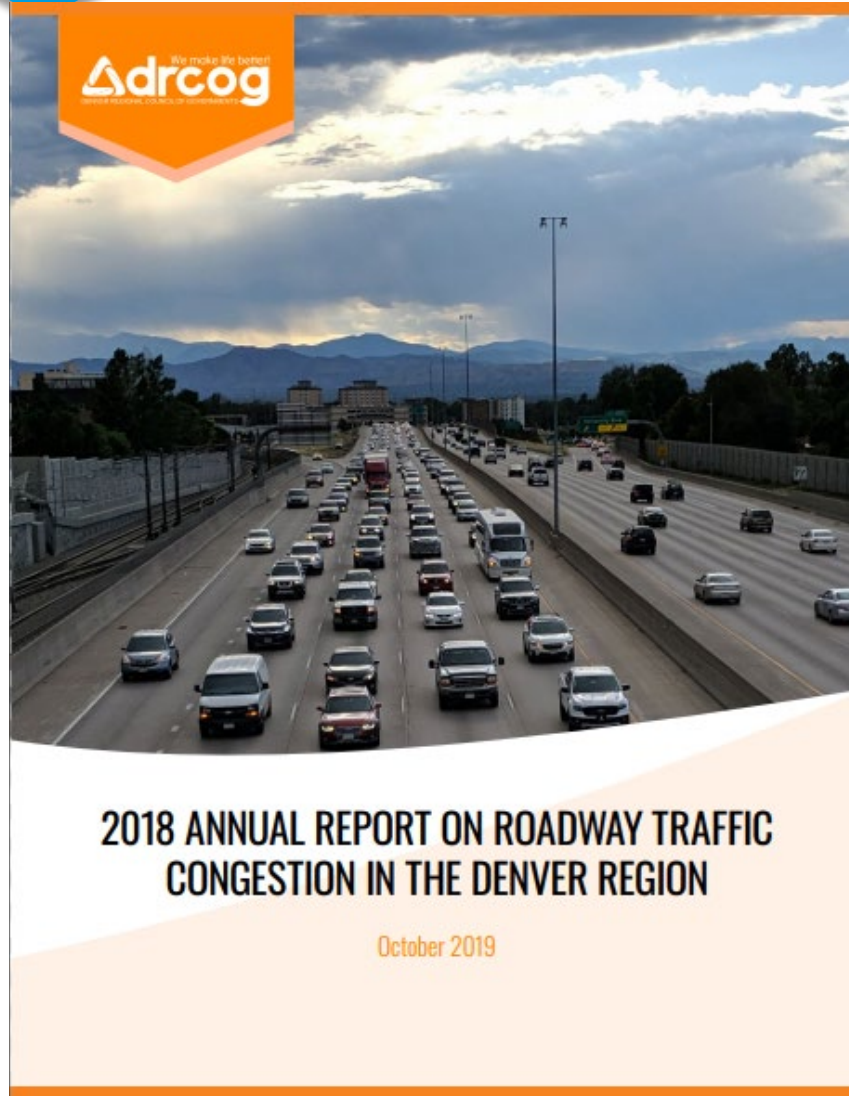


VMT Trends- Fourth Period

- **Fourth Period (Unknown Future): A fourth period is now emerging with many uncertainties regarding factors affecting future VMT levels...**
 - Was a new VMT trend beginning before the effects of COVID-19?
 - What will be the aftermath of COVID-19 effects on travel?
 - Will the recent increase in teleworking continue?
 - Will transit recover rapidly after the pandemic is subsided?
 - What does the future hold for shared-mobility and ride-hailing services?



2019 Congestion Measures



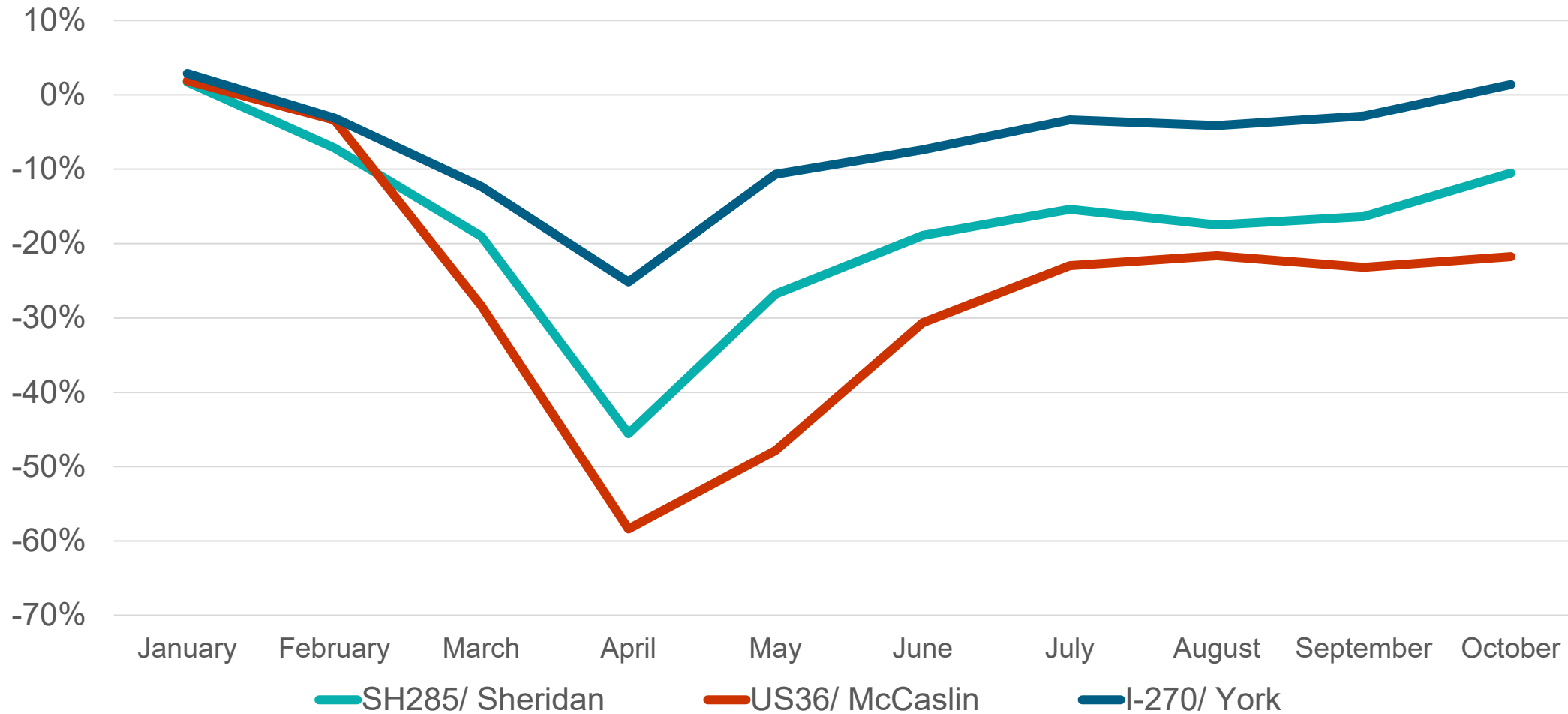
- No observable increase in regional congestion levels
 - Some specific locations may have experienced an increase in congestion due to growth, construction, incidents, etc
- Refer to map and performance measures table from the 2018 Annual Report on Traffic Congestion

EFFECTS OF COVID-19 ON TRAVEL IN THE DENVER REGION



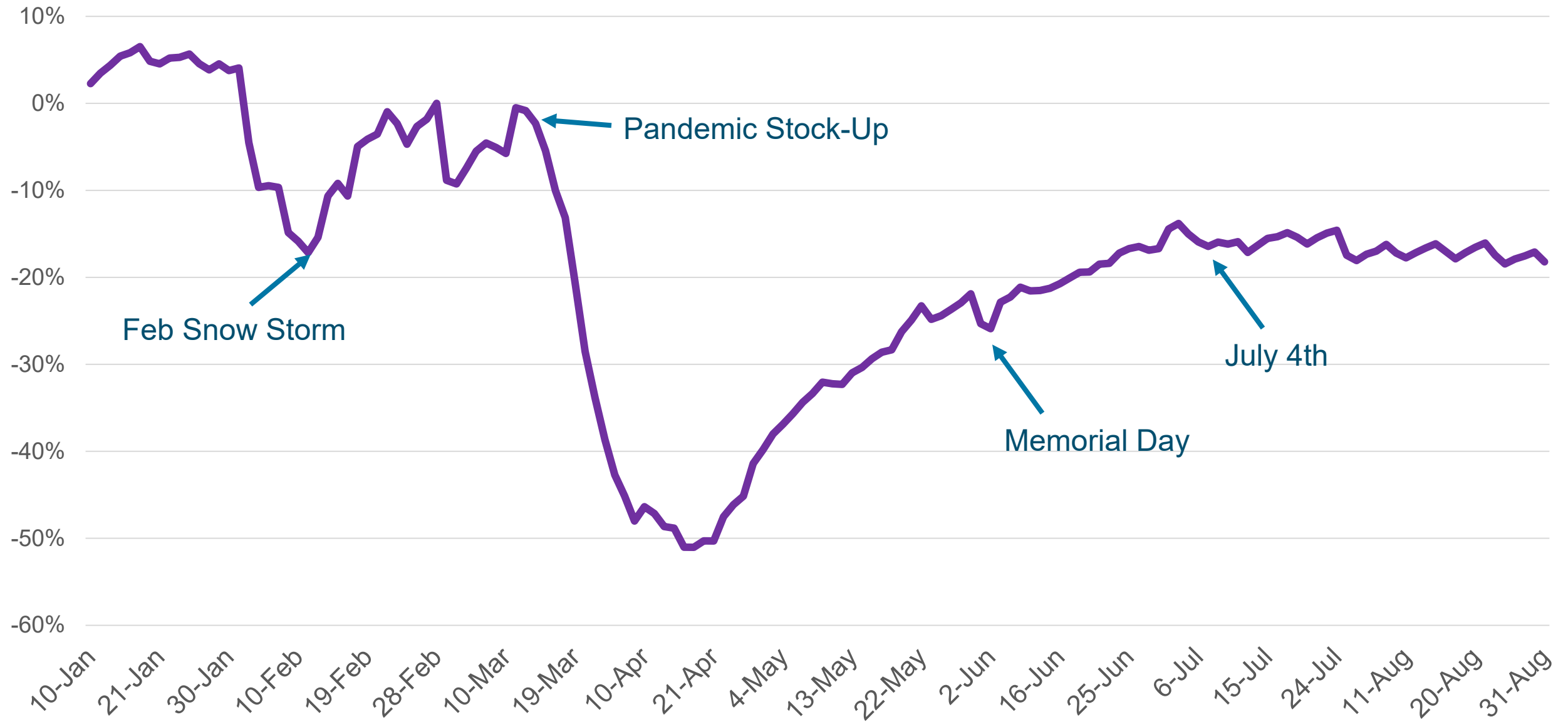
Monthly Average Weekday Traffic Volume Change from 2019 to 2020

Widely Varying Regional Differences In Volume From 2019



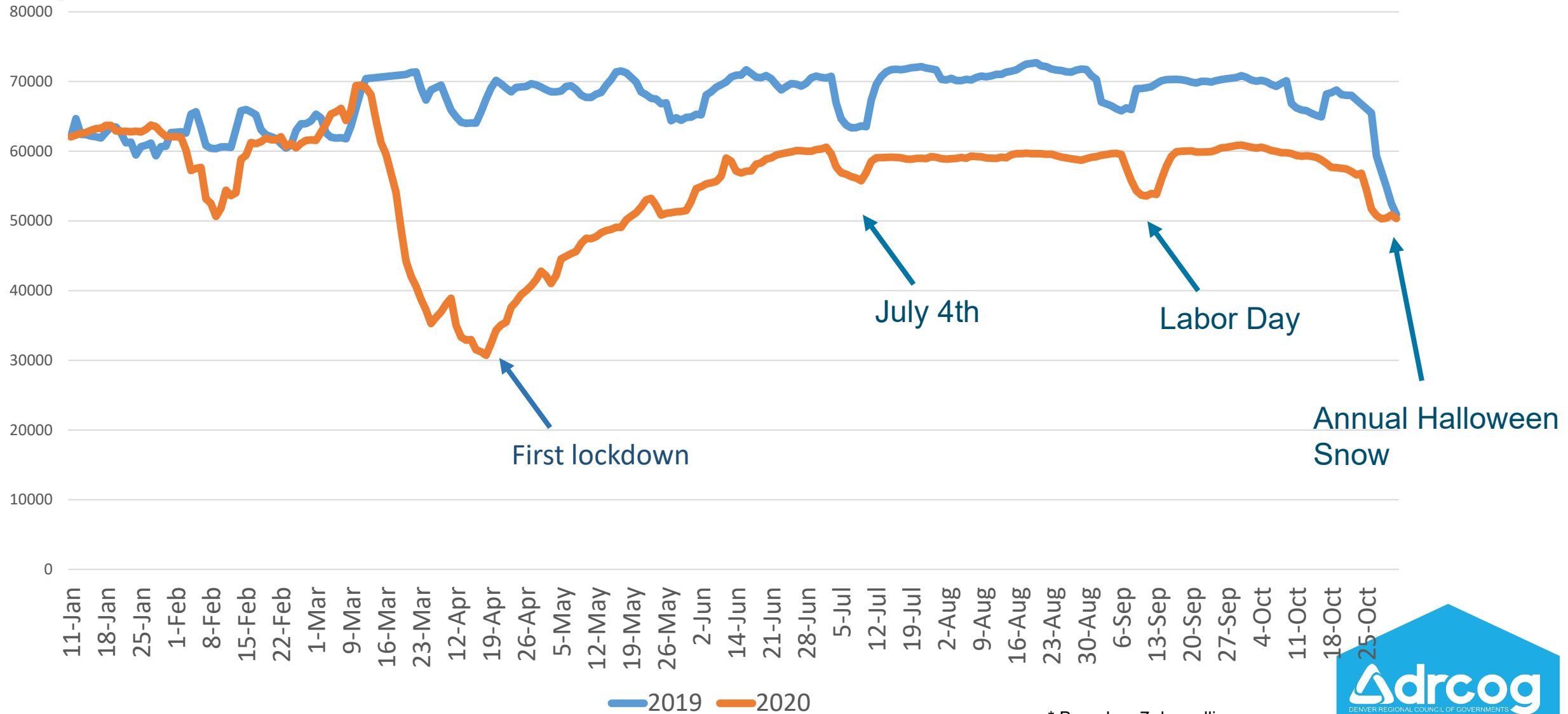


2020 Weekday Traffic: % Variation from 2019 Monthly Average





2019 and 2020 Average Daily Volume on SH 285 W/O Sheridan Blvd, Denver

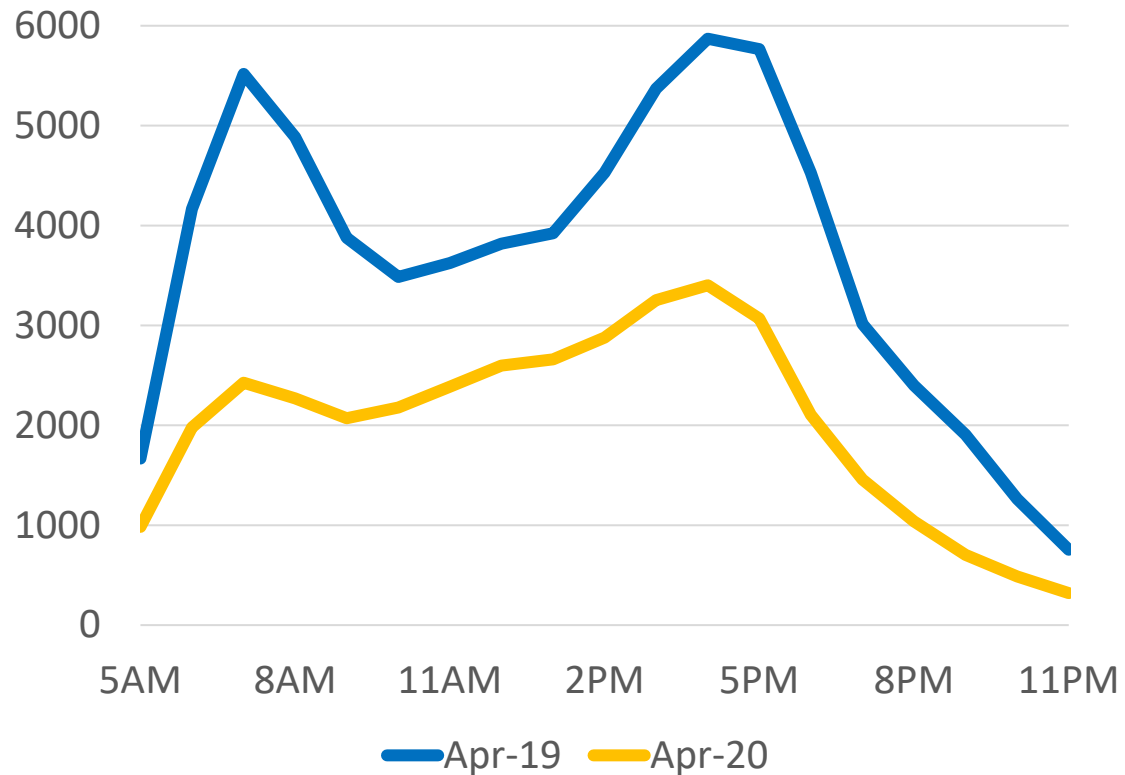


* Based on 7 day rolling average

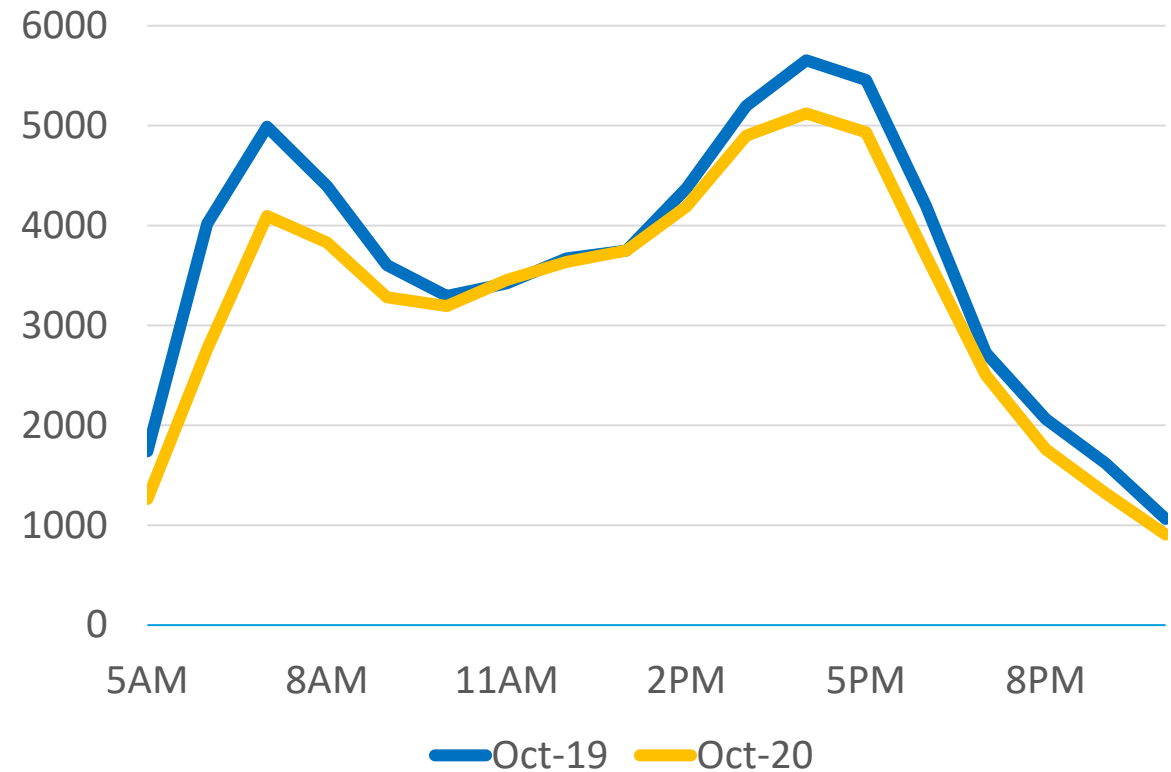


SH 285 W/O Sheridan Blvd 2019 to 2020 Change

April 2019 and April 2020 at SH 285 W/O Sheridan Blvd, Denver



October 2019 and October 2020 at SH 285 W/O Sheridan Blvd, Denver





Summary of Travel Trends in 2020

- 35%-60% decrease in daily volumes in April
- 10-20% less than the 2019 average between June and October
- Peak hour trips are still below 2019 averages, while mid-day average are more similar
- High telework rates remain among “office workers”
- Significant reduction in transit ridership
- High level of package deliveries
- Crashes and fatalities down at first; back on the rise; dangerous speeding levels

A long-exposure photograph of a subway tunnel. The image shows a train moving through the tunnel, with its lights creating long, horizontal streaks of white and blue. The tunnel walls are curved and have a series of lights along the top. The overall color palette is dominated by blues and whites, with some hints of red and yellow from the train's lights.

QUESTIONS

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Informational Item	15

SUBJECT

December administrative modifications to the *2020-2023 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 [2020-2023 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 2020-2023 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 December 2020 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

2020-2023 TIP Administrative Modifications (December 2020)

ADDITIONAL INFORMATION

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

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **December 2020 Administrative Modifications to the 2020-2023
Transportation Improvement Program**

Date: December 16, 2020

SUMMARY

- Per the DRCOG Board-adopted [2020-2023 TIP Policy](#), Administrative Modifications to the [2020-2023 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 2020-2023 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.
- 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

- **2008-076:** **Region 1 FASTER Pool**
 - Add pool projects
- **2020-011:** **Inverness Dr. West Bicycle and Pedestrian Facilities**
 - Shift funding years
- **2020-016:** **Table Mesa Dr. Multiuse Path and Access Improvements**
 - Remove funding per sponsor request
- **2020-094:** **State Vulnerable and Senior Transportation Funds**
 - Add pool project

2008-076: Add two pool projects using available funding**Existing**Title: **Region 1 FASTER Pool**Project Type: **Safety**TIP-ID: **2008-076**STIP-ID: **SR17002**

Open to Public:

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

Pool contains safety-related improvements and upgrades based on the new FASTER-Safety funding program (Colorado Senate Bill 108) in CDOT Region 1.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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 checked="" type="checkbox"/> 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)
SH-95 Intersection Improvements	64th Ave	\$851	Aurora Signal Package	I-70 at Tower	\$800	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000
SH-121/72nd Ave	Right turn accel lanes	\$961	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	6" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Ramp Metering	I-76	\$1,500	SH-30 and Tower Improvements	Phase 1	\$691
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	US-285/SH-30	Resurfacing	\$1,400	SH-30 and Tower Improvements	Phase 2	\$719
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000	US-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH-40 and SH-121	Signal Improvements	\$900	Broadway Signal Replacement	at 62nd and 70th	\$1,000
FASTER Safety Design		\$4,000	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660	SH-93 Signal Package		\$2,500
SH-2 Traffic Signal Upgrades		\$440	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300	I-70 @ Sheridan and Harlan Safety		\$3,700
Wadsworth	Right Turn Lane Extensions	\$1,621	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000

ATTACHMENT 1

Administrative Modifications – December 2020

2020-2023 Transportation Improvement Program

I-70 between MP 252 & 255	Median Barrier	\$2,000	South Federal Blvd	safety improvements	\$300	C-470 and Ken Caryl	Intersection Improvements	\$5,000
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 16th, 44th, 38th, 1st	\$1,500	C-470 and Morrison Rd	Intersection Improvements	\$5,000
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	SH83	Mississippi to Colorado	\$3,500	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	SB I-225 Parker Rd Ramp	safety project	\$2,000	Denver West Runaway Truck Ramp		\$5,000
Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200	SH-30 and Tower Rd	ROW Phase	\$201
VMS for I-25 south of Denver	VMS Installation	\$500	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500	I-70 VSL Concept of Operations and Implementation		\$530
Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave	\$4,960			

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$23,345	\$28,410	\$29,120	\$26,990		
Local		\$0	\$0	\$0	\$0		
Total	\$64,714	\$23,345	\$28,410	\$29,120	\$26,990	\$0	\$172,579

ATTACHMENT 1

Administrative Modifications – December 2020

2020-2023 Transportation Improvement Program

Revised

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)
SH-95 Intersection Improvements	64th Ave	\$851	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	SH-30 and Tower Improvements	Phase 1	\$891
SH-121/72nd Ave	Right turn accel lanes	\$961	Ramp Metering	I-76	\$1,500	SH-30 and Tower Improvements	Phase 2	\$719
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	US-285/SH-30	Resurfacing	\$1,400	US-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000	Broadway Signal Replacement	at 62nd and 70th	\$1,000
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH-40 and SH-121	Signal Improvements	\$900	SH-93 Signal Package		\$2,500
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$880	I-70 @ Sheridan and Harlan Safety		\$3,700
FASTER Safety Design		\$4,000	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000
SH-2 Traffic Signal Upgrades		\$440	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	C-470 and Ken Caryl	Intersection Improvements	\$5,000
Wadsworth	Right Turn Lane Extensions	\$1,621	South Federal Blvd	safety improvements	\$300	C-470 and Morrison Rd	Intersection Improvements	\$5,000
I-70 between MP 252 & 255	Median Barrier	\$2,000	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st, SH85@14th, 16th, 44th, 38th, 1st	\$1,500	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	SH83	Mississippi to Colorado	\$3,500	Denver West Runaway Truck Ramp		\$5,000
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	SB I-225 Parker Rd Ramp	safety project	\$2,000	SH-30 and Tower Rd	ROW Phase	\$201
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200	I-70 VSL Concept of Operations and Implementation		\$530
Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500	Dartmouth Mini Roundabouts	Logan, Downing, Clarkston	\$1,200
VMS for I-25 south of Denver	VMS Installation	\$500	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave	\$4,960	I-70 Mountain Express Lane VSL		\$1,980
Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000			
Aurora Signal Package	I-70 at Tower	\$800	6" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100			

2020-011: Move FY 2020 funding to FY 2022. Project sponsor will not be federalizing the design phase

Existing

Title: Inverness Dr. West Bicycle and Pedestrian Facilities

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2020-011

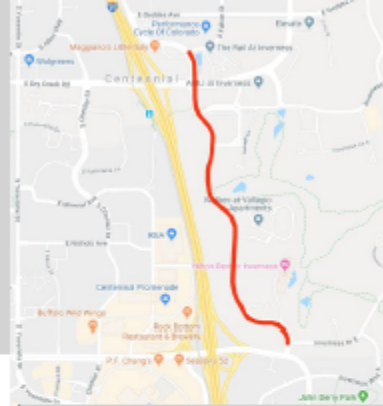
STIP-ID:

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
2020	Initiate Design
2021	Initiate ROW
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"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal (CMAQ)		\$191	\$2,191	\$1,111	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$809	\$809	\$809	\$0		
Total	\$0	\$1,000	\$3,000	\$1,920	\$0	\$0	\$5,920

Revised

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

2020-016: Cancel project per sponsors request. Funding is returned to the Boulder County Forum for reprogramming

Existing

Title: Table Mesa Dr. Multiuse Path and Access Improvements

Project Type: Bicycle and Pedestrian Projects
(New)

TIP-ID: 2020-016

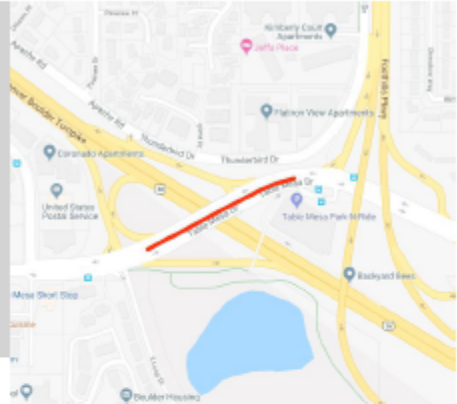
STIP-ID:

Open to Public: 2024

Sponsor: Boulder

Project Scope

Construct a new multiuse path on Table Mesa Dr. at US-36, connecting the EB and WB transit stops and improving first and final mile connections.



Affected Municipality(ies)
Boulder

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2021	Initiate Environmental
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"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (MMOF)		\$0	\$110	\$440	\$1,650		
Local		\$0	\$165	\$660	\$2,475		
Total	\$0	\$0	\$275	\$1,100	\$4,125	\$0	\$5,500

Revised

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (MMOF)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

2020-094: Add pool projects**Existing**Title: **State Vulnerable and Senior Transportation Funds**Project Type: **Transit Passenger Facilities**TIP-ID: **2020-094**

STIP-ID:

Open to Public:

Sponsor: **DRCOG****Project Scope**

This fund is dedicated to transportation services for vulnerable populations, including seniors.



Affected County(ies)

Regional

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal			\$0	\$0	\$0	\$0	
State (TSV)			\$0	\$375	\$0	\$0	
Local			\$0	\$0	\$0	\$0	
Total		\$0	\$0	\$375	\$0	\$0	\$375

Revised

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)
Douglas County	Operating Assistance	\$48	Laradon	Match on 5310 Vehicles	\$26	Broomfield	Match on 5310 Vehicle and COVID-19 Expenses	\$5
Douglas County	Purchase of Prius	\$27	DRMAC	Updating Software Platform	\$23	A Little Help	Match on Operating Grants and COVID-19 Expenses	\$18
Goodwill Denver	Match on 5310 Vehicle	\$14	Lakewood	Operating Match	\$20	Continuum	Operating Expenses	\$60
Via	Match on Mobility Management and Operating	\$75	Easter Seals	Operating Expenses	\$60			

To: Chair and Members of the DRCOG Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Informational Item	16

SUBJECT

FY 2020 Annual Listing of Federally Obligated Projects.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is informational only.

ACTION BY OTHERS

N/A

SUMMARY

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

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

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

FY 2020 Annual Listing of Federally Obligated Projects

ADDITIONAL INFORMATION

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

ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Fiscal year 2020

Oct. 1, 2019 –
Sept. 30, 2020

Dec. 16, 2020

Purpose of this Report

The federal metropolitan transportation planning statute states:

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

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

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

Background

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

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

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

Regional Transportation Plan

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

¹ [23 U.S.C. 450.334 \(a\)](#)

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

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

Transportation Improvement Program

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

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

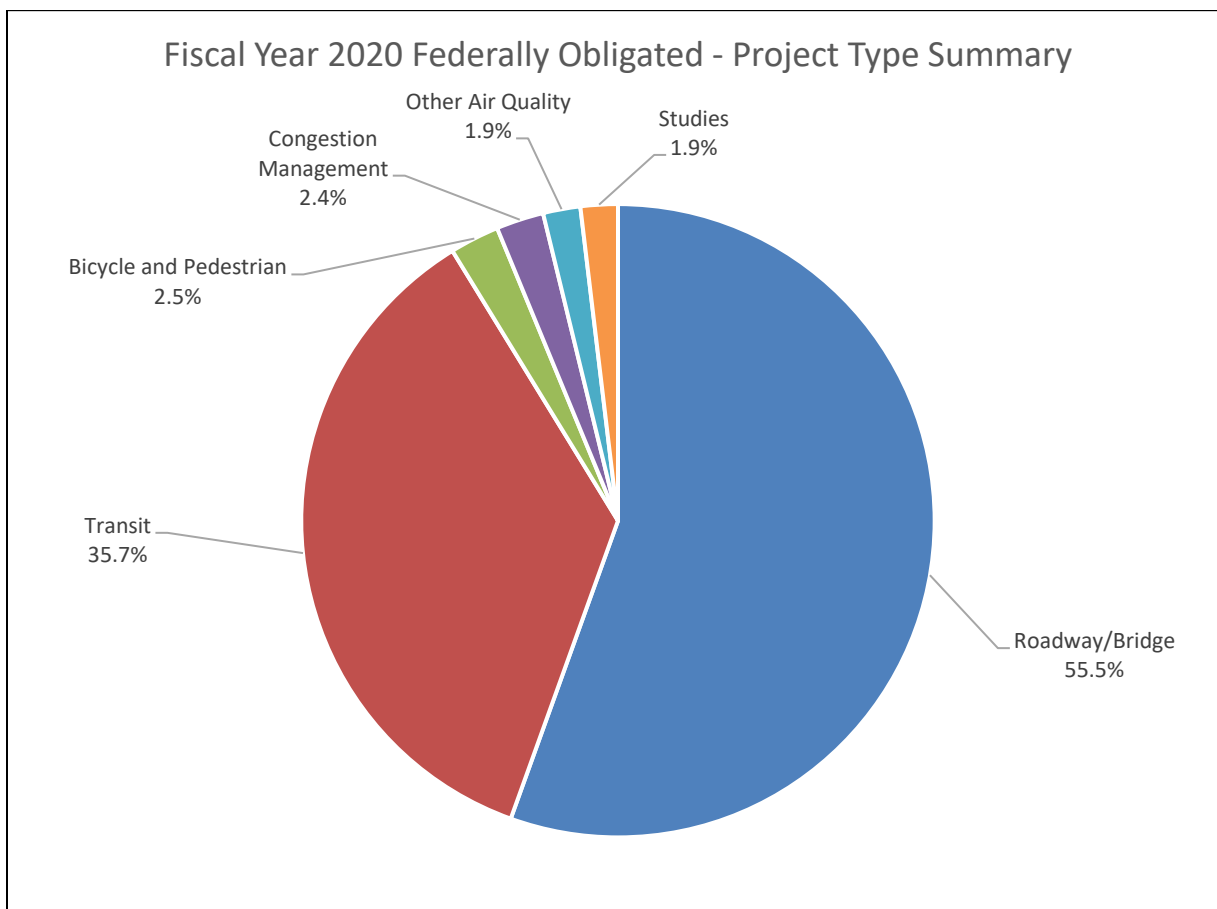
Public Involvement

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

Summary of Obligated Projects

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

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



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

Obligation Report

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

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

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

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

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

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

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

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

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

³ This report does not include the project phases.

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

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

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

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

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



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

drcog.org
303-455-1000

ATTACH L

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 16, 2020	Informational Item	17

SUBJECT

This item is related to the selection of representatives to serve as a member or alternate on the Regional Transportation Committee, the State Transportation Advisory Committee, the E470 Board of Directors, and the Advisory Committee on Aging.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

At November's Board of Directors meeting, directors were asked to select representatives to serve on four regional committees. Two of the committees (RTC and STAC) required a ballot runoff. As a result of the vote, the following members will serve a one-year term on their respective committee:

Regional Transportation Committee (RTC)

- Joan Peck (member)
- Wynne Shaw (member)
- Debra Mulvey (alternate)

State Transportation Advisory Committee (STAC)

- Ashley Stolzmann (member)
- Tammy Maurer (alternate)

Additionally, the following committee assignments were approved by acclamation:

Advisory Committee on Aging (ACA)

- Jim Dale (member)
- Joan Peck (member)
- Wynne Shaw (member)

E-470 Board

- John Diak (member)
- Jessica Sandgren (alternate)

Thank you to everyone who expressed interest in serving on these regional committees. I would also like to thank board directors who shared their thoughts on the process as it will help us improve future solicitations.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Melinda Stevens, Executive Assistant, at 303-480-6701 or mstevens@drcog.org.