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.
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


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

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Board Work Session</td>
<td>4:00 p.m.</td>
</tr>
<tr>
<td>2</td>
<td>Performance and Engagement Committee</td>
<td>Cancelled</td>
</tr>
<tr>
<td>7</td>
<td>Transportation Advisory Committee</td>
<td>1:30 p.m.</td>
</tr>
<tr>
<td>15</td>
<td>Regional Transportation Committee</td>
<td>8:30 a.m.</td>
</tr>
<tr>
<td>16</td>
<td>Finance and Budget Committee</td>
<td>5:30 p.m.</td>
</tr>
<tr>
<td>16</td>
<td>Board of Directors</td>
<td>6:30 p.m.</td>
</tr>
<tr>
<td>18</td>
<td>Advisory Committee on Aging</td>
<td>Cancelled</td>
</tr>
<tr>
<td>28</td>
<td>Transportation Advisory Committee</td>
<td>Cancelled</td>
</tr>
</tbody>
</table>

### January 2021

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Board Work Session</td>
<td>4:00 p.m.</td>
</tr>
<tr>
<td>6</td>
<td>Performance and Engagement Committee</td>
<td>5:30 p.m.*</td>
</tr>
<tr>
<td>19</td>
<td>Regional Transportation Committee</td>
<td>Cancelled</td>
</tr>
<tr>
<td>20</td>
<td>Finance and Budget Committee</td>
<td>5:30 p.m.</td>
</tr>
<tr>
<td>20</td>
<td>Board of Directors</td>
<td>6:30 p.m.</td>
</tr>
<tr>
<td>22</td>
<td>Advisory Committee on Aging</td>
<td>Noon – 3 p.m.</td>
</tr>
<tr>
<td>25</td>
<td>Transportation Advisory Committee</td>
<td>1:30 p.m.</td>
</tr>
</tbody>
</table>

### February 2021

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Board Work Session</td>
<td>4:00 p.m.</td>
</tr>
<tr>
<td>3</td>
<td>Performance and Engagement Committee</td>
<td>5:30 p.m.*</td>
</tr>
<tr>
<td>16</td>
<td>Regional Transportation Committee</td>
<td>8:30 a.m.</td>
</tr>
<tr>
<td>17</td>
<td>Finance and Budget Committee</td>
<td>5:45 p.m.</td>
</tr>
<tr>
<td>17</td>
<td>Board of Directors</td>
<td>6:30 p.m.</td>
</tr>
<tr>
<td>19</td>
<td>Advisory Committee on Aging</td>
<td>Noon – 3 p.m.</td>
</tr>
<tr>
<td>22</td>
<td>Transportation Advisory Committee</td>
<td>1:30 p.m.</td>
</tr>
</tbody>
</table>

*Start time for this meeting is approximate. The meeting begins at the end of the preceding Board Work Session.*
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
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
  o Chair John Diak (member)
  o Jessica Sandgren (alternate)
• ACA
  o Jim Dale (member)
  o Joan Peck (member)
  o 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
  o Joan Peck (member)
  o Wynne Shaw (member)
  o Debra Mulvey (alternate)
• STAC
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 acclamation 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:

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

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
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-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@drcog.org or (303) 480-6701; or Todd Cottrell, Senior Planner, at tcottrell@drcog.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:**  
**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.

<table>
<thead>
<tr>
<th>Affected Municipality(ies)</th>
<th>Affected County(ies)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver</td>
<td>Regional</td>
</tr>
</tbody>
</table>

**Performance Measures**
- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Travel Time Reliability

<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Federal (CMAQ)</td>
<td></td>
<td>$12,500</td>
<td>$12,500</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>State</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>State (FASTER-B)</td>
<td></td>
<td>$46,000</td>
<td>$60,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>State (SB 228)</td>
<td></td>
<td>$35,283</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Local</td>
<td></td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$1,031,934</td>
<td>$93,703</td>
<td>$72,500</td>
<td>$0</td>
<td>$0</td>
<td>$1,198,217</td>
</tr>
</tbody>
</table>

**Project Type:** Roadway Capacity
Revised

<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Federal (CMAQ)</td>
<td>$12,500</td>
<td>$12,500</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Federal (TJFIA)</td>
<td>$0</td>
<td>$33,896</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>State</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>State (FASTER-B)</td>
<td>$46,000</td>
<td>$60,000</td>
<td>$30,300</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>State (SB 228)</td>
<td>$35,203</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Local</td>
<td>$0</td>
<td>$30,913</td>
<td>$46,007</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$985,239</td>
<td>$93,783</td>
<td>$137,309</td>
<td>$76,307</td>
<td>$0</td>
<td>$0</td>
<td>$1,292,638</td>
</tr>
</tbody>
</table>

Page 2 of 2
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
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.

ACTIONS 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:

<table>
<thead>
<tr>
<th>Pavement Condition Performance Measures</th>
<th>Baseline (2018)</th>
<th>Original 4-Year Targets (2022)</th>
<th>Revised 4-Year Targets (2022)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of Pavement in Good Condition (Interstate)</td>
<td>44.88%</td>
<td>47%</td>
<td>40%</td>
</tr>
<tr>
<td>Percent of Pavement in Poor Condition (Interstate)</td>
<td>0.25%</td>
<td>1%</td>
<td>5%</td>
</tr>
<tr>
<td>Percent of Pavement in Good Condition (Non-Interstate NHS)</td>
<td>49.34%</td>
<td>51%</td>
<td>40%</td>
</tr>
<tr>
<td>Percent of Pavement in Poor Condition (Non-Interstate NHS)</td>
<td>0.96%</td>
<td>2%</td>
<td>5%</td>
</tr>
</tbody>
</table>
**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@drcog.org or (303) 480-6701; or Alvan-Bidal Sanchez, Transportation Planner, at ASanchez@drcog.org or (720) 278-2341.
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

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

- **PM1: Safety**
  - 2017: MPO Action Taken
  - 2018: MPO Action Taken
  - 2019: MPO Action Taken
  - 2020: MPO Action Required
  - 2021: MPO Action Required
  - 2022: MPO Action Required
  - 2023: MPO Action Required

- **PM2: Infrastructure Condition**
  - 2017: MPO Action Taken
  - 2018: MPO Action Taken
  - 2019: MPO Action Possible
  - 2020: MPO Action Possible
  - 2021: MPO Action Possible
  - 2022: MPO Action Possible
  - 2023: MPO Action Possible

- **PM3: System Performance**
  - 2017: MPO Action Taken
  - 2018: MPO Action Taken
  - 2019: MPO Action Possible
  - 2020: MPO Action Possible
  - 2021: MPO Action Possible
  - 2022: MPO Action Possible
  - 2023: MPO Action Possible

- **TAM: Transit Asset**
  - 2017: MPO Action Taken
  - 2018: MPO Action Taken
  - 2019: MPO Action Taken
  - 2020: MPO Action Taken
  - 2021: MPO Action Taken
  - 2022: MPO Action Taken
  - 2023: MPO Action Taken

- **PTASP: Transit Safety**
  - 2017: MPO Action Taken
  - 2018: MPO Action Taken
  - 2019: MPO Action Taken
  - 2020: MPO Action Taken
  - 2021: MPO Action Taken
  - 2022: MPO Action Taken
  - 2023: MPO Action Taken
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.
• 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
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.
### § 490.311 Metric Thresholds in Final Rule

<table>
<thead>
<tr>
<th>Rating</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>IRI (\text{inches/mile})</td>
<td>&lt;95</td>
<td>95-170</td>
<td>&gt;170</td>
</tr>
<tr>
<td>PSR* (0.0-5.0) value</td>
<td>≥4.0</td>
<td>2.0-4.0</td>
<td>≤2.0</td>
</tr>
<tr>
<td>Cracking Percent (%)</td>
<td>&lt;5</td>
<td>CRCP: 5-10 Jointed: 5-15 Asphalt: 5-20</td>
<td>&gt;10 &gt;15 &gt;20</td>
</tr>
<tr>
<td>Rutting (\text{inches})</td>
<td>&lt;0.20</td>
<td>0.20-0.40</td>
<td>&gt;0.40</td>
</tr>
<tr>
<td>Faulting (\text{inches})</td>
<td>&lt;0.10</td>
<td>0.10-0.15</td>
<td>&gt;0.15</td>
</tr>
</tbody>
</table>

*PSR may be used only on routes with posted speed limit < 40mph.
### National Performance Measures
Assessing Pavement Condition

#### Pavement Condition Measures

<table>
<thead>
<tr>
<th>Interstate System</th>
<th>Non-Interstate NHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of pavements of the Interstate System in <strong>Good</strong> condition</td>
<td>Percentage of pavements of the non-Interstate NHS in <strong>Good</strong> condition</td>
</tr>
<tr>
<td>Percentage of pavements of the Interstate System in <strong>Poor</strong> condition</td>
<td>Percentage of pavements of the non-Interstate NHS in <strong>Poor</strong> condition</td>
</tr>
</tbody>
</table>

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

#### Criteria for Pavement Condition

<table>
<thead>
<tr>
<th>Measure</th>
<th>Good</th>
<th>Fair</th>
<th>Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>IRI (inches/mile)</strong></td>
<td>&lt;95</td>
<td>95-170</td>
<td>&gt;170</td>
</tr>
<tr>
<td><strong>Rutting (inches)</strong></td>
<td>&lt;0.20</td>
<td>0.2-0.40</td>
<td>&gt;0.40</td>
</tr>
<tr>
<td><strong>Faulting (inches)</strong></td>
<td>&lt;0.10</td>
<td>0.1-0.15</td>
<td>&gt;0.15</td>
</tr>
<tr>
<td><strong>Cracking (%)</strong></td>
<td>&lt;5</td>
<td>5-20 (asphalt)</td>
<td>15 (ICP)</td>
</tr>
</tbody>
</table>

#### Pavement Type

<table>
<thead>
<tr>
<th>Overall Section Condition Rating</th>
<th>Asphalt and Jointed Concrete</th>
<th>Continuous Concrete</th>
<th>Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Good</strong></td>
<td>All three metrics rated “Good”</td>
<td>Both metrics rated “Good”</td>
<td>percentage of lane-miles in “Good” condition</td>
</tr>
<tr>
<td><strong>Poor</strong></td>
<td>≥2 metrics rated “Poor”</td>
<td>Both metrics rated “Poor”</td>
<td>percentage of lane-miles in “Poor” condition</td>
</tr>
<tr>
<td><strong>Fair</strong></td>
<td>All other combinations</td>
<td>All other combinations</td>
<td></td>
</tr>
</tbody>
</table>
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: Drivability Life Pavement Objectives

<table>
<thead>
<tr>
<th>OBJECTIVE</th>
<th>TARGET</th>
<th>2019 RESULTS (CO)</th>
<th>TARGET MET?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage of Interstate pavement with a high or moderate drivability life based on condition standards and treatments set for traffic volume categories.</td>
<td>greater than 80%</td>
<td>88.3%</td>
<td>✔</td>
</tr>
<tr>
<td>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.</td>
<td>greater than 80%</td>
<td>84.0%</td>
<td>✔</td>
</tr>
<tr>
<td>Percentage of State Highway System pavement with a high or moderate drivability life based on condition standards and treatments set for traffic volume categories.</td>
<td>greater than 80%</td>
<td>80.4%</td>
<td>✔</td>
</tr>
</tbody>
</table>
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.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent of pavements on the Interstate System Rated Good</td>
<td>46%</td>
<td>47%</td>
<td>46.5%</td>
<td>31.49%</td>
<td>40%</td>
</tr>
<tr>
<td>Percent of pavements on the Interstate System Rated Poor</td>
<td>1%</td>
<td>1%</td>
<td>2.7%</td>
<td>0.95%</td>
<td>5%</td>
</tr>
<tr>
<td>Percent of pavements on the non-Interstate National Highway System (NHS) System Rated Good</td>
<td>50%</td>
<td>51%</td>
<td>41.5%</td>
<td>25.79%</td>
<td>40%</td>
</tr>
<tr>
<td>Percent of pavements on the non-Interstate National Highway System (NHS) System Rated Poor</td>
<td>1%</td>
<td>2%</td>
<td>3.1%</td>
<td>5.29%</td>
<td>5%</td>
</tr>
</tbody>
</table>
National Performance Measures
Interstate System Pavement Condition

DRCOG Interstate System Pavement Condition
2017-2019

- 2017: 29.54% rated Good, 0.20% rated Poor
- 2018: 28.68% rated Good, 0.61% rated Poor
- 2019: 31.49% rated Good, 0.95% rated Poor

2022 Good Target: 40%
2022 Poor Target: 5%

Percent Rated Good
Percent Rated Poor
2022 Good Target (40%)
2022 Poor Target (5%)
National Performance Measures
Non-Interstate NHS System Pavement Condition

DRCOG Non-Interstate NHS System Pavement Condition
2017-2019

Year
2017 2018 2019

% of Pavement Condition
0.00% 5.00% 10.00% 15.00% 20.00% 25.00% 30.00% 35.00% 40.00% 45.00% 50.00% 55.00% 60.00% 65.00% 70.00% 75.00% 80.00% 85.00% 90.00% 95.00% 100.00%

Percent Rated Good
Percent Rated Poor
2022 Good Target (40%)
2022 Poor Target (5%)
**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.

---

**Mid Performance Period (MPP) Progress Report submitted by CDOT**

**NOVEMBER 2, 2020**

**CDOT Resubmittal of MPP Report if FHWA Requests Changes**

**FEBRUARY 27, 2021**

**Deadline for MPOs to support CDOT targets or submit their own for PM1**

**MARCH 30, 2021**

**Deadline for MPOs to support CDOT targets or submit their own for PM2 & PM3**

**OCTOBER 1, 2022**

**Continue to Evaluate Performance for NPMs**

**Full Period Report due OCTOBER 1, 2022**

---

**NPM Pavement Condition & Target Adjustment**
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](mailto:darius.pakbaz@state.co.us)
State of Colorado: Interstate System Pavement Condition
2017-2019

2017
44.74%
0.31%
2018
44.30%
2.47%
2019
46.50%
2.70%

Year

% of Pavement Condition

2022 Good Target (40%)
2022 Poor Target (5%)

Good
Poor
State of Colorado: Non-Interstate NHS System Pavement Condition

2017-2019

% of Pavement Condition

Year

2017 2018 2019

42.56% 42.32% 41.50%

0.99% 3.03% 3.10%

0.00% 2022 Good Target (40%)

5.00% 2022 Poor Target (5%)

10.00%

15.00%

20.00%

25.00%

30.00%

35.00%

40.00%

45.00%

50.00%

55.00%

National Performance Measures

Non-Interstate NHS System Pavement Condition

December 2020

NPM Pavement Condition & Target Adjustment

17
Safety Performance Data

2020 YTD
Incident Rates (Injuries per 100 employees)
Last updated October 1—Workday Report for hours pending

Total Cases RTD 2020 YTD: 13.80
Total Cases RTD 2019: 18.18
Total Cases RTD 2018: 14.91
OSHA RTD 2020 YTD: 8.80
OSHA RTD 2019: 12.05
OSHA RTD 2018: 10.28
Urban Transportation Average: 6.00
National Average: 3.10
On the Job Injuries 2020 vs 2019

January: 34 (2019), 57 (2020)
April: 30 (2019), 44 (2020)
May: 35 (2019), 51 (2020)
October: 46 (2019), 61 (2020)
On the Job Injuries 2013—October 2020

![Bar chart showing the number of workers' comp claims from 2013 to 2020.](chart)

- 2020 October YTD: 319
- 2019: 519
- 2018: 439
- 2017: 435
- 2016: 369
- 2015: 427
- 2014: 379
- 2013: 403
2020 On the Job Injuries by type

- Lost Time Injuries, 132, 41%
- Non Lost Time Injuries, 76, 24%
- Record Only, 111, 35%
Injury Causes YTD 2020

- STRUCK OR INJURED BY: 71, 22%
- FALL OR SLIP INJURY: 79, 25%
- STRAIN OR INJURY BY: 102, 32%
- MISCELLANEOUS CAUSES: 20, 6%
- STRIKING AGAINST OR STEpping ON: 21, 7%
- CUT, PUNCTURE, SCRAPE INJURED BY: 17, 6%
- CAUGHT IN OR BETWEEN: 4, 1%
- BURN OR SCALD: 1, 0%
- MOTOR VEHICLE: 3, 1%
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)
RTD Safety Management Systems

2020 YTD Update
# Safety in Context

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

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th>Revised 4-Year Target (2022)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PM2: Infrastructure Condition</strong></td>
<td>Pavement Condition</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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
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:
  o Bus less than 1.0
  o 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)
  o 25% reduction of Slip and Fall injuries
  o 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
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.
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.
## FY2020 Delays Report Summary

### Second Year Delays (11/18/20 Board approved dates in BOLD)

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Anticipated Initiation of Phase</th>
<th>Rec. 120 Day Deadline</th>
<th>COVID-19 Requested Extension</th>
<th>COVID-19 Adjusted Deadline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arapahoe County</td>
<td>Iliff Ave Operational Imp: Parker Rd to Quebec St</td>
<td>Jan 2021</td>
<td>Jan 29, 2021</td>
<td>6 Months</td>
<td>2 months – March 29, 2021</td>
</tr>
<tr>
<td>Boulder</td>
<td>Broadway Reconstruction: Violet Ave to US-36</td>
<td></td>
<td></td>
<td></td>
<td>Project Advertised; No Longer Delayed</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>R1 Traffic Adaptive Pilot Implementation</td>
<td></td>
<td></td>
<td></td>
<td>RFP Released; No Longer Delayed</td>
</tr>
<tr>
<td>Denver</td>
<td>ITS Device Performance and Reliability Improvement</td>
<td></td>
<td></td>
<td></td>
<td>NTP Given; No Longer Delayed</td>
</tr>
<tr>
<td>Douglas County</td>
<td>C-470 Multi-use Trail Grade Separation at Yosemite St</td>
<td>July 2021</td>
<td>Jan 29, 2021</td>
<td>6 Months</td>
<td>July 29, 2021</td>
</tr>
<tr>
<td>Wheat Ridge</td>
<td>Wadsworth Blvd Widening: 35th Ave to 48th Ave</td>
<td>Feb 2021</td>
<td>Jan 29, 2021</td>
<td>4 Months</td>
<td>2 Months – March 29, 2021</td>
</tr>
</tbody>
</table>

### First Year Delays (BOLD dates subject to Board approval on 12/16/20)

<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Anticipated Initiation of Phase</th>
<th>TIP Policy Deadline</th>
<th>COVID-19 Requested Extension</th>
<th>COVID-19 Adjusted Deadline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aurora</td>
<td>Nine Mile Pedestrian and Bicycle Bridge</td>
<td>Dec 2020</td>
<td>Oct 1, 2020</td>
<td>6 Months</td>
<td>3 Months - Jan 1, 2021</td>
</tr>
<tr>
<td>Aurora</td>
<td>25th Ave. Ped Improvements</td>
<td>July 2021</td>
<td>Oct 1, 2020</td>
<td>Reprogram to FY 2021</td>
<td>Oct 1, 2021</td>
</tr>
<tr>
<td>Aurora</td>
<td>13th Ave. Corridor Multimodal Mobility Study</td>
<td></td>
<td>Study Kicked-off; No Longer Delayed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bennett</td>
<td>SH-79 and I-70 Interchange Eastbound Ramp Improvements</td>
<td></td>
<td>Design NTP; No Longer Delayed</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boulder</td>
<td>HOP Transit Service Expansion</td>
<td>Aug 2021</td>
<td>Oct 1, 2020</td>
<td>Reprogram to FY 2021</td>
<td>Oct 1, 2021</td>
</tr>
<tr>
<td>Boulder County</td>
<td>Flex Route Extension</td>
<td>Jan 2021</td>
<td>Oct 1, 2020</td>
<td>Reprogram to FY 2021</td>
<td>Oct 1, 2021</td>
</tr>
<tr>
<td>Project Sponsor</td>
<td>Project Name</td>
<td>Anticipated Initiation of Phase</td>
<td>TIP Policy Deadline</td>
<td>COVID-19 Requested Extension</td>
<td>COVID-19 Adjusted Deadline</td>
</tr>
<tr>
<td>-------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>--------------------------------</td>
<td>---------------------</td>
<td>-----------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>Boulder County</td>
<td>SH-119 Bikeway: Boulder to Longmont</td>
<td>Feb 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Broomfield</td>
<td>Active Transportation Wayfinding Pilot</td>
<td>Jan 2021</td>
<td>Oct 1, 2020</td>
<td>6 Months</td>
<td>3 Months – Jan 1, 2021</td>
</tr>
<tr>
<td>Broomfield</td>
<td>Transit Needs Assessment &amp; Pilot Project</td>
<td>June 2021</td>
<td>Oct 1, 2020</td>
<td>12 Months; Reprogram to FY 2021</td>
<td>Oct 1, 2021</td>
</tr>
<tr>
<td>Broomfield</td>
<td>FlexRide Expansion &amp; Marketing</td>
<td>2021</td>
<td>Oct 1, 2020</td>
<td>24 Months</td>
<td>Oct 1, 2021</td>
</tr>
<tr>
<td>Castle Rock</td>
<td>Castle Rock Downtown Alley Master Plan</td>
<td>March 2021</td>
<td>Oct 1, 2020</td>
<td>Reprogram to FY 2021</td>
<td>Oct 1, 2021</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>I-25 and Alameda Ave. Ops Imp.: Valley Hwy Phase 2.0</td>
<td>Jan 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Vasquez Blvd. Improvements: 52nd Ave. to E. 64th Ave.</td>
<td>July 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Denver</td>
<td>Dynamic Message Sign Implementation</td>
<td>July 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Denver</td>
<td>Adaptive Signal Control Pilot</td>
<td>March 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Denver</td>
<td>Broadway Station and I-25 Safety &amp; Access Improvements</td>
<td>March 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Denver</td>
<td>16th St Mall Rehabilitation</td>
<td>June 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Denver</td>
<td>Transit Speed &amp; Reliability on Federal Blvd.</td>
<td>Jan 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Denver</td>
<td>Denver Passenger Amenity Program</td>
<td>Feb 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Edgewater</td>
<td>Sheridan Corridor Master Plan: Sloan’s Lake</td>
<td>April 2021</td>
<td>Oct 1, 2020</td>
<td>Reprogram to FY 2021</td>
<td>Oct 1, 2021</td>
</tr>
<tr>
<td>Jefferson County</td>
<td>Jefferson County Bike Master Plan Update</td>
<td>Jan 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Project Sponsor</td>
<td>Project Name</td>
<td>Anticipated Initiation of Phase</td>
<td>TIP Policy Deadline</td>
<td>COVID-19 Requested Extension</td>
<td>COVID-19 Adjusted Deadline</td>
</tr>
<tr>
<td>-----------------</td>
<td>--------------------------------------------------------</td>
<td>---------------------------------</td>
<td>---------------------</td>
<td>-----------------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Jefferson County</td>
<td>Front Range Trail Study</td>
<td>March 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Longmont</td>
<td>Coffman St. Busway</td>
<td>Design NTP; No Longer Delayed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Louisville</td>
<td>Rock Creek and Coal Creek Trail Connection</td>
<td>Jan 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Louisville</td>
<td>SH-42 Multimodal Imp.: Empire Rd./Lock St. to SH-7</td>
<td>Dec 2020</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Sheridan</td>
<td>Safe Stops Through Sheridan</td>
<td>June 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Thornton</td>
<td>Trail Wayfinding Signage</td>
<td>August 2021</td>
<td>Oct 1, 2020</td>
<td>6 Months; Reprogram to FY 2021</td>
<td>Oct 1, 2021</td>
</tr>
<tr>
<td>West Colfax BID</td>
<td>Colfax Viaduct Planning Study</td>
<td>Study Kick-off; No Longer Delayed</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Westminster</td>
<td>US-36/Church Ranch Station Multimodal Access Improvements</td>
<td>June 2021</td>
<td>Oct 1, 2020</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

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
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.
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.

   *(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.
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.
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.
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.

---


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.

---


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.
*(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 February 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.
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.


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.


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.
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.

   **(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.
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.
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.

    (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.
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.
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.
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.
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.
To: Chair and Members of the DRCOG Board of Directors

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

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
<th>Agenda Item #</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 16, 2020</td>
<td>Action</td>
<td>9</td>
</tr>
</tbody>
</table>

**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
<table>
<thead>
<tr>
<th>RTP ID</th>
<th>Project Name/Corridor</th>
<th>Location/Limits</th>
<th>Project Description</th>
<th>County</th>
<th>Project Cost (2020)</th>
<th>Staging Period</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>115</td>
<td>US-85 104th Ave.</td>
<td></td>
<td>New Interchange</td>
<td>Adams</td>
<td>$100,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>116</td>
<td>US-85 120th Ave.</td>
<td></td>
<td>New Interchange</td>
<td>Adams</td>
<td>$100,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>317</td>
<td>I-25 North 84th Ave. to 104th Ave.</td>
<td></td>
<td>Operational Improvements, Center-Loading Transit Station at 88th Ave. and 52nd Ave.</td>
<td>Adams</td>
<td>$230,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
</tr>
<tr>
<td>321</td>
<td>Vasquez Boulevard 60th Ave.</td>
<td></td>
<td>Intersection Improvements</td>
<td>Adams</td>
<td>$80,000,000</td>
<td>2040-2044</td>
<td>CDOT</td>
</tr>
<tr>
<td>330</td>
<td>I-270 I-25/US-36 to I-70</td>
<td></td>
<td>New Managed Lanes</td>
<td>Adams</td>
<td>$500,000,000</td>
<td>2020-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>331</td>
<td>I-270 I-25/US-36 and I-70</td>
<td></td>
<td>New Freeway &quot;direct connects&quot; at each end of I-270</td>
<td>Adams</td>
<td>$300,000,000</td>
<td>2020-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>339</td>
<td>I-25 Bellview</td>
<td></td>
<td>Interchange Reconstruction and Pedestrian Connections</td>
<td>Arapahoe</td>
<td>$112,000,000</td>
<td>2020-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>332</td>
<td>SH-83 (Parker Rd.) SH-86 to East Mississippi Ave.</td>
<td></td>
<td>Corridor Planning/Investment for Multimodal Mobility, Operations, and Safety</td>
<td>Arapahoe/Douglas</td>
<td>$150,000,000</td>
<td>2020-2039</td>
<td>CDOT/DRCOG</td>
</tr>
<tr>
<td>112</td>
<td>SH-66 Lyons to Main St. (US-287)</td>
<td></td>
<td>Widen from 2 to 4 Lanes (Hover to St. Main St.) and Operational/Safety Improvements from Lyons to Longmont</td>
<td>Boulder</td>
<td>$10,000,000</td>
<td>2000-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>318</td>
<td>I-25 North I-470 to SH-7</td>
<td></td>
<td>Managed Lanes, SH-7 interchange reconstruction, &amp; SH-7 Mobility Hub Upgrade</td>
<td>Broomfield</td>
<td>$200,000,000</td>
<td>2020-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>335</td>
<td>I-25 North (Segment 4) SH-7 to SH-66</td>
<td></td>
<td>Managed Lanes, SH-119 Mobility Hub, I-5, Bicycle and Pedestrian Trail Connections</td>
<td>Broomfield/Weld</td>
<td>$150,000,000</td>
<td>2020-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>108</td>
<td>I-70 Twin Tunnels to Empire Junction (US-40)</td>
<td></td>
<td>Add 1 WB Peak Period Managed Lane</td>
<td>Clear Creek</td>
<td>$0</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>109-b</td>
<td>I-70 Floyd Hill Eastbound Improvements</td>
<td></td>
<td>Floyd Hill to Veterans Memorial Tunnel</td>
<td>TBD</td>
<td>$250,000,000</td>
<td>2030-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>109-A</td>
<td>I-70 Floyd Hill Westbound Improvements</td>
<td></td>
<td>Floyd Hill to Veterans Memorial Tunnel</td>
<td>TBD</td>
<td>$450,000,000</td>
<td>2030-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>356</td>
<td>Eisenhower Johnson Memorial Tunnels Maintenance</td>
<td></td>
<td>Major rehabilitation of the Eisenhower-Johnson Memorial Tunnels</td>
<td>Clear Creek</td>
<td>$142,000,000</td>
<td>2020-2050</td>
<td>CDOT</td>
</tr>
<tr>
<td>101</td>
<td>I-25 Santa Fe Dr. (US-85) to Alameda Ave.</td>
<td></td>
<td>Interchange Capacity</td>
<td>Denver</td>
<td>$30,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>314</td>
<td>Central I-25 Buildout</td>
<td></td>
<td>Ultimate Buildout of Corridor Improvements</td>
<td>Denver</td>
<td>$420,000,000</td>
<td>2040-2044</td>
<td>CDOT</td>
</tr>
<tr>
<td>315</td>
<td>I-25 Valley Highway/Burnham Yard Santa Fe Blvd. to Colfax Ave.</td>
<td></td>
<td>Managed Lanes, Includes ROW, Burnham Yard, Central Main Line Relocation</td>
<td>Denver</td>
<td>$90,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
</tr>
<tr>
<td>135</td>
<td>Federal Boulevard 6th Ave. to Howard Pl.</td>
<td></td>
<td>Widen from 5 to 6 Lanes</td>
<td>Denver</td>
<td>$0</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>128</td>
<td>I-70 I-25 to Chambers Rd.</td>
<td></td>
<td>Add 2 New Managed Lanes</td>
<td>Denver/Adams</td>
<td>$0</td>
<td>2020-2029</td>
<td>CDOT/DRCOG</td>
</tr>
<tr>
<td>100</td>
<td>I-25 El Paso County Line to North of Crystal Valley Parkway</td>
<td></td>
<td>Add 1 Tol/Managed Lane each Direction</td>
<td>Douglas</td>
<td>$0</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>114-A</td>
<td>US-85 Louvers to MP 191.75</td>
<td></td>
<td>Widen from 2 to 4 Lanes</td>
<td>Douglas</td>
<td>$35,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>114-B</td>
<td>US-85 Sedalia to Daniels Park</td>
<td></td>
<td>Widen from 2 to 4 Lanes</td>
<td>Douglas</td>
<td>$32,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>114-C</td>
<td>US-85 Daniels Park to Meadows</td>
<td></td>
<td>Widen from 2 to 4 Lanes</td>
<td>Douglas</td>
<td>$32,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>113</td>
<td>US-6 Wadsworth Blvd.</td>
<td></td>
<td>Interchange Capacity</td>
<td>Jefferson</td>
<td>$80,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>117</td>
<td>US-285 Pine Valley Rd. (CR 126)/Mt Evans Blvd</td>
<td></td>
<td>New Interchange</td>
<td>Jefferson</td>
<td>$40,000,000</td>
<td>2020-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>118</td>
<td>US-285 Kings Valley Dr.</td>
<td></td>
<td>New Interchange</td>
<td>Jefferson</td>
<td>$15,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>119</td>
<td>US-285 Kings Valley Dr. to Richmond Hill Rd.</td>
<td></td>
<td>Widen from 3 to 4 Lanes (Add 1 SB Lane)</td>
<td>Jefferson</td>
<td>$25,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>120</td>
<td>US-285 Shufflers Crossing to Kings Valley Dr.</td>
<td></td>
<td>Widen from 3 to 4 Lanes (Add 1 SB Lane)</td>
<td>Jefferson</td>
<td>$60,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>121</td>
<td>US-285 Parker Ave.</td>
<td></td>
<td>New Interchange</td>
<td>Jefferson</td>
<td>$25,000,000</td>
<td>2020-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>320</td>
<td>I-70 Kipling Interchange Reconstruction</td>
<td></td>
<td>Interchange Reconstruction and Pedestrian Connections</td>
<td>Jefferson</td>
<td>$80,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
</tr>
<tr>
<td>327</td>
<td>C-470 US-285/Morrison/Quincy</td>
<td></td>
<td>Interchange Complex Reconstruction</td>
<td>Jefferson</td>
<td>$150,000,000</td>
<td>2020-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>328</td>
<td>C-470 Wadsworth to I-70</td>
<td></td>
<td>New Managed Lanes</td>
<td>Jefferson</td>
<td>$410,000,000</td>
<td>2020-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>106</td>
<td>I-25 North (Segment 5) SH-66 to WCR SB (DRCOG Boundary)</td>
<td></td>
<td>Add 1 Tol/Managed Lane each Direction</td>
<td>Weld</td>
<td>$175,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
</tbody>
</table>

**Denver Regional Council of Governments (DRCOG) Administered Multimodal Capital Projects**

<p>| 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/Fresnoite | DTC Blvd. to I-25 on ramp | Interchange and Ramp Reconstruction | Arapahoe | $60,000,000 | 2020-2029 | DRCOG |</p>
<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Location</th>
<th>Cost</th>
<th>Year</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smoky Hill Road</td>
<td>Buckeye Road to Picadilly St</td>
<td>Arapahoe</td>
<td>$10,000,000</td>
<td>2040-2044</td>
<td>DRCOG</td>
</tr>
<tr>
<td>Gun Club Rd.</td>
<td>State Highway 30 to 6th Ave</td>
<td>Arapahoe</td>
<td>$32,000,000</td>
<td>2020-2039</td>
<td>DRCOG</td>
</tr>
<tr>
<td>Gun Club Rd.</td>
<td>Quincy to Aurora Pkwy.</td>
<td>Arapahoe</td>
<td>$15,000,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>Broncos Parkway/Easter/Dry Creek Corridor Improvements</td>
<td>Parker Road to Havana</td>
<td>Arapahoe</td>
<td>$35,000,000</td>
<td>2040-2044</td>
<td>DRCOG</td>
</tr>
<tr>
<td>SH-30</td>
<td>Airport Blvd. to Quincy Ave.</td>
<td>Arapahoe</td>
<td>$175,000,000</td>
<td>2030-2039</td>
<td>DRCOG, CDOT, Local</td>
</tr>
<tr>
<td>US-85 (Santa Fe) Improvements</td>
<td>C-470 to Bowles</td>
<td>Arapahoe</td>
<td>$150,000,000</td>
<td>2040-2044</td>
<td>DRCOG, CDOT</td>
</tr>
<tr>
<td>SH-66</td>
<td>US-287/Main Street to East County Line Road</td>
<td>Boulder</td>
<td>$15,000,000</td>
<td>2030-2039</td>
<td>DRCOG</td>
</tr>
<tr>
<td>US 287/120th Ave.</td>
<td>Midway Blvd. to Lowell Blvd.</td>
<td>Broomfield</td>
<td>$15,000,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>I-25</td>
<td>Broadway</td>
<td>Denver</td>
<td>$50,000,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>Martin Luther King Jr. Blvd.</td>
<td>Havana St./Iola St. to Peoria St.</td>
<td>Denver</td>
<td>$0</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>273-A Pena Boulevard</td>
<td>I-70 to 64th Avenue</td>
<td>Denver</td>
<td>$139,000,000</td>
<td>2030-2039</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>273-B Pena Boulevard</td>
<td>64th Avenue to E-470</td>
<td>Denver</td>
<td>$124,000,000</td>
<td>2030-2039</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>County Line Rd.</td>
<td>Phillips St. to University Blvd.</td>
<td>Douglas</td>
<td>$9,500,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>126</td>
<td>I-25 Lincoln Ave.</td>
<td>Douglas</td>
<td>$40,400,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>129</td>
<td>Ridgegate Pkwy.</td>
<td>Douglas</td>
<td>$0</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>US-85</td>
<td>Highlands Ranch Pkwy. to n/o County Line Rd.</td>
<td>Douglas</td>
<td>$0</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>283</td>
<td>I-25 Crystal Valley Pkwy.</td>
<td>Douglas</td>
<td>$80,000,000</td>
<td>2020-2029</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>284</td>
<td>I-25 Happy Canyon Rd.</td>
<td>Douglas</td>
<td>$30,000,000</td>
<td>2020-2029</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>287</td>
<td>Lincoln Ave. Oswego to Keystone</td>
<td>Douglas</td>
<td>$34,000,000</td>
<td>2030-2039</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>288</td>
<td>I-25 Meadows/Founders</td>
<td>Douglas</td>
<td>$50,000,000</td>
<td>2045-2050</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>132</td>
<td>Wadsworth Blvd. 35th Ave. to 48th Ave.</td>
<td>Jefferson</td>
<td>$31,000,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>293</td>
<td>SH-93 SH-58 to SH-170</td>
<td>Jefferson</td>
<td>$200,000,000</td>
<td>2030-2039</td>
<td>DRCOG</td>
</tr>
<tr>
<td>299</td>
<td>US-6 Heritage Rd.</td>
<td>Jefferson</td>
<td>$30,000,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>300</td>
<td>Indiana (SH-72) W. 80th Ave. to W. 86th Pkwy.</td>
<td>Jefferson</td>
<td>$30,000,000</td>
<td>2030-2039</td>
<td>DRCOG</td>
</tr>
<tr>
<td>301</td>
<td>Kipling St.</td>
<td>Jefferson</td>
<td>$250,000,000</td>
<td>2040-2044</td>
<td>DRCOG</td>
</tr>
<tr>
<td>302</td>
<td>Wadsworth Blvd.</td>
<td>Jefferson</td>
<td>$60,000,000</td>
<td>2040-2044</td>
<td>DRCOG</td>
</tr>
<tr>
<td>309</td>
<td>SH-66</td>
<td>Weld</td>
<td>$35,000,000</td>
<td>2025-2050</td>
<td>DRCOG</td>
</tr>
<tr>
<td>310</td>
<td>SH-52</td>
<td>Weld</td>
<td>$20,000,000</td>
<td>2025-2050</td>
<td>DRCOG</td>
</tr>
</tbody>
</table>

**Regional Transportation District (RTD) Administered Multimodal Capital Projects**

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Location</th>
<th>Cost</th>
<th>Year</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northwest Rail</td>
<td>Westminster Station to Downtown Longmont</td>
<td>Adams/Boulder/Broomfield/Jefferson</td>
<td>$700,000,000</td>
<td>2045-2050</td>
<td>RTD</td>
</tr>
</tbody>
</table>

**Regional Bus Rapid Transit (BRT) Projects**

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Location</th>
<th>Cost</th>
<th>Year</th>
<th>Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>133</td>
<td>Colfax Ave. BRT</td>
<td>Lincoln St. to I-225</td>
<td>Adams/Arapahoe/Denver</td>
<td>$250,000,000</td>
<td>2020-2029</td>
</tr>
<tr>
<td>344</td>
<td>Colfax Ave. Extension BRT</td>
<td>I-225 to E-470</td>
<td>Adams/Arapahoe</td>
<td>$100,000,000</td>
<td>2040-2044</td>
</tr>
<tr>
<td>134</td>
<td>SH-119 BRT</td>
<td>Downtown Boulder to I-25/SH-119 Mobility Hub</td>
<td>Boulder/Weld</td>
<td>$350,000,000</td>
<td>2030-2039</td>
</tr>
<tr>
<td>345</td>
<td>Colorado Blvd. BRT</td>
<td>University of Colorado A Line to I-25</td>
<td>Denver</td>
<td>$35,000,000</td>
<td>2020-2029</td>
</tr>
<tr>
<td>347</td>
<td>Alameda BRT</td>
<td>Wadsworth to R-Line</td>
<td>Arapahoe/Denver/Iola</td>
<td>$61,000,000</td>
<td>2030-2039</td>
</tr>
<tr>
<td>348</td>
<td>Broadway/Lincoln BRT</td>
<td>Colfax to Highlands Ranch Pkwy</td>
<td>Arapahoe/Denver</td>
<td>$61,000,000</td>
<td>2030-2039</td>
</tr>
<tr>
<td>350</td>
<td>38th/Park BRT</td>
<td>Wadsworth to Colfax</td>
<td>Denver/Jefferson</td>
<td>$40,000,000</td>
<td>2045-2050</td>
</tr>
<tr>
<td>349</td>
<td>Speer/Lundotadle/Parker BRT</td>
<td>Colfax to I-225</td>
<td>Arapahoe/Denver</td>
<td>$95,000,000</td>
<td>2030-2039</td>
</tr>
<tr>
<td>346</td>
<td>Federal Blvd. BRT</td>
<td>120th to Santa Fe/Dartmouth</td>
<td>Adams/Denver</td>
<td>$94,000,000</td>
<td>2030-2039</td>
</tr>
<tr>
<td>351</td>
<td>North-I-25 BRT</td>
<td>Union Station to SH-119</td>
<td>Adams/Broomfield/Weld</td>
<td>$97,000,000</td>
<td>2045-2050</td>
</tr>
<tr>
<td>342</td>
<td>New Bus Maintenance Facility</td>
<td>TBD</td>
<td>TBD</td>
<td>$50,000,000</td>
<td>2020-2029</td>
</tr>
<tr>
<td>Corridor Transit Planning Projects and Programs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Regional Mobility Hubs</td>
<td>Varies</td>
<td>Construction of Multimodal Mobility Hubs</td>
<td>DRCOG Region</td>
<td>$200,157,636</td>
<td>2020-2050</td>
</tr>
<tr>
<td>234</td>
<td>South Boulder Rd</td>
<td>Lafayette to Boulder</td>
<td>Multimodal Corridor Improvements</td>
<td>Boulder</td>
<td>$75,000,000</td>
</tr>
<tr>
<td>333</td>
<td>SH-7</td>
<td>Boulder to Brighton</td>
<td>Multimodal Corridor Improvements</td>
<td>Adams/Boulder/Broomfield</td>
<td>$100,000,000</td>
</tr>
<tr>
<td>338</td>
<td>US-287</td>
<td>US-36 to Larimer County Line</td>
<td>Safety, Operational, and Multimodal Improvements</td>
<td>Boulder/Broomfield</td>
<td>$200,000,000</td>
</tr>
<tr>
<td>257</td>
<td>West Colfax</td>
<td>Sheridan to Broadway/Lincoln</td>
<td>Transit Corridor and Supporting Safety/Multimodal Improvements</td>
<td>Denver</td>
<td>$26,573,077</td>
</tr>
<tr>
<td>285</td>
<td>RidgeGate Parkway Transit Mobility Corridor</td>
<td>Mainstreet in Parker to Lone Tree City Center RTD station</td>
<td>Transit Corridor</td>
<td>Douglas</td>
<td>$100,000,000</td>
</tr>
<tr>
<td>290</td>
<td>Castle Pines Transit Mobility Corridor</td>
<td>Castle Pines to RidgeGate RTD station</td>
<td>Transit Corridor</td>
<td>Douglas</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>303</td>
<td>Golden/Mines Autonomous Circulator</td>
<td>Downtown Golden, School of Mines, RTD W Line</td>
<td>Autonomous Circulator</td>
<td>Jefferson</td>
<td>$3,500,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Arterial Safety/Regional Vision Zero Projects and Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial Safety/Regional Vision Zero Set-Aside</td>
</tr>
<tr>
<td>214</td>
</tr>
<tr>
<td>231</td>
</tr>
<tr>
<td>236</td>
</tr>
<tr>
<td>334</td>
</tr>
<tr>
<td>255</td>
</tr>
<tr>
<td>268</td>
</tr>
<tr>
<td>278</td>
</tr>
<tr>
<td>357</td>
</tr>
<tr>
<td>305</td>
</tr>
<tr>
<td>337</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Active Transportation Projects and Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Transportation Set-Aside</td>
</tr>
<tr>
<td>Active Transportation Set-Aside</td>
</tr>
<tr>
<td>203</td>
</tr>
<tr>
<td>238</td>
</tr>
<tr>
<td>239</td>
</tr>
<tr>
<td>240</td>
</tr>
<tr>
<td>250</td>
</tr>
<tr>
<td>256</td>
</tr>
<tr>
<td>270</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Freight Projects and Programs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freight Set-Aide</td>
</tr>
<tr>
<td>Freight Set-Aide</td>
</tr>
<tr>
<td>200</td>
</tr>
<tr>
<td>225</td>
</tr>
<tr>
<td>277</td>
</tr>
<tr>
<td>307</td>
</tr>
</tbody>
</table>

Note: Projects with $0 cost have funds obligating prior to fiscal year 2020.
## ATTACHMENT 2

### Adams County

<table>
<thead>
<tr>
<th>RTP ID</th>
<th>Project Name/Corridor</th>
<th>Location/Limits</th>
<th>Project Description</th>
<th>County</th>
<th>Project Cost (2020)</th>
<th>Staging Period</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>115</td>
<td>US-85</td>
<td>106th Ave.</td>
<td>New Interchange</td>
<td>Adams</td>
<td>$300,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>116</td>
<td>US-85</td>
<td>120th Ave.</td>
<td>New Interchange</td>
<td>Adams</td>
<td>$300,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>123</td>
<td>88th Ave.</td>
<td>I-76 KB Ramps to SH-2</td>
<td>Widens from 2 to 4 Lanes</td>
<td>Adams</td>
<td>$215,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>124</td>
<td>104th Ave.</td>
<td>Colorado Blvd. to McKay Rd.</td>
<td>Widens from 2 to 4 Lanes</td>
<td>Adams</td>
<td>$6,300,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>128</td>
<td>I-70</td>
<td>I-25 to Chambers Rd.</td>
<td>Adds 2 New Managed Lanes</td>
<td>Denver/Adams</td>
<td>$0</td>
<td>2020-2029</td>
<td>CDOT/CDOT</td>
</tr>
<tr>
<td>130</td>
<td>SH-7</td>
<td>14th Ave. to Dali St.</td>
<td>Widens from 2 to 4 Lanes</td>
<td>Adams</td>
<td>$24,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>133</td>
<td>SH-7</td>
<td>Boulder to Brighton</td>
<td>Multimodal Corridor Improvements</td>
<td>Adams/Boulder/ Brighton</td>
<td>$100,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>206</td>
<td>120th Avenue</td>
<td>US 85 to E-470</td>
<td>Widens to 4 Lanes</td>
<td>Adams</td>
<td>$24,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>267</td>
<td>I-25 North</td>
<td>104th to 120th Avenue</td>
<td>Shoulers; General Purpose Lanes; Bridge</td>
<td>Adams</td>
<td>$70,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
</tr>
<tr>
<td>267</td>
<td>I-25 North</td>
<td>104th Ave. to 104th Ave.</td>
<td>Operational Improvements, Center-Loading Transit Station at 88th Ave., and GP Lane</td>
<td>Adams</td>
<td>$230,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
</tr>
<tr>
<td>269</td>
<td>Vassar Boulevard</td>
<td>60th Ave.</td>
<td>Intersection Improvements</td>
<td>Adams</td>
<td>$80,000,000</td>
<td>2040-2044</td>
<td>CDOT</td>
</tr>
<tr>
<td>330</td>
<td>I-270</td>
<td>I-25/US-36 to I-70</td>
<td>New Managed Lanes</td>
<td>Adams</td>
<td>$500,000,000</td>
<td>2010-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>331</td>
<td>I-270</td>
<td>I-25/US-36 and I-70</td>
<td>New Freeway “direct connects” at each end of I-270</td>
<td>Adams</td>
<td>$500,000,000</td>
<td>2010-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>335</td>
<td>Peoria Street Bridge</td>
<td>Sand Creek</td>
<td>Bridge Reconstruction</td>
<td>Adams</td>
<td>$30,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>340</td>
<td>Smith Road Bicycle/Pedestrian Facility</td>
<td>Peoria Street to Powhaton Road</td>
<td>New Multi-Use Path</td>
<td>Adams</td>
<td>$4,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>346</td>
<td>Federal BRT</td>
<td>120th to Santa Fe/ Darlington</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Adams/Denver</td>
<td>$94,000,000</td>
<td>2010-2039</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
<tr>
<td>349</td>
<td>Northwest Rail</td>
<td>Westminster Station to Downtown Longmont</td>
<td>Implement Peak Period Service Plan</td>
<td>Adams/Boulder/ Boise/Ft Collins/Jefferson</td>
<td>$700,000,000</td>
<td>2045-2050</td>
<td>RTD</td>
</tr>
<tr>
<td>351</td>
<td>North I-25 BRT</td>
<td>Union Station to SH-129</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Adams/Roseville/Denver/Wood</td>
<td>$95,000,000</td>
<td>2010-2039</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
<tr>
<td>352</td>
<td>Cofax Ave. BRT</td>
<td>Lincoln St. to I-225</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Denver/Adams/Denver</td>
<td>$75,000,000</td>
<td>2020-2029</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
<tr>
<td>344</td>
<td>Cofax Extension BRT</td>
<td>I-225 to E-470</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Adams/Arapahoe</td>
<td>$100,000,000</td>
<td>2020-2044</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
</tbody>
</table>

### Arapahoe County

<table>
<thead>
<tr>
<th>RTP ID</th>
<th>Project Name/Corridor</th>
<th>Location/Limits</th>
<th>Project Description</th>
<th>County</th>
<th>Project Cost (2020)</th>
<th>Staging Period</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>107</td>
<td>I-25</td>
<td>Belleview</td>
<td>Interchange &amp; Pedestrian Connections</td>
<td>Arapahoe</td>
<td>$112,000,000</td>
<td>2010-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>197</td>
<td>I-225/Yosemite</td>
<td>DTC Blvd. to I-25 on-ramp</td>
<td>Interchange and Ramp Reconstruction</td>
<td>Arapahoe</td>
<td>$60,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>250</td>
<td>Smoky Hill Road</td>
<td>Buckley Road to Pecos Rd.</td>
<td>Widens from 4 to 6 Lanes</td>
<td>Arapahoe</td>
<td>$10,000,000</td>
<td>2040-2044</td>
<td>CDOT</td>
</tr>
<tr>
<td>252</td>
<td>Gun Club Rd. Widening</td>
<td>State Highway 30 to 6th Ave.</td>
<td>Widens from 2 to 4 Lanes, Includes Stream Crossing Upgrade at Coal Creek</td>
<td>Arapahoe</td>
<td>$22,000,000</td>
<td>2010-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>253</td>
<td>Gun Club Rd. Widening</td>
<td>Quincy to Aurora/Wood</td>
<td>Widens from 2 to 6 Lanes</td>
<td>Arapahoe</td>
<td>$35,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>254</td>
<td>Cofax Road BRT</td>
<td>Parker Road to Havana</td>
<td>Widens to 6 Lanes, Bridge Widening, and Intersection Improvements</td>
<td>Arapahoe</td>
<td>$35,000,000</td>
<td>2040-2044</td>
<td>CDOT</td>
</tr>
<tr>
<td>255</td>
<td>Alameda Pky. Bridge</td>
<td>Bridge Over I-225</td>
<td>Bridge reconstruction</td>
<td>Arapahoe</td>
<td>$20,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>258</td>
<td>SH-30</td>
<td>Airport Blvd. to Quincy Ave.</td>
<td>Widens from 2 to 4 Lanes</td>
<td>Arapahoe</td>
<td>$25,000,000</td>
<td>2010-2039</td>
<td>CDOT</td>
</tr>
<tr>
<td>347</td>
<td>Arapahoe BRT</td>
<td>Washworth to K-Rule</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Arapahoe/Denver/ Jefferson</td>
<td>$61,000,000</td>
<td>2010-2039</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
<tr>
<td>348</td>
<td>Broadway/Uninc BRT</td>
<td>Cofax to Highlands Ranch Pkwy</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Arapahoe/Denver/ Douglas</td>
<td>$61,000,000</td>
<td>2020-2044</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
<tr>
<td>433</td>
<td>Cofax Ave. BRT</td>
<td>Lincoln St. to I-225</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Denver/Adams/Denver</td>
<td>$50,000,000</td>
<td>2020-2029</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
<tr>
<td>444</td>
<td>Cofax Extension BRT</td>
<td>I-225 to I-470</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Adams/Arapahoe</td>
<td>$100,000,000</td>
<td>2020-2044</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
<tr>
<td>353</td>
<td>US-85 (Santa Fe) Improvements</td>
<td>Havana to 24th Ave.</td>
<td>Speed and Reliability, Corridor &amp; Vision Zero Improvements</td>
<td>Arapahoe/Denver</td>
<td>$88,000,000</td>
<td>2020-2029</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
<tr>
<td>354</td>
<td>SH-93 (Parker Rd.)</td>
<td>SH-58 to East Mississippi Ave.</td>
<td>Corridor Planning/Investment for Multimodal Mobility, Operations, and Safety</td>
<td>Arapahoe/Dougla</td>
<td>$150,000,000</td>
<td>2010-2039</td>
<td>CDOT, CDOT, 5309-CIG, Local</td>
</tr>
</tbody>
</table>

### Broomfield/Jefferson County

<table>
<thead>
<tr>
<th>RTP ID</th>
<th>Project Name/Corridor</th>
<th>Location/Limits</th>
<th>Project Description</th>
<th>County</th>
<th>Project Cost (2020)</th>
<th>Staging Period</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>112</td>
<td>SH-66</td>
<td>Lyons to Main St. (US-287)</td>
<td>Widens from 2 to 4 Lanes (bypass to Main St.) and Operational/Safety Improvements from Lyons to Longmont</td>
<td>Boulder</td>
<td>$10,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>134</td>
<td>SH-113 BRT</td>
<td>Fort Collins Pkwy to I-25</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Boulder/Weld</td>
<td>$250,000,000</td>
<td>2010-2029</td>
<td>CDOT, CDOT, CDOT, RTD, Local</td>
</tr>
<tr>
<td>232</td>
<td>US-36</td>
<td>Boulder to Lyons</td>
<td>Corridor Safety Improvements</td>
<td>Boulder</td>
<td>$20,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>336</td>
<td>US-36/28th St. &amp; SH-93/Broadway</td>
<td>US-36/28th St. &amp; SH-93/Broadway</td>
<td>Corridor Safety Improvements</td>
<td>Boulder</td>
<td>$50,000,000</td>
<td>2010-2029</td>
<td>CDOT, CDOT</td>
</tr>
<tr>
<td>Project Name/Corridor</td>
<td>Location/Limits</td>
<td>Project Description</td>
<td>County</td>
<td>Project Cost (2020)</td>
<td>Staging Period</td>
<td>Funding Source</td>
<td></td>
</tr>
<tr>
<td>----------------------</td>
<td>----------------</td>
<td>---------------------</td>
<td>--------</td>
<td>-------------------</td>
<td>----------------</td>
<td>---------------</td>
<td></td>
</tr>
<tr>
<td>Twin Tunnels to Empire Junction (US-40)</td>
<td>Boulder</td>
<td>Managed Lanes &amp; SH-7 Mobility Hub</td>
<td>Boulder</td>
<td>$200,000,000</td>
<td>2030-2039</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-70 Floyd Hill Eastbound Improvements</td>
<td>Clear Creek</td>
<td>Add 1 WB Peak Period Managed Lane</td>
<td>Clear Creek</td>
<td>$0</td>
<td>2020-2029</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-70 Floyd Hill Westbound Improvements</td>
<td>Clear Creek</td>
<td>Floyd Hill to Veterans Memorial Tunnel</td>
<td>TBD</td>
<td>$250,000,000</td>
<td>2030-2039</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-70 Floyd Hill Eastbound Improvements</td>
<td>Clear Creek</td>
<td>Floyd Hill to Veterans Memorial Tunnel</td>
<td>TBD</td>
<td>$450,000,000</td>
<td>2030-2039</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>Clear Creek Greenway</td>
<td>Clear Creek</td>
<td>Jefferson County Line toLoveland Ski Area</td>
<td>Clear Creek</td>
<td>$50,000,000</td>
<td>2045-2050</td>
<td>DRCOG</td>
<td></td>
</tr>
<tr>
<td>Eisenhower Johnson Memorial Tunnels Maintenance</td>
<td>Denver</td>
<td>Major rehabilitation of the Eisenhower Johnson Memorial Tunnels</td>
<td>Denver</td>
<td>$142,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 South Broadway</td>
<td>Denver</td>
<td>Bus/Train Station</td>
<td>Denver</td>
<td>$30,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 US 287/120th Ave.</td>
<td>Denver</td>
<td>SH 287/Main Street to East County Line Road</td>
<td>Denver</td>
<td>$900,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 US 287</td>
<td>Denver</td>
<td>Managed Lanes, SH-119 Mobility Hub, ITS, Bicycle and Pedestrian Trail Connections</td>
<td>Denver</td>
<td>$150,000,000</td>
<td>2030-2039</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>5309-CIG, Local Funding</td>
<td>Denver</td>
<td>Bridge Reconstruction, New Multimodal Underpass, and New Bicycle/Pedestrian Bridge</td>
<td>Denver</td>
<td>$10,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 South Broadway</td>
<td>Denver</td>
<td>Bus/Train Station</td>
<td>Denver</td>
<td>$30,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 US 287</td>
<td>Denver</td>
<td>Managed Lanes, Includes ROW, Burnham Yard, Central Main Line Relocation</td>
<td>Denver</td>
<td>$80,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 US 287</td>
<td>Denver</td>
<td>Speed and Reliability Corridor &amp; Vision Zero Improvements</td>
<td>Denver</td>
<td>$86,200,000</td>
<td>2020-2029</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 South Broadway</td>
<td>Denver</td>
<td>Complete Missing Links and Upgrade Trail Section</td>
<td>Denver</td>
<td>$50,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 US 287</td>
<td>Denver</td>
<td>Upgrade Trail for Safe Crossings and Consistent Cross Section. Integrate ITS/AI Equipment</td>
<td>Denver</td>
<td>$5,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 US 287</td>
<td>Denver</td>
<td>Bridge Reconstruction, New Multimodal Underpass, and New Bicycle/Pedestrian Bridge</td>
<td>Denver</td>
<td>$45,000,000</td>
<td>2040-2044</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 US 287</td>
<td>Denver</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Denver</td>
<td>$55,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 US 287</td>
<td>Denver</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Denver</td>
<td>$61,000,000</td>
<td>2030-2039</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>1-25 US 287</td>
<td>Denver</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Denver</td>
<td>$40,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
<td></td>
</tr>
<tr>
<td>RTP ID</td>
<td>Project Name/Corridor</td>
<td>Location/Limits</td>
<td>Project Description</td>
<td>County</td>
<td>Project Cost (2020)</td>
<td>Staging Period</td>
<td>Funding Source</td>
</tr>
<tr>
<td>--------</td>
<td>-----------------------</td>
<td>----------------</td>
<td>-------------------</td>
<td>--------</td>
<td>-------------------</td>
<td>---------------</td>
<td>----------------</td>
</tr>
<tr>
<td>149</td>
<td>Speer/Linendale/Parker, Call to I-25</td>
<td>Colfax to I-225</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Arapahoe/Denver</td>
<td>$95,000,000</td>
<td>2010-2019</td>
<td>DRCOG, CDOT</td>
</tr>
<tr>
<td>131</td>
<td>Colfax Ave. BRT</td>
<td>Lincoln St. to I-225</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Adams/Arapahoe/Denver</td>
<td>$250,000,000</td>
<td>2019-2029</td>
<td>CDOT, DRCOG, 53019-CDG, Local</td>
</tr>
<tr>
<td>146</td>
<td>Federal BRT</td>
<td>12thed to Santa Fe/Barber</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Arapahoe/Denver</td>
<td>$94,000,000</td>
<td>2019-2020</td>
<td>DRCOG, CDOT, 53019-CDG, Local</td>
</tr>
<tr>
<td>151</td>
<td>North I-25 BRT</td>
<td>Union Station to SH-151</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Adams/Boulder/Denver/Weld</td>
<td>$67,000,000</td>
<td>2045-2050</td>
<td>RTD, CDOT, 53019-CDG, Local</td>
</tr>
<tr>
<td>297</td>
<td>West Colfax</td>
<td>Sheridan to Broadway/Union</td>
<td>Transit Corridor and Supporting Safety/Multimodal Improvements</td>
<td>Denver</td>
<td>$26,473,077</td>
<td>2045-2050</td>
<td>DRCOG</td>
</tr>
</tbody>
</table>

**Douglas County**

<table>
<thead>
<tr>
<th>RTP ID</th>
<th>Project Name/Corridor</th>
<th>Location/Limits</th>
<th>Project Description</th>
<th>County</th>
<th>Project Cost (2020)</th>
<th>Staging Period</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>100</td>
<td>I-25</td>
<td>El Paso County Line to North of Crystal Valley Parkway</td>
<td>Add 1 Tolt/Managed Lane north Direction</td>
<td>Douglas</td>
<td>$0</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>125</td>
<td>County Line Rd.</td>
<td>Phillips St. to University Blvd.</td>
<td>Widen from 2 to 4 Lanes</td>
<td>Douglas</td>
<td>$5,500,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>126</td>
<td>I-25</td>
<td>Lincoln Ave.</td>
<td>Interchange Capacity</td>
<td>Douglas</td>
<td>$49,400,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>129</td>
<td>Ridgegate Pkwy.</td>
<td>Havana St. to Lone Tree E. City Limit</td>
<td>Widen from 2 to 4 Lanes</td>
<td>Douglas</td>
<td>$0</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>130</td>
<td>US-83</td>
<td>Highlands Ranch Pkwy. to s/e County Line Rd.</td>
<td>Widen from 4 to 6 Lanes</td>
<td>Douglas</td>
<td>$0</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>132</td>
<td>SH-63 (Parker Rd.)</td>
<td>SH-63 to East Mississipi Ave.</td>
<td></td>
<td>Arapahoe/Douglas</td>
<td>$150,000,000</td>
<td>2019-2020</td>
<td>DRCOG, CDOT</td>
</tr>
<tr>
<td>283</td>
<td>I-25/Crystal Valley Interchange</td>
<td>1/25/Crystal Valley</td>
<td>New Interchange &amp; South Frontage Road</td>
<td>Douglas</td>
<td>$80,000,000</td>
<td>2020-2029</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>284</td>
<td>I-25/Happy Canyon Interchange Reconstruction</td>
<td>I-25/Happy Canyon</td>
<td>Interchange Reconstruction</td>
<td>Douglas</td>
<td>$80,000,000</td>
<td>2020-2029</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>286</td>
<td>Broadway/Lincoln BRT</td>
<td>Colfax to Highlands Ranch Pkwy</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Arapahoe/Denver/Douglas</td>
<td>$62,000,000</td>
<td>2040-2044</td>
<td>DRCOG, 53019-CDG, Local</td>
</tr>
<tr>
<td>290</td>
<td>Castle Pkwy Transit Mobility Corridor</td>
<td>Castle Pkwy to Ridgegate RD</td>
<td>Transit Corridor</td>
<td>Douglas</td>
<td>$20,000,000</td>
<td>2019-2030</td>
<td>DRCOG</td>
</tr>
<tr>
<td>297</td>
<td>Lincoln Ave.</td>
<td>Dohnew to Keystone</td>
<td>Widen 4 to 6 Lanes</td>
<td>Douglas</td>
<td>$24,000,000</td>
<td>2019-2030</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>114-A</td>
<td>US-83</td>
<td>Louvers to MP 101.75</td>
<td>Widen from 2 to 4 Lanes</td>
<td>Douglas</td>
<td>$0</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>114-B</td>
<td>US-83</td>
<td>Sedalia to Denver Park</td>
<td>Widen from 2 to 4 Lanes</td>
<td>Douglas</td>
<td>$35,000,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>114-C</td>
<td>US-83</td>
<td>Daniels Park to Meadows</td>
<td>Widen from 2 to 4 Lanes</td>
<td>Douglas</td>
<td>$32,000,000</td>
<td>2020-2029</td>
<td>CDOT</td>
</tr>
</tbody>
</table>

**Jefferson County**

<table>
<thead>
<tr>
<th>RTP ID</th>
<th>Project Name/Corridor</th>
<th>Location/Limits</th>
<th>Project Description</th>
<th>County</th>
<th>Project Cost (2020)</th>
<th>Staging Period</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>113</td>
<td>US-6</td>
<td>Washworth Blvd.</td>
<td>Interchange Capacity</td>
<td>Jefferson</td>
<td>$80,000,000</td>
<td>2019-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>117</td>
<td>US-285</td>
<td>Pine Valley Rd. (CR 120)/Mt Evans Blvd.</td>
<td>New Interchange</td>
<td>Jefferson</td>
<td>$40,000,000</td>
<td>2019-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>119</td>
<td>US-285</td>
<td>Kings Valley Dr.</td>
<td>New Interchange</td>
<td>Jefferson</td>
<td>$25,000,000</td>
<td>2019-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>120</td>
<td>US-285</td>
<td>Shaffer Crossing to Kings Valley Dr.</td>
<td>Widen from 3 to 4 Lanes (Add 1 SB Lane)</td>
<td>Jefferson</td>
<td>$60,000,000</td>
<td>2019-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>121</td>
<td>US-285</td>
<td>Parker Ave.</td>
<td>New Interchange</td>
<td>Jefferson</td>
<td>$25,000,000</td>
<td>2019-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>132</td>
<td>Washworth Blvd.</td>
<td>35th Ave. to 48th Ave.</td>
<td>Widen from 4 to 6 Lanes</td>
<td>Jefferson</td>
<td>$31,000,000</td>
<td>2019-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>293</td>
<td>SH-51</td>
<td>SH-51 to SH-170</td>
<td>Widen to 4 Lanes and Safety/Transit Improvements</td>
<td>Jefferson</td>
<td>$280,000,000</td>
<td>2019-2029</td>
<td>DRCOG, Local</td>
</tr>
<tr>
<td>299</td>
<td>US-6</td>
<td>Heritage Rd.</td>
<td>New Interchange</td>
<td>Jefferson</td>
<td>$50,000,000</td>
<td>2019-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>300</td>
<td>I4/4A SH-72</td>
<td>W. 80th Ave. to W. 80th Pkwy.</td>
<td>Widen to 4 Lanes</td>
<td>Jefferson</td>
<td>$39,000,000</td>
<td>2019-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>301</td>
<td>Epping St.</td>
<td>Kentucky Ave. to I-70</td>
<td>Multimodal Corridor Improvements</td>
<td>Jefferson</td>
<td>$250,000,000</td>
<td>2040-2044</td>
<td>DRCOG</td>
</tr>
<tr>
<td>302</td>
<td>Washworth Blvd.</td>
<td>17th Ave. to 35th Ave.</td>
<td>Multimodal Corridor Improvements</td>
<td>Jefferson</td>
<td>$60,000,000</td>
<td>2040-2044</td>
<td>DRCOG</td>
</tr>
<tr>
<td>310</td>
<td>Golden/Mills Autonomous Circulator</td>
<td>Downtown Golden, School of Mines, RTD W Line</td>
<td>Autonomous Circulator</td>
<td>Jefferson</td>
<td>$5,500,000</td>
<td>2019-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>320</td>
<td>I-70 Epping Interchange Reconstruction</td>
<td>Epping</td>
<td>Interchange Reconstruction and Pedestrian Connections</td>
<td>Jefferson</td>
<td>$80,000,000</td>
<td>2045-2050</td>
<td>DRCOG</td>
</tr>
<tr>
<td>305</td>
<td>Colfax Safety Improvements</td>
<td>Washworth to Sheridan</td>
<td>Multimodal Arterial Safety</td>
<td>Jefferson</td>
<td>$12,000,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>307</td>
<td>Ward Rd./BNSF</td>
<td>I-70 FR North and Ridge Rd.</td>
<td>Multimodal Grade Separation</td>
<td>Jefferson</td>
<td>$60,000,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
<tr>
<td>317</td>
<td>C-470</td>
<td>US-285/Morrison/Quapay</td>
<td>Interchange Complex Reconstruction</td>
<td>Jefferson</td>
<td>$150,000,000</td>
<td>2019-2029</td>
<td>DRCOG, CDOT</td>
</tr>
<tr>
<td>328</td>
<td>C-470</td>
<td>Washworth to I-70</td>
<td>New Managed Lanes</td>
<td>Jefferson</td>
<td>$41,000,000</td>
<td>2019-2029</td>
<td>CDOT</td>
</tr>
<tr>
<td>350</td>
<td>38th/Park, Washworth to Colfax</td>
<td>Washworth to Colfax</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Denver/Jefferson</td>
<td>$40,000,000</td>
<td>2045-2046</td>
<td>DRCOG, 53019-CDG, Local</td>
</tr>
<tr>
<td>347</td>
<td>Alameda BRT</td>
<td>Washworth to I-25</td>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Arapahoe/Denver/Jefferson</td>
<td>$61,000,000</td>
<td>2019-2029</td>
<td>DRCOG, CDOT, 53019-CDG, Local</td>
</tr>
<tr>
<td>139</td>
<td>Northwest Rail</td>
<td>Westminster Station to Downtown Longmont</td>
<td>Implement Peak Period Service Plan</td>
<td>Adams/Boulder/Broomfield/Jefferson</td>
<td>$790,000,000</td>
<td>2045-2050</td>
<td>RTD</td>
</tr>
<tr>
<td>287</td>
<td>Sheridan Safety Improvements</td>
<td>Sheridan to Hampden</td>
<td>Vision Zero Corridor Improvements</td>
<td>Denver/Jefferson</td>
<td>$17,100,000</td>
<td>2020-2029</td>
<td>DRCOG</td>
</tr>
</tbody>
</table>

**Total**

<table>
<thead>
<tr>
<th>Source</th>
<th>Funding</th>
<th>Non-DOT</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020-2029</td>
<td>CDOT</td>
<td>$484,000,000</td>
<td></td>
</tr>
</tbody>
</table>
### 2050 MVRTP: Regionally Funded Projects and Programs

#### Southwest Weld County

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Location</th>
<th>Cost</th>
<th>Fiscal Year</th>
<th>Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Add 1 Toll/Managed Lane each Direction</td>
<td>Weld</td>
<td>$35,000,000</td>
<td>2045-2050</td>
<td>DRCOG, CDOT</td>
</tr>
<tr>
<td>Managed Lanes, SH-119 Mobility Hub, ITS, Bicycle and Pedestrian Trail Connections</td>
<td>Broomfield/Weld</td>
<td>$250,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
</tr>
<tr>
<td>Safety and Operational Improvements</td>
<td>Weld</td>
<td>$6,100,000</td>
<td>2040-2050</td>
<td>DRCOG</td>
</tr>
<tr>
<td>Widen 2 to 4 Lanes, Pedestrian Improvements</td>
<td>Weld</td>
<td>$35,000,000</td>
<td>2045-2050</td>
<td>CDOT</td>
</tr>
<tr>
<td>PEL Outcomes - Safety, Operational, and Multimodal Improvements</td>
<td>Weld</td>
<td>$20,000,000</td>
<td>2045-2050</td>
<td>DRCOG</td>
</tr>
<tr>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Adams/Broomfield/Denver/Weld</td>
<td>$67,000,000</td>
<td>2045-2050</td>
<td>DRCOG, CDOT, 5309-CIG, Local CDOT, DRCOG, RTD, Local</td>
</tr>
<tr>
<td>BRT Service and Supporting Safety/Multimodal Improvements</td>
<td>Boulder/Weld</td>
<td>$150,000,000</td>
<td>2010-2019</td>
<td>CDOT</td>
</tr>
</tbody>
</table>

**Southwest Weld County Total**: $833,100,000
To: Chair and Members of the DRCOG Board of Directors

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

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
<th>Agenda Item #</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 16, 2020</td>
<td>Action</td>
<td>10</td>
</tr>
</tbody>
</table>

**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.
<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project</th>
<th>Amount Requested</th>
<th>Award Amount</th>
<th>Panel Score</th>
<th>Benefit/Cost Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arapahoe County</td>
<td>Arapahoe Road at Olathe St Intersection Improvements</td>
<td>$450,000</td>
<td>$450,000</td>
<td>14.07</td>
<td>2.25</td>
</tr>
<tr>
<td>Arapahoe County</td>
<td>S. Federal Blvd. Sidewalk Improvements</td>
<td>$464,000</td>
<td>$464,000</td>
<td>17.58</td>
<td>1.11</td>
</tr>
<tr>
<td>Boulder, City of</td>
<td>Safer Signals, Safer Streets</td>
<td>$435,802</td>
<td>$435,802</td>
<td>16.43</td>
<td>1.31</td>
</tr>
<tr>
<td>Boulder, City of</td>
<td>28th St. (US 36) and Colorado Ave. Protected Intersection</td>
<td>$2,104,000</td>
<td>$2,104,000</td>
<td>17.47</td>
<td>0.92</td>
</tr>
<tr>
<td>Boulder, City of</td>
<td>30th Street – Separated Bike Lanes (SH 7/Arapahoe Avenue – Colorado Avenue)</td>
<td>$4,720,000</td>
<td>$2,300,000</td>
<td>16.84</td>
<td>0.10</td>
</tr>
<tr>
<td>Boulder County</td>
<td>US 36 Intersections Improvements Project (Lyons to Boulder)</td>
<td>$240,000</td>
<td>$240,000</td>
<td>18.66</td>
<td>1.43</td>
</tr>
<tr>
<td>Broomfield</td>
<td>US 287/120th Avenue Sidewalk Infill &amp; Transit Access Improvements</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
<td>19.31</td>
<td>1.72</td>
</tr>
<tr>
<td>Broomfield</td>
<td>CO 128 / US 36 Bikeway Connection</td>
<td>$296,000</td>
<td>$296,000</td>
<td>17.71</td>
<td>0.00</td>
</tr>
<tr>
<td>Broomfield</td>
<td>112th/Uptown Ave. Complete Streets and Railroad Safety Improvements</td>
<td>$4,500,000</td>
<td>$2,000,000</td>
<td>18.28</td>
<td>0.00</td>
</tr>
<tr>
<td>Centennial</td>
<td>Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation</td>
<td>$400,000</td>
<td>$400,000</td>
<td>17.55</td>
<td>2.07</td>
</tr>
<tr>
<td>Centennial</td>
<td>S Holly St HAWK Signal and pedestrian improvements</td>
<td>$250,000</td>
<td>$250,000</td>
<td>15.75</td>
<td>0.13</td>
</tr>
<tr>
<td>Commerce City</td>
<td>Colorado Boulevard Bicycle and Pedestrian Improvements</td>
<td>$2,720,000</td>
<td>$2,720,000</td>
<td>16.75</td>
<td>0.00</td>
</tr>
<tr>
<td>Denver</td>
<td>Mississippi Avenue Vision Zero Safety Project</td>
<td>$2,132,000</td>
<td>$2,132,000</td>
<td>16.55</td>
<td>2.73</td>
</tr>
<tr>
<td>Denver</td>
<td>SH88 / Federal Boulevard Median Gaps</td>
<td>$3,600,000</td>
<td>$3,600,000</td>
<td>18.21</td>
<td>2.63</td>
</tr>
<tr>
<td>Denver</td>
<td>West Colfax Pedestrian and Transit Improvements + Partial E. Colfax</td>
<td>$13,200,000</td>
<td>$10,000,000</td>
<td>19.15</td>
<td>0.82</td>
</tr>
<tr>
<td>Denver</td>
<td>Broadway Corridor Pedestrian and Transit Improvements (Elevate Project)</td>
<td>$9,600,000</td>
<td>$4,800,000</td>
<td>18.09</td>
<td>0.43</td>
</tr>
<tr>
<td>Denver</td>
<td>Federal Blvd Pedestrian Improvement Project</td>
<td>$3,812,628</td>
<td>$3,812,628</td>
<td>18.28</td>
<td>0.29</td>
</tr>
<tr>
<td>Douglas County</td>
<td>US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)</td>
<td>$880,000</td>
<td>$880,000</td>
<td>13.19</td>
<td>0.30</td>
</tr>
<tr>
<td>Englewood</td>
<td>West Dartmouth Ave Multimodal Safety</td>
<td>$1,260,000</td>
<td>$1,260,000</td>
<td>16.81</td>
<td>0.64</td>
</tr>
<tr>
<td>Erie</td>
<td>County Line Road Telleen to Evans</td>
<td>$2,360,000</td>
<td>$2,360,000</td>
<td>17.88</td>
<td>0.10</td>
</tr>
<tr>
<td>Lakewood</td>
<td>West Colfax Pedestrian Safety and Infrastructure Project</td>
<td>$10,000,000</td>
<td>$10,000,000</td>
<td>21.41</td>
<td>2.91</td>
</tr>
<tr>
<td>Littleton</td>
<td>Mineral Station East Mobility-shed Improvements</td>
<td>$1,688,400</td>
<td>$1,100,000</td>
<td>15.33</td>
<td>1.07</td>
</tr>
<tr>
<td>Littleton</td>
<td>Prince Street Link Project</td>
<td>$1,252,080</td>
<td>$615,000</td>
<td>17.10</td>
<td>0.20</td>
</tr>
<tr>
<td>Lone Tree</td>
<td>Rapid Rectangular Flashing Beacons (RRFBs)</td>
<td>$248,000</td>
<td>$248,000</td>
<td>15.28</td>
<td>1.48</td>
</tr>
<tr>
<td>Lone Tree and</td>
<td>C470 Trail Connector to RTD / Park Meadows LRT</td>
<td>$1,600,000</td>
<td>$1,600,000</td>
<td>17.56</td>
<td>0.00</td>
</tr>
<tr>
<td>Douglas County</td>
<td>SH 119 &amp; Sunset St Intersection Multimodal Safety Improvements</td>
<td>$1,200,000</td>
<td>$1,200,000</td>
<td>17.03</td>
<td>1.15</td>
</tr>
<tr>
<td>Longmont</td>
<td>Morrison Main Street Revitalization</td>
<td>$426,000</td>
<td>$426,000</td>
<td>16.18</td>
<td>1.50</td>
</tr>
<tr>
<td>Morrison</td>
<td>Morrison Main Street Revitalization</td>
<td>$426,000</td>
<td>$426,000</td>
<td>16.18</td>
<td>1.50</td>
</tr>
<tr>
<td>Nederland</td>
<td>Nederland Crosswalk Improvements</td>
<td>$280,000</td>
<td>$280,000</td>
<td>15.60</td>
<td>0.20</td>
</tr>
<tr>
<td>Northglenn</td>
<td>Connect Northglenn Multimodal Improvements</td>
<td>$560,000</td>
<td>$560,000</td>
<td>14.48</td>
<td>0.74</td>
</tr>
<tr>
<td>Superior</td>
<td>US 36 Bikeway Extension - Rock Creek Parkway Segment</td>
<td>$320,000</td>
<td>$320,000</td>
<td>16.17</td>
<td>0.00</td>
</tr>
</tbody>
</table>

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

$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.
**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

December 16, 2020
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
Project Call Released on July 9th, 2020.

This 5 person panel included:
1 CDOT R1 Traffic Dep Dir
1 CDOT DTR
1 CDOT R1 Dep Dir
1 DRCOG
1 RTD

Advisory Committee consists of 2 CDOT staff and 1 staff person from each of the 8 DRCOG subregions

5 person panel reconvenes to review Advisory Committee recommendations

5 person panel make project selection Recommendations

All Projects selected by panel are reviewed by agency exec mgmt, then go through agency processes for comment before final TC approval

*CDOT TC – Wed. Dec 16

Although approval by the Transportation Commission is not needed, results will be provided and shared with the TC.
Applications requesting $123M. Half are proposing work on State Highways and over half had some transit components.

<table>
<thead>
<tr>
<th>Totals</th>
<th>Requested</th>
<th>Project Total inc Match</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overall</td>
<td>$122,012,910</td>
<td>$192,674,911</td>
</tr>
<tr>
<td>R1 Applications</td>
<td>$100,053,108</td>
<td>$164,350,158</td>
</tr>
<tr>
<td>R4 Applications</td>
<td>$12,859,802</td>
<td>$16,074,753</td>
</tr>
<tr>
<td>Primary or some transit</td>
<td>$61,394,480</td>
<td>$115,955,600</td>
</tr>
<tr>
<td>On State Hwy</td>
<td>$53,652,628</td>
<td>$66,286,558</td>
</tr>
</tbody>
</table>
Number of Applications Received
46 Total Applications Accepted

Applications Received

- Adams
- Arapahoe
- Boulder
- Broomfield
- Denver
- Douglas
- Jefferson
- RTD

Number of Applications Received:
- Adams: 2
- Arapahoe: 8
- Boulder: 11
- Broomfield: 6
- Denver: 14
- Douglas: 7
- Jefferson: 3
- RTD: 1
<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projects recommended (9 Jurisdictions)</td>
<td>30*</td>
<td>30 projects recommended</td>
</tr>
<tr>
<td>Projects not recommended</td>
<td>16</td>
<td>16 projects not recommended</td>
</tr>
<tr>
<td>Include or are near existing transit</td>
<td>83%</td>
<td>83% of projects include or are near existing transit</td>
</tr>
<tr>
<td>On or along State Highways</td>
<td>65%</td>
<td>65% of projects are on or along State Highways</td>
</tr>
<tr>
<td>Total Project Leverage from $58M</td>
<td>$83M</td>
<td>Total Project Leverage from $58M Program, Including Local Match</td>
</tr>
</tbody>
</table>
30 Projects Recommended

$58.9M

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project</th>
<th>Request Amount</th>
<th>Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arapahoe County</td>
<td>Arapahoe Road at Olathe St Intersection Improvements</td>
<td>$450,000</td>
<td>$450,000</td>
</tr>
<tr>
<td>Arapahoe County</td>
<td>S. Federal Blvd. Sidewalk Improvements</td>
<td>$464,000</td>
<td>$464,000</td>
</tr>
<tr>
<td>Boulder, City of</td>
<td>Safer Signals, Safer Streets</td>
<td>$435,802</td>
<td>$435,802</td>
</tr>
<tr>
<td>Boulder, City of</td>
<td>26th St. (US 36) and Colorado Ave. Protected intersection</td>
<td>$2,104,000</td>
<td>$2,104,000</td>
</tr>
<tr>
<td>Boulder, City of</td>
<td>30th Street – Separated Bike Lanes (SH 7/Arapahoe Avenue – Colorado Avenue)</td>
<td>$4,720,000</td>
<td>$2,300,000</td>
</tr>
<tr>
<td>Boulder County</td>
<td>US 36 Intersections Improvements Project (Lyons to Boulder)</td>
<td>$240,000</td>
<td>$240,000</td>
</tr>
<tr>
<td>Broomfield</td>
<td>US 287/120th Avenue Sidewalk Infill &amp; Transit Access Improvements</td>
<td>$2,000,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Broomfield</td>
<td>CO 128 / US 36 Bikeway Connection</td>
<td>$296,000</td>
<td>$296,000</td>
</tr>
<tr>
<td>*Broomfield</td>
<td>112th/Uptown Ave. Complete Streets and Railroad Safety Improvements</td>
<td>$4,500,000</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>Centennial</td>
<td>Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation</td>
<td>$400,000</td>
<td>$400,000</td>
</tr>
<tr>
<td>Centennial</td>
<td>S Holly St HAWK Signal and pedestrian Improvements</td>
<td>$250,000</td>
<td>$250,000</td>
</tr>
<tr>
<td>Commerce City</td>
<td>Colorado Boulevard Bicycle and Pedestrian Improvements</td>
<td>$2,720,000</td>
<td>$2,720,000</td>
</tr>
<tr>
<td>Denver</td>
<td>Mississippi Avenue Vision Zero Safety Project</td>
<td>$2,132,000</td>
<td>$2,132,000</td>
</tr>
<tr>
<td>Denver</td>
<td>SH 85 / Federal Boulevard Median Gaps</td>
<td>$3,600,000</td>
<td>$3,600,000</td>
</tr>
<tr>
<td>*Denver</td>
<td>West Colfax Pedestrian and Transit Improvements + Partial E. Colfax</td>
<td>$13,200,000</td>
<td>$10,000,000</td>
</tr>
</tbody>
</table>

* Indicates project awarded funding at reduced amount

<table>
<thead>
<tr>
<th>Applicant</th>
<th>Project</th>
<th>Request Amount</th>
<th>Award Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Denver</td>
<td>Broadway Corridor Multi-Modal Improvements (Elevate Project)</td>
<td>$9,600,000</td>
<td>$4,600,000</td>
</tr>
<tr>
<td>Denver</td>
<td>Federal Blvd Pedestrian Improvement Project</td>
<td>$3,812,628</td>
<td>$3,812,628</td>
</tr>
<tr>
<td>Douglas County</td>
<td>US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)</td>
<td>$880,000</td>
<td>$880,000</td>
</tr>
<tr>
<td>Englewood</td>
<td>West Dartmouth Ave Multimodal Safety</td>
<td>$1,260,000</td>
<td>$1,260,000</td>
</tr>
<tr>
<td>Erie</td>
<td>County Line Road Telleen to Evans</td>
<td>$2,360,000</td>
<td>$2,360,000</td>
</tr>
<tr>
<td>Lakewood</td>
<td>West Colfax Pedestrian Safety and Infrastructure Project</td>
<td>$10,000,000</td>
<td>$10,000,000</td>
</tr>
<tr>
<td>*Littleton</td>
<td>Mineral Station East Mobility-shed Improvements</td>
<td>$1,688,400</td>
<td>$1,100,000</td>
</tr>
<tr>
<td>*Littleton</td>
<td>Prince Street Link Project</td>
<td>$1,252,000</td>
<td>$615,000</td>
</tr>
<tr>
<td>Lone Tree</td>
<td>Rapid Rectangular Flashing Beacons (RRFBs)</td>
<td>$248,000</td>
<td>$248,000</td>
</tr>
<tr>
<td>Lone Tree and Douglas County</td>
<td>C470 Trail Connector to RTD / Park Meadows LRT</td>
<td>$1,600,000</td>
<td>$1,600,000</td>
</tr>
<tr>
<td>Longmont</td>
<td>SH 115 &amp; Sunset St Intersection Multimodal Safety Improvements</td>
<td>$1,200,000</td>
<td>$1,200,000</td>
</tr>
<tr>
<td>Morrison</td>
<td>Morrison Main Street Revitalization</td>
<td>$426,000</td>
<td>$426,000</td>
</tr>
<tr>
<td>Nederland</td>
<td>Nederland Crosswalk Improvements</td>
<td>$200,000</td>
<td>$200,000</td>
</tr>
<tr>
<td>Northglenn</td>
<td>Connect Northglenn Multimodal Improvements</td>
<td>$560,000</td>
<td>$560,000</td>
</tr>
<tr>
<td>Superior</td>
<td>US 36 Bikeway Extension - Rock Creek Parkway Segment</td>
<td>$320,000</td>
<td>$320,000</td>
</tr>
</tbody>
</table>

Total $72,998,910 $58,853,430
Map Locations for 30 Selected Projects

[click image to view full map]

link: https://bit.ly/33x2CNB
• 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??
To:        Chair and Members of the Board of Directors

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

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
<th>Agenda Item #</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 16, 2020</td>
<td>Informational Briefing</td>
<td>11</td>
</tr>
</tbody>
</table>

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)
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.
FAST Act Performance Measures and Targets

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

Alvan-Bidal Sanchez, AlCP
(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
### Status on Achieving Previous Safety Targets

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Targets</td>
<td>Actuals</td>
<td>Achieved</td>
</tr>
<tr>
<td>Fatalities</td>
<td>246</td>
<td>241</td>
<td>✔️</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>0.90</td>
<td>0.880</td>
<td>✔️</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>1,948</td>
<td>1,779</td>
<td>✔️</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>7.20</td>
<td>6.540</td>
<td>✔️</td>
</tr>
<tr>
<td>Non-Motorized</td>
<td>346</td>
<td>376</td>
<td>✗️</td>
</tr>
</tbody>
</table>
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

Avg. Yearly Reduction Required:

- **2030** -25 Fatalities
- **2035** -17 Fatalities
- **2040** -13 Fatalities
Serious Injury Target-Setting

- **2030**: Avg. Yearly Reduction Required: **-160 Serious Injuries**
- **2035**: Avg. Yearly Reduction Required: **-110 Serious Injuries**
- **2040**: Avg. Yearly Reduction Required: **-84 Serious Injuries**
Non-Motorized Target-Setting

Avg. Yearly Reduction Required:
- **2030**: -34 Fatalities & Serious Injuries
- **2035**: -23 Fatalities & Serious Injuries
- **2040**: -18 Fatalities & Serious Injuries
### Target-Setting Summary

<table>
<thead>
<tr>
<th>Target Year</th>
<th>Fatalities</th>
<th>Serious Injuries</th>
<th>Non-Motorized</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Average Year Reduction</td>
<td>Average Year Reduction</td>
<td>Average Year Reduction</td>
</tr>
<tr>
<td>2030</td>
<td>25</td>
<td>160</td>
<td>34</td>
</tr>
<tr>
<td>2035</td>
<td>17</td>
<td>110</td>
<td>23</td>
</tr>
<tr>
<td>2040</td>
<td>13</td>
<td>84</td>
<td>18</td>
</tr>
</tbody>
</table>

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

SUBJECT

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
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.
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?
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)

- **Total VMT**
- **VMT/Capita**

2040 Metro Vision Target:
- **23 VMT/Capita**

- **84.3m**

- **2000**
- **2001**
- **2002**
- **2003**
- **2004**
- **2005**
- **2006**
- **2007**
- **2008**
- **2009**
- **2010**
- **2011**
- **2012**
- **2013**
- **2014**
- **2015**
- **2016**
- **2017**
- **2018**
- **2019**

- **Total Daily VMT in Millions**
- **VMT/Capita**
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

waytogo
A program of DRCOG

ADVANCED MOBILITY PARTNERSHIP

CDOT
State Farm
SAFETY PATROL
Mitigating 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)

- **First Period** (Consistent Growth)
- **Second Period** (Great Recession)
- **Third Period** (Economic Recovery)
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

SH285/ Sheridan
US36/ McCaslin
I-270/ York
2019 and 2020 Average Daily Volume on SH 285 W/O Sheridan Blvd, Denver

First lockdown

July 4th

Labor Day

Annual Halloween Snow

* 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
QUESTIONS
To: Chair and Members of the Board of Directors

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

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
<th>Agenda Item #</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 16, 2020</td>
<td>Informational Item</td>
<td>15</td>
</tr>
</tbody>
</table>

**SUBJECT**
December administrative modifications to the 2020-2023 Transportation Improvement Program.

**PROPOSED ACTION/RECOMMENDATIONS**
No action requested. This item is for information.

**AAction 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.
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

**TIP-ID:** 2008-076  **STIP-ID:** SR17002  **Open to Public:**

**Sponsor:** CDOT Region 1

**Project Type:** Safety

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

---

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost ([1,000$])</th>
<th>Facility Name (Cont)</th>
<th>Start-At and End-At</th>
<th>Cost ([1,000$])</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH-65 Intersection Improvements</td>
<td>64th Ave</td>
<td>$551</td>
<td>Aurora Signal Package</td>
<td>I-70 at Tower</td>
<td>$400</td>
</tr>
<tr>
<td>SH-121/22nd Ave</td>
<td>Right turn lanes</td>
<td>$901</td>
<td>SH224 @ Dahlia St.</td>
<td>Traffic Signal Replacement</td>
<td>$450</td>
</tr>
<tr>
<td>SH-177 Sidewalks</td>
<td>Mineral Ave to Orchard Rd</td>
<td>$521</td>
<td>Ramp Metering</td>
<td>I-70</td>
<td>$1,500</td>
</tr>
<tr>
<td>High Line Canal Trail Underpass</td>
<td>Parker/Mississippi</td>
<td>$3,201</td>
<td>US-25/SH-30</td>
<td>Resurfacing</td>
<td>$1,400</td>
</tr>
<tr>
<td>Founders Pkwy Intersection Reconstructed</td>
<td>Crownfoot Valley Rd</td>
<td>$1,602</td>
<td>North Signal Replacement Package</td>
<td>SH-128 @ Eldorado, SH-237 @ Midway, 9th, and SH-121 @ Ralston</td>
<td>$1,000</td>
</tr>
<tr>
<td>Wadsworth TOD left turn protection</td>
<td>Otton, Eastman and Yale</td>
<td>$200</td>
<td>SH-40 and SH-121</td>
<td>Signal Improvements</td>
<td>$900</td>
</tr>
<tr>
<td>FASTER Safety Design</td>
<td></td>
<td>$4,000</td>
<td>Broadway Signal Replacement</td>
<td>at 52nd and 70th</td>
<td>$1,000</td>
</tr>
<tr>
<td>SH-2 Traffic Signal Upgrades</td>
<td></td>
<td>$440</td>
<td>Intersection Improvements</td>
<td>SH-63 Signal Package</td>
<td>$2,500</td>
</tr>
<tr>
<td>Wadsworth</td>
<td></td>
<td>$1,021</td>
<td>I-70, 75 Plum Creek/Meadows</td>
<td>Signal poles, storage, and left turn lanes and resurfacing improvements</td>
<td>$2,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>I-70 @ Sheridan and Harlan Safety</td>
<td>$3,700</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>SH-75 Intersection Improvements</td>
<td>Bowles and Mineral</td>
</tr>
<tr>
<td>Project Description</td>
<td>Median Barrier</td>
<td>South Federal Blvd</td>
<td>Safety Improvements</td>
<td>$1000</td>
<td>C-470 and Ken Caryl</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------------------</td>
<td>----------------</td>
<td>--------------------</td>
<td>---------------------</td>
<td>-------</td>
<td>--------------------</td>
</tr>
<tr>
<td>SH 121 @ Deep Creek Canyon, C-470 @ Kipling, SH 415 @ WB I-70 Ramp Mod, SH-38 @ US 235, SH 63 @ Washington St, SH-177 @ Ohio, SH 121 @ Chatfield</td>
<td>Traffic Signal Replacements</td>
<td>$2,500</td>
<td>SH2 and SH65 Traffic Signals</td>
<td>$1,500</td>
<td>SH40 and SH-121</td>
</tr>
<tr>
<td>SH-95 @ 1st Ave, 32nd Ave, 35th Ave, 40th Ave, Wellington Ave</td>
<td>Traffic Signal Replacements</td>
<td>$3,500</td>
<td>SH 83 Mississippi to Colorado</td>
<td>$3,500</td>
<td>SH40 and SH-121</td>
</tr>
<tr>
<td>US-46 @ Dartmouth</td>
<td>Hampden to Florida SUR</td>
<td>$2,500</td>
<td>SH 125 Parker Rd Ramp</td>
<td>$3,000</td>
<td>Denver West Runaway Truck Ramp</td>
</tr>
<tr>
<td>Roundabouts at C-470 @ Ken Caryl and I-70 @ Pecos</td>
<td>Roundabouts - design</td>
<td>$600</td>
<td>I-70 SB Bottleneck</td>
<td>$1,200</td>
<td>SH-30 and Tower Rd</td>
</tr>
<tr>
<td>VMS for I-25 south of Denver</td>
<td>VMS Installation</td>
<td>$500</td>
<td>Aurora Signals 2019</td>
<td>$600</td>
<td>I-70 VSL Concept of Operations and Implementation</td>
</tr>
<tr>
<td>Long mast arm signal design (3 locations)</td>
<td>Lakewood Safety Package 2020</td>
<td>$2,000</td>
<td>SH30 @ Jewel and Yale</td>
<td>$300</td>
<td></td>
</tr>
</tbody>
</table>

**Amounts in 1,000s**

<table>
<thead>
<tr>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>State (Faster-S)</td>
<td>$23,345</td>
<td>$28,410</td>
<td>$29,120</td>
<td>$26,990</td>
<td>$0</td>
<td>$172,579</td>
</tr>
<tr>
<td>Local</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$64,714</td>
<td>$23,345</td>
<td>$28,410</td>
<td>$29,120</td>
<td>$26,990</td>
<td>$172,579</td>
</tr>
</tbody>
</table>
### Revised

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name (Cont.)</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name (Cont.)</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 26 Intersection Improvements</td>
<td>64th Ave</td>
<td>$561</td>
<td>SH 24 @ Dahlia St</td>
<td>Traffic Signal Replacement</td>
<td>$450</td>
<td>SH 36 and Tower Improvements</td>
<td>Phase 1</td>
<td>$601</td>
</tr>
<tr>
<td>SH 121/132nd Ave</td>
<td>Right turn accel lanes</td>
<td>$961</td>
<td>Ramp Metering</td>
<td>I-70</td>
<td>$1,500</td>
<td>SH 36 and Tower Improvements</td>
<td>Phase 2</td>
<td>$719</td>
</tr>
<tr>
<td>SH 177 Sidewalks</td>
<td>Mineral Ave to Orchard Rd</td>
<td>$521</td>
<td>US 285/SH 30 Resurfacing</td>
<td></td>
<td>$1,400</td>
<td>US 285/SH 30 Resurfacing</td>
<td>Dahlia to Parker</td>
<td>$1,200</td>
</tr>
<tr>
<td>High Line Canal Trail Underpass</td>
<td>Parker/Mississippi</td>
<td>$3,201</td>
<td>North Signal</td>
<td>SH 128 @ Eldorado, SH-287 @ Midway, 8th, and SH-121 @ Ralston</td>
<td>$1,000</td>
<td>Broadway Signal</td>
<td>at 65th and 70th</td>
<td>$1,000</td>
</tr>
<tr>
<td>Founders Pkwy Intersection Reconstruct</td>
<td>Crowfoot Valley Rd</td>
<td>$1,602</td>
<td>SH 40 and SH 121</td>
<td>Signal Improvements</td>
<td>$900</td>
<td>SH 40 and SH 121</td>
<td>Signal Improvements</td>
<td>$2,600</td>
</tr>
<tr>
<td>Wadsworth T0D left turn protection</td>
<td>Ortona, Eastman and Yale</td>
<td>$200</td>
<td>SH 591 (Kipling) @ 13th Ave and 13th Place</td>
<td>Signal poles, storage, and left turn lane and restriping improvements</td>
<td>$900</td>
<td>I-70 @ Sheridan and Harlan Safety</td>
<td>Bowies and Mineral</td>
<td>$3,700</td>
</tr>
<tr>
<td>FASTER Safety Design</td>
<td></td>
<td></td>
<td>I-25 and Plum Creek/Meadows</td>
<td></td>
<td></td>
<td>SH-75 Intersection Improvements</td>
<td>Bowies and Mineral</td>
<td>$1,000</td>
</tr>
<tr>
<td>SH 2 Traffic Signal Upgrades</td>
<td></td>
<td></td>
<td>I-70 EB Aux Lanes</td>
<td>Ward Rd to Kipling</td>
<td>$2,300</td>
<td>C-470 and Ken Caryl</td>
<td>Interception Improvements</td>
<td>$5,000</td>
</tr>
<tr>
<td>Wadsworth</td>
<td></td>
<td></td>
<td>South Federal Blvd</td>
<td>Safety improvements</td>
<td>$300</td>
<td>C-470 and Morrison Rd</td>
<td>Interception Improvements</td>
<td>$5,000</td>
</tr>
<tr>
<td>I-70 between MP 252 &amp; 265</td>
<td>Median Barrier</td>
<td>$2,000</td>
<td>SH 2 and SH 65 Traffic Signals</td>
<td>SH 2 @ Arizona, Kentucky, Bayaud, 1st, SH 65 @ 14th, 16th, 44th, 38th, 1st</td>
<td>$1,500</td>
<td>SH 40 and SH 121</td>
<td>CDOT Traffic Signal Improvements</td>
<td>$1,720</td>
</tr>
<tr>
<td>SH 121 @ Deer Creek Canyon, 253 @ Kipling, SH 66 @ WB/L</td>
<td></td>
<td></td>
<td>Traffic Signal Replacements</td>
<td>SH 83</td>
<td>$3,500</td>
<td>SH 36 and Tower Improvements</td>
<td>Denver West Runaway Truck Ramp</td>
<td>$3,000</td>
</tr>
<tr>
<td>SH 65 @ 1st Ave, 52nd Ave, 38th Ave, 44th Ave, Wellington Ave</td>
<td></td>
<td></td>
<td>Traffic Signal Replacements</td>
<td>SB 1225 Parker Rd Ramp</td>
<td>$2,000</td>
<td>SH 36 and Tower Rd</td>
<td>ROW Phase</td>
<td>$201</td>
</tr>
<tr>
<td>US 6 @ Dartmouth</td>
<td>Hampden to Florida SUR</td>
<td>$2,600</td>
<td>I-25 SB Bottleneck</td>
<td>Restripe from I-70 to I-70</td>
<td>$1,200</td>
<td>I-70 VDL Concept of Operations and Implementation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan</td>
<td>Roundabouts - design</td>
<td>$500</td>
<td>Aurora Signals 2019</td>
<td>SH 30 @ Jewell and Yale</td>
<td>$500</td>
<td>Dartmouth Mini Roundabout</td>
<td>Logan, Dowling, Clarkson</td>
<td>$1,200</td>
</tr>
<tr>
<td>VMS for I-25 south of Denver</td>
<td>VMS Installation</td>
<td>$500</td>
<td>Lakewood Safety Package 2020</td>
<td></td>
<td>$4,040</td>
<td>I-70 Mountain Express Lane VSL</td>
<td></td>
<td>$1,080</td>
</tr>
<tr>
<td>Long mast arm signal design (3 locations)</td>
<td></td>
<td></td>
<td>I-70 and Kipling</td>
<td>Traffic signal replacement and access consolidation</td>
<td>$2,000</td>
<td>I-70 and Kipling</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aurora Signal Package</td>
<td></td>
<td></td>
<td>I-70 at Tower</td>
<td>6&quot; Lane Lines Pavement Marking (2019-2021)</td>
<td>$800</td>
<td>I-70 at Tower</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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)

**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**
  - 2020: Initiate Design
  - 2021: Initiate ROW
  - 2022: Initiate Construction

**Performance Measures**
- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Travel Time Reliability

**Amounts in $1,000s**

<table>
<thead>
<tr>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal (CMAQ)</td>
<td>$191</td>
<td>$2,191</td>
<td>$1,111</td>
<td>$0</td>
<td>$0</td>
<td>$5,920</td>
</tr>
<tr>
<td>State</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>$809</td>
<td>$809</td>
<td>$809</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$1,000</td>
<td>$3,000</td>
<td>$1,920</td>
<td>$0</td>
<td>$5,920</td>
</tr>
</tbody>
</table>

**Revised**

**Amounts in $1,000s**

<table>
<thead>
<tr>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal (CMAQ)</td>
<td>$0</td>
<td>$2,191</td>
<td>$1,302</td>
<td>$0</td>
<td>$0</td>
<td>$5,920</td>
</tr>
<tr>
<td>State</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>$0</td>
<td>$909</td>
<td>$1,618</td>
<td>$0</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$0</td>
<td>$3,000</td>
<td>$2,920</td>
<td>$0</td>
<td>$5,920</td>
</tr>
</tbody>
</table>
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)

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

- 2021: Initiate Environmental
- 2022: Initiate Design
- 2023: Initiate Construction

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

Amounts in $1,000s

<table>
<thead>
<tr>
<th></th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
<td>$0</td>
</tr>
<tr>
<td>State (MMOF)</td>
<td>$0</td>
<td>$110</td>
<td>$440</td>
<td>$1,650</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local</td>
<td>$0</td>
<td>$165</td>
<td>$660</td>
<td>$2,475</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$275</td>
<td>$1,100</td>
<td>$4,125</td>
<td>$0</td>
<td>$5,500</td>
<td></td>
</tr>
</tbody>
</table>

Revised

Amounts in $1,000s

<table>
<thead>
<tr>
<th></th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
<td>$0</td>
</tr>
<tr>
<td>State (MMOF)</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
<td>$0</td>
</tr>
<tr>
<td>Local</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td></td>
<td>$0</td>
</tr>
</tbody>
</table>
**Existing**

**Title:** State Vulnerable and Senior Transportation Funds  
**Project Type:** Transit Passenger Facilities  
**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

<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>State (TSV)</td>
<td>$0</td>
<td>$375</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$375</td>
</tr>
<tr>
<td>Local</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Total</td>
<td>$0</td>
<td>$0</td>
<td>$375</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$375</td>
</tr>
</tbody>
</table>

**Revised**

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name (Cont)</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name (Cont)</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Douglas County</td>
<td>Operating Assistance</td>
<td>$46</td>
<td>Laradon</td>
<td>Match on 5310 Vehicles</td>
<td>$20</td>
<td>Broomfield</td>
<td>Match on 5310 Vehicle and COVID-19 Expenses</td>
<td>$5</td>
</tr>
<tr>
<td>Douglas County</td>
<td>Purchase of Parts</td>
<td>$27</td>
<td>DRMAC</td>
<td>Updating Software Platform</td>
<td>$23</td>
<td>A Little Help</td>
<td>Match on Operating Grants and COVID-19 Expenses</td>
<td>$15</td>
</tr>
<tr>
<td>Goodwill Denver</td>
<td>Match on 5310 Vehicle</td>
<td>$14</td>
<td>Lakewood</td>
<td>Operating Match</td>
<td>$20</td>
<td>Continuum</td>
<td>Operating Expenses</td>
<td>$30</td>
</tr>
<tr>
<td>Via</td>
<td>Match on Mobility Management and Operating</td>
<td>$76</td>
<td>Eductor Seals</td>
<td>Operating Expenses</td>
<td>$50</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.
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."  

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 (RAOC), 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 de obligated 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 project.

• 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](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.
<table>
<thead>
<tr>
<th>TIP Sponsor</th>
<th>Project Name</th>
<th>TIP ID</th>
<th>Funding Type</th>
<th>Obligations</th>
<th>B/P</th>
<th>Total Cost</th>
<th>Federal Total</th>
<th>Federal Funds Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams County</td>
<td>I-270 Corridor Environmental Assessment</td>
<td>2020-068</td>
<td>STP Metro</td>
<td>$1,304,904</td>
<td>No</td>
<td>$5,300,000</td>
<td>$1,800,000</td>
<td>$0</td>
</tr>
<tr>
<td>Arapahoe County</td>
<td>Gun Club Rd and Quincy Ave Operational Improvements</td>
<td>2016-040</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$871,461</td>
<td>Yes</td>
<td>$12,700,000</td>
<td>$3,892,000</td>
<td>$0</td>
</tr>
<tr>
<td>Arapahoe County</td>
<td>US-85 PEL Study: C-470 to I-25</td>
<td>2020-006</td>
<td>STP Metro</td>
<td>$444,018</td>
<td>No</td>
<td>$3,000,000</td>
<td>$1,500,000</td>
<td>$0</td>
</tr>
<tr>
<td>Boulder</td>
<td>Wonderland Creek Underpass and Multi-use Path Connection: Foothills Pkwy to Diagonal Hwy</td>
<td>2012-002</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$49,999</td>
<td>Yes</td>
<td>$4,000,000</td>
<td>$2,000,000</td>
<td>$0</td>
</tr>
<tr>
<td>Boulder</td>
<td>30th St and Colorado Ave Bike/Ped Underpass</td>
<td>2016-035</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$78,037</td>
<td>Yes</td>
<td>$16,050,000</td>
<td>$3,950,000</td>
<td>$0</td>
</tr>
<tr>
<td>Boulder</td>
<td>City of Boulder Quiet Zones</td>
<td>2016-068</td>
<td>STP Metro</td>
<td>$128,631</td>
<td>Yes</td>
<td>$1,791,000</td>
<td>$1,056,000</td>
<td>$0</td>
</tr>
<tr>
<td>Boulder</td>
<td>19th St. Multimodal Improvements</td>
<td>2016-084</td>
<td>Transportation Alternatives</td>
<td>$20,243</td>
<td>Yes</td>
<td>$890,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Boulder County</td>
<td>71st St. Multimodal Pathway Connection: Winchester to Idylwild Trail</td>
<td>2016-030</td>
<td>Transportation Alternatives</td>
<td>$301,000</td>
<td>Yes</td>
<td>$1,075,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Boulder County</td>
<td>Williams Fork Trail Multi-Use Path: 63rd St. to Twin Lakes Rd.</td>
<td>2016-052</td>
<td>Transportation Alternatives</td>
<td>$358,417</td>
<td>Yes</td>
<td>$1,420,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Boulder County</td>
<td>Boulder County Quiet Zones</td>
<td>2016-069</td>
<td>STP Metro</td>
<td>$388,129</td>
<td>Yes</td>
<td>$2,499,000</td>
<td>$1,389,000</td>
<td>$0</td>
</tr>
<tr>
<td>Broomfield</td>
<td>Broomfield FlexRide</td>
<td>2020-076</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$360,000</td>
<td>No</td>
<td>$1,800,000</td>
<td>$1,440,000</td>
<td>$1,080,000</td>
</tr>
<tr>
<td>Castle Rock</td>
<td>Founders Pkwy. and Allen Way Intersection Improvements</td>
<td>2016-041</td>
<td>STP Metro</td>
<td>$284,504</td>
<td>Yes</td>
<td>$4,468,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT</td>
<td>Safe Routes to School Pool</td>
<td>2007-144</td>
<td>Safety</td>
<td>$400,416</td>
<td>Yes</td>
<td>$6,283,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT</td>
<td>Enhanced Mobility for Elderly and Disabled (FTA 5310)</td>
<td>2012-107</td>
<td>Section 5310</td>
<td>$3,275,668</td>
<td>No</td>
<td>$38,525,000</td>
<td>$8,754,000</td>
<td>$5,400,000</td>
</tr>
<tr>
<td>CDOT</td>
<td>Central 70</td>
<td>2016-003</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$32,532,938</td>
<td>No</td>
<td>$1,198,217,000</td>
<td>$25,000,000</td>
<td>$12,500,000</td>
</tr>
<tr>
<td>TIP Sponsor</td>
<td>Project Name</td>
<td>TIP ID</td>
<td>Funding Type</td>
<td>Obligations</td>
<td>B/P</td>
<td>Total Cost</td>
<td>Federal Total</td>
<td>Federal Funds Remaining</td>
</tr>
<tr>
<td>------------</td>
<td>--------------</td>
<td>------------</td>
<td>--------------</td>
<td>--------------</td>
<td>-----</td>
<td>------------</td>
<td>---------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>CDOT</td>
<td>Transit Operating and Capital (FTA 5311)</td>
<td>2016-065</td>
<td>Section 5311</td>
<td>$705,301</td>
<td>No</td>
<td>$2,099,000</td>
<td>$400,000</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT</td>
<td>Innovative Mobility Pool</td>
<td>2016-066</td>
<td>RoadX</td>
<td>$1,049,277</td>
<td>No</td>
<td>$22,700,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT</td>
<td>Transit Capital Program (FTA 5339)</td>
<td>2018-004</td>
<td>Section 5339</td>
<td>$8,903,838</td>
<td>No</td>
<td>$1,304,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>US-85: Cook Ranch Rd. to Meadows Pkwy. Widening</td>
<td>2001-154</td>
<td>Freight</td>
<td>$399,679</td>
<td>No</td>
<td>$131,803,000</td>
<td>$6,955,000</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 Congestion Relief Pool</td>
<td>2007-072</td>
<td>Congestion Relief</td>
<td>$447,020</td>
<td>No</td>
<td>$11,627,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 Hazard Elimination Pool</td>
<td>2007-073</td>
<td>Safety</td>
<td>$5,425,272</td>
<td>No</td>
<td>$76,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 Hot Spot Pool</td>
<td>2007-074</td>
<td>Safety</td>
<td>$73,667</td>
<td>No</td>
<td>$2,800,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 Traffic Signal Pool</td>
<td>2007-075</td>
<td>Safety</td>
<td>$2,062,503</td>
<td>No</td>
<td>$16,400,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 Bridge On-System Pool</td>
<td>2007-078</td>
<td>Bridge On-System</td>
<td>$6,529,181</td>
<td>No</td>
<td>$40,734,000</td>
<td>$26,400,000</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 Bridge Off-System Pool</td>
<td>2007-079</td>
<td>Bridge Off-System</td>
<td>$771,887</td>
<td>No</td>
<td>$14,436,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 Surface Treatment Pool</td>
<td>2007-096</td>
<td>Surface Treatment</td>
<td>$42,997,674</td>
<td>No</td>
<td>$164,400,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>US-6/Federal Blvd/Bryant St: Federal to Bryant Interchange and Ramp Improvements</td>
<td>2007-171</td>
<td>Regional Priority Projects</td>
<td>$233,722</td>
<td>No</td>
<td>$30,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 FASTER Pool</td>
<td>2008-076</td>
<td>FASTER Safety</td>
<td>$2,671,863</td>
<td>Yes</td>
<td>$172,579,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>SH-79 Realignment &amp; Grade Separation/Flyover (Bennett) PEL Study</td>
<td>2008-116</td>
<td>Regional Priority Projects</td>
<td>$258,385</td>
<td>No</td>
<td>$300,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>US-36: Wetland Mitigation</td>
<td>2008-117</td>
<td>Regional Priority Projects</td>
<td>($114,920)</td>
<td>N/A</td>
<td>$2,950,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>I-25: 120th Ave to SH-7 Managed Lanes</td>
<td>2016-055</td>
<td>Regional Priority Projects</td>
<td>$16,459,261</td>
<td>No</td>
<td>$116,677,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>C-470 Managed Toll Express Lanes: I-25 to Wadsworth</td>
<td>2016-059</td>
<td>TIFIA</td>
<td>($502,488)</td>
<td>N/A</td>
<td>$344,061,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 ADA Projects</td>
<td>2018-001</td>
<td>ADA</td>
<td>$58,233</td>
<td>Yes</td>
<td>$44,972,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>TIP Sponsor</td>
<td>Project Name</td>
<td>TIP ID</td>
<td>Funding Type</td>
<td>Obligations</td>
<td>B/P</td>
<td>Total Cost</td>
<td>Federal Total</td>
<td>Federal Funds Remaining</td>
</tr>
<tr>
<td>------------</td>
<td>--------------</td>
<td>----------</td>
<td>-----------------------</td>
<td>-------------</td>
<td>-----</td>
<td>------------</td>
<td>---------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Region 1 Transportation Alternatives (TA) Pool</td>
<td>2018-002</td>
<td>Transportation Alternatives</td>
<td>$2,117,835</td>
<td>Yes</td>
<td>$16,736,000</td>
<td>$6,897,000</td>
<td>$5,056,000</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>I-25 Central PEL</td>
<td>2018-008</td>
<td>Freight</td>
<td>$1,026,010</td>
<td>No</td>
<td>$3,500,000</td>
<td>$1,000,000</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>US-85 (Vasquez Blvd) Operational Improvements: E. 52nd Ave. to E. 64th Ave.</td>
<td>2018-009</td>
<td>Freight</td>
<td>$530,568</td>
<td>No</td>
<td>$12,000,000</td>
<td>$8,750,000</td>
<td>$4,250,000</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>C-470: Wadsworth to I-70</td>
<td>2018-010</td>
<td>RAMP</td>
<td>$121,120</td>
<td>No</td>
<td>$5,000,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>I-25 Capacity Improvements: Castle Rock to El Paso County Line</td>
<td>2018-014</td>
<td>Freight</td>
<td>$22,021,134</td>
<td>No</td>
<td>$356,200,000</td>
<td>$8,650,000</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 1</td>
<td>Snow Plow Signal Priority Project: Wadsworth and Arapahoe</td>
<td>2020-092</td>
<td>AID</td>
<td>$800,000</td>
<td>No</td>
<td>$1,000,000</td>
<td>$800,000</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 4</td>
<td>Region 4 Hazard Elimination Pool</td>
<td>2007-094</td>
<td>Safety</td>
<td>$778,981</td>
<td>No</td>
<td>$38,230,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 4</td>
<td>Region 4 Surface Treatment Pool</td>
<td>2007-095</td>
<td>Surface Treatment</td>
<td>$7,060,409</td>
<td>No</td>
<td>$134,104,000</td>
<td>$37,000</td>
<td>$37,000</td>
</tr>
<tr>
<td>CDOT Region 4</td>
<td>North I-25: Front Range EIS</td>
<td>2008-081</td>
<td>Regional Priority Projects</td>
<td>$657,192</td>
<td>No</td>
<td>$23,905,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 4</td>
<td>Region 4 Non-Regionally Significant RPP Pool</td>
<td>2012-121</td>
<td>Regional Priority Projects</td>
<td>$653,551</td>
<td>No</td>
<td>$24,439,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>CDOT Region 4</td>
<td>SH-52 PEL Study: SH-119 to I-76</td>
<td>2020-075</td>
<td>STP Metro</td>
<td>$504,080</td>
<td>No</td>
<td>$2,500,000</td>
<td>$1,250,000</td>
<td>$625,000</td>
</tr>
<tr>
<td>Commerce City</td>
<td>North Metro Rail 72nd Ave. and Colorado Blvd. Station Sidewalks</td>
<td>2012-080</td>
<td>STP Metro</td>
<td>$35,316</td>
<td>Yes</td>
<td>$1,927,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Commerce City</td>
<td>88th Ave. NEPA Study: I-76 to Hwy 2</td>
<td>2016-079</td>
<td>STP Metro</td>
<td>$150,000</td>
<td>No</td>
<td>$250,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Denver</td>
<td>Broadway Station and I-25 Safety and Access Improvements</td>
<td>2016-021</td>
<td>STP Metro</td>
<td>$679,661</td>
<td>Yes</td>
<td>$71,657,000</td>
<td>$17,365,000</td>
<td>$12,223,000</td>
</tr>
<tr>
<td>Denver</td>
<td>Quebec St Operational Improvements: 13th Ave to 26th Ave</td>
<td>2016-023</td>
<td>STP Metro</td>
<td>$84,723</td>
<td>Yes</td>
<td>$24,500,000</td>
<td>$7,120,000</td>
<td>$0</td>
</tr>
<tr>
<td>Denver</td>
<td>High Line Canal Trail Underpass at Hampden and Colorado</td>
<td>2016-038</td>
<td>Transportation Alternatives</td>
<td>$1,021,173</td>
<td>Yes</td>
<td>$5,400,000</td>
<td>$1,250,000</td>
<td>$0</td>
</tr>
<tr>
<td>TIP Sponsor</td>
<td>Project Name</td>
<td>TIP ID</td>
<td>Funding Type</td>
<td>Obligations</td>
<td>B/P</td>
<td>Total Cost</td>
<td>Federal Total</td>
<td>Federal Funds Remaining</td>
</tr>
<tr>
<td>-------------------</td>
<td>------------------------------------------------------------------------------</td>
<td>-----------</td>
<td>---------------------------------------------</td>
<td>-------------</td>
<td>-----</td>
<td>------------</td>
<td>---------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>Denver</td>
<td>South Platte Greenway Access Sidewalk Improvements: Iowa Ave RR Underpass and Santa Fe Dr</td>
<td>2016-077</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$276,596</td>
<td>Yes</td>
<td>$3,400,000</td>
<td>$685,000</td>
<td>$0</td>
</tr>
<tr>
<td>DRCOG</td>
<td>Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects</td>
<td>1999-097</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$2,380,376</td>
<td>Yes</td>
<td>$14,969,000</td>
<td>$4,836,000</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>DRCOG</td>
<td>Station Area Master Plan/Urban Center Studies Pool</td>
<td>2007-089</td>
<td>STP Metro</td>
<td>$681,008</td>
<td>Yes</td>
<td>$3,200,000</td>
<td>$1,810,000</td>
<td>$0</td>
</tr>
<tr>
<td>DRCOG</td>
<td>Regional Transportation Operations and Technology Set-Aside</td>
<td>2016-004</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$302,669</td>
<td>No</td>
<td>$50,800,000</td>
<td>$23,345,000</td>
<td>$18,345,000</td>
</tr>
<tr>
<td>DRCOG</td>
<td>Community Mobility Planning and Implementation Set-Aside</td>
<td>2020-077</td>
<td>STP Metro</td>
<td>$257,940</td>
<td>Yes</td>
<td>$7,345,000</td>
<td>$5,749,000</td>
<td>$4,044,000</td>
</tr>
<tr>
<td>Federal Heights</td>
<td>US-287 (Federal)/92nd Ave Intersection Operations Improvements</td>
<td>2012-072</td>
<td>STP Metro</td>
<td>$235,745</td>
<td>Yes</td>
<td>$5,671,000</td>
<td>$3,970,000</td>
<td>$0</td>
</tr>
<tr>
<td>Jefferson County</td>
<td>Jefferson County Bike Master Plan Update</td>
<td>2020-074</td>
<td>Transportation Alternatives</td>
<td>$70,000</td>
<td>Yes</td>
<td>$275,000</td>
<td>$200,000</td>
<td>$0</td>
</tr>
<tr>
<td>Lakewood</td>
<td>Multi-use path on the D10: Wadsworth Blvd to Zephyr St and Kipling St to Oak St</td>
<td>2016-006</td>
<td>Transportation Alternatives</td>
<td>$769,406</td>
<td>Yes</td>
<td>$2,400,000</td>
<td>$1,064,000</td>
<td>$0</td>
</tr>
<tr>
<td>Longmont</td>
<td>Longmont 1st and Emery Quiet Zone</td>
<td>2016-070</td>
<td>STP Metro</td>
<td>$686,400</td>
<td>Yes</td>
<td>$1,956,000</td>
<td>$497,000</td>
<td>$0</td>
</tr>
<tr>
<td>Louisville</td>
<td>Louisville-Lafayette Quiet Zones</td>
<td>2016-071</td>
<td>STP Metro</td>
<td>$881,007</td>
<td>Yes</td>
<td>$2,363,000</td>
<td>$1,556,000</td>
<td>$0</td>
</tr>
<tr>
<td>Northglenn</td>
<td>North Metro Rail 112th Ave. Corridor Improvements</td>
<td>2012-079</td>
<td>STP Metro</td>
<td>$445,183</td>
<td>Yes</td>
<td>$1,059,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>R A Q C</td>
<td>Air Quality Improvements Set-Aside</td>
<td>2016-002</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$4,809,382</td>
<td>No</td>
<td>$16,530,000</td>
<td>$6,600,000</td>
<td>$3,300,000</td>
</tr>
<tr>
<td>R A Q C</td>
<td>Ozone State Implementation Plan (SIP) Modeling Study</td>
<td>2016-058</td>
<td>STP Metro</td>
<td>$226,567</td>
<td>No</td>
<td>$1,500,000</td>
<td>$475,000</td>
<td>$0</td>
</tr>
<tr>
<td>R T D</td>
<td>RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance</td>
<td>1997-084</td>
<td>Section 5307</td>
<td>$59,226,410</td>
<td>No</td>
<td>$383,900,000</td>
<td>$271,400,000</td>
<td>$206,500,000</td>
</tr>
<tr>
<td>R T D</td>
<td>State of Good Repair</td>
<td>1999-052</td>
<td>Section 5337 State of Good Repair</td>
<td>$14,713,863</td>
<td>No</td>
<td>$90,530,000</td>
<td>$72,400,000</td>
<td>$55,100,000</td>
</tr>
<tr>
<td>TIP Sponsor</td>
<td>Project Name</td>
<td>TIP ID</td>
<td>Funding Type</td>
<td>Obligations</td>
<td>B/P</td>
<td>Total Cost</td>
<td>Federal Total</td>
<td>Federal Funds Remaining</td>
</tr>
<tr>
<td>-------------</td>
<td>--------------</td>
<td>---------</td>
<td>--------------------------------------------------</td>
<td>-------------</td>
<td>-----</td>
<td>------------</td>
<td>---------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>R T D</td>
<td>RTD Bus Purchases</td>
<td>2016-063</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$1,000,000</td>
<td>No</td>
<td>$17,321,000</td>
<td>$9,099,000</td>
<td>$0</td>
</tr>
<tr>
<td>R T D</td>
<td>Mobility as a Service: Implementing an Open-Ticketing Platform</td>
<td>2020-004</td>
<td>STP Metro</td>
<td>$1,813,000</td>
<td>No</td>
<td>$3,626,000</td>
<td>$1,813,000</td>
<td>$0</td>
</tr>
<tr>
<td>R T D</td>
<td>RTD T2 Comprehensive Plan</td>
<td>2020-005</td>
<td>STP Metro</td>
<td>$1,420,000</td>
<td>No</td>
<td>$4,000,000</td>
<td>$1,420,000</td>
<td>$0</td>
</tr>
<tr>
<td>R T D</td>
<td>Micro Transit Service &amp; Mobility Options: North I-25 Area</td>
<td>2020-045</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$475,000</td>
<td>No</td>
<td>$2,000,000</td>
<td>$1,600,000</td>
<td>$1,125,000</td>
</tr>
<tr>
<td>R T D</td>
<td>RTD Electric Bus Purchases</td>
<td>2020-089</td>
<td>Section 5339</td>
<td>$2,600,000</td>
<td>No</td>
<td>$17,685,000</td>
<td>$2,600,000</td>
<td>$0</td>
</tr>
<tr>
<td>Superior</td>
<td>Superior Trail: McCaslin BRT to Davidson Mesa Underpass</td>
<td>2016-034</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$596,143</td>
<td>Yes</td>
<td>$1,310,000</td>
<td>$497,000</td>
<td>$0</td>
</tr>
<tr>
<td>Superior</td>
<td>US-36 Bikeway Extension: Superior to Broomfield</td>
<td>2020-017</td>
<td>Transportation Alternatives</td>
<td>$84,240</td>
<td>Yes</td>
<td>$1,312,000</td>
<td>$1,049,000</td>
<td>$849,000</td>
</tr>
<tr>
<td>University of Colorado-Boulder</td>
<td>University of Colorado Boulder East Campus Pedestrian Bridge &amp; Trail Connection</td>
<td>2016-007</td>
<td>Transportation Alternatives</td>
<td>$61,592</td>
<td>Yes</td>
<td>$513,000</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>University of Colorado-Boulder</td>
<td>19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus</td>
<td>2016-073</td>
<td>Congestion Mitigation / Air Quality</td>
<td>$376,564</td>
<td>Yes</td>
<td>$7,598,000</td>
<td>$4,037,000</td>
<td>$0</td>
</tr>
<tr>
<td>Westminster</td>
<td>Westminster Quiet Zones</td>
<td>2018-013</td>
<td>STP Metro</td>
<td>$43,463</td>
<td>Yes</td>
<td>$1,455,000</td>
<td>$800,000</td>
<td>$0</td>
</tr>
<tr>
<td>Wheat Ridge</td>
<td>Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70</td>
<td>2016-020</td>
<td>Surface Treatment</td>
<td>$2,477,140</td>
<td>Yes</td>
<td>$45,000,000</td>
<td>$5,280,000</td>
<td>$3,280,000</td>
</tr>
<tr>
<td></td>
<td>Grand Total of Obligations</td>
<td></td>
<td></td>
<td><strong>$264,379,167</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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.
<table>
<thead>
<tr>
<th>PREVIOUS DISCUSSIONS/ACTIONS</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>PROPOSED MOTION</td>
<td>N/A</td>
</tr>
<tr>
<td>ATTACHMENTS</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**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.