

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, July 19, 2023
6:30 p.m. – 8:20 p.m.
1001 17th St.
1st Floor, Aspen/Birch Conference Rooms
Denver, CO

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

PUBLIC HEARING

5. 6:40 Public Hearing on the draft FY 2024-2027 Transportation Improvement Program (TIP) and associated air quality conformity determination and GHG documents (Attachment A) Todd Cottrell, Manager, Transportation Planning and Operations
6. 7:00 Report of the Chair
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
7. 7:05 Report of the Executive Director
8. 7:10 Public Comment

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

CONSENT AGENDA

9. 7:20 Move to Approve Consent Agenda
 - i. Summary of June 21 2023 meeting (Attachment B)

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) 455-1000.



ACTION ITEMS

10. 7:25 Discussion on the FY 2022-FY 2023 Unified Planning Work Program (UPWP) Amendment
(Attachment C) Andy Taylor, Manager, Regional Planning and Development
11. 7:40 FY 2022 Transportation Improvement Program (TIP) Second Year Delays
(Attachment D) Brad Williams, Planner, Transportation Planning and Operations

INFORMATIONAL BRIEFINGS

12. 7:55 CDOT Transportation Planning Region (TPR) Boundary Study
(Attachment E) Ron Papsdorf, Director, Transportation Planning and Operations

INFORMATIONAL ITEM

13. Administrative Modifications to the 2022-2025 Transportation Improvement Program
(Attachment F) Todd Cottrell, Manager, Transportation Planning and Operations
14. 8:10 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 – Nicholas Williams
 - B. Report from Metro Mayors Caucus – Bud Starker
 - C. Report from Metro Area County Commissioners – Jeff Baker
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report from E-470 Authority – Deborah Mulvey
 - G. Report from CDOT – Darius Pakbaz
 - H. Report from RTD – Brian Welch

ADMINISTRATIVE ITEMS

15. Next Meeting – August 16, 2023
16. Other Matters by Members
17. 8:20 Adjourn

CALENDAR OF FUTURE MEETINGS

July 2023

5	Board Work Session	Cancelled
18	Regional Transportation Committee	8:30 a.m.
19	Performance and Engagement Committee	5:00 p.m.
19	Finance and Budget Committee	5:30 p.m.
19	Board of Directors	6:30 p.m.
24	Transportation Advisory Committee	1:30 p.m.
28	Advisory Committee on Aging	11:00 a.m.

August 2023

2	Board Work Session	4:00 p.m.
15	Regional Transportation Committee	8:30 a.m.
16	Performance and Engagement Committee	5:00 p.m.
16	Finance and Budget Committee	5:30 p.m.
16	Board of Directors	6:30 p.m.
25	Advisory Committee on Aging	11:00 a.m.
28	Transportation Advisory Committee	1:30 p.m.

September 2023

6	Board Work Session	4:00 p.m.
19	Regional Transportation Committee	8:30 a.m.
20	Performance and Engagement Committee	5:00 p.m.
20	Finance and Budget Committee	5:45 p.m.
20	Board of Directors	6:30 p.m.
22	Advisory Committee on Aging	11:00 a.m.
25	Transportation Advisory Committee	1:30 p.m.

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
July 19, 2023	Public Hearing	5

SUBJECT

Public hearing on the draft *FY 2024-2027 Transportation Improvement Program (TIP)* and associated air quality conformity determination and GHG documents.

PROPOSED ACTION/RECOMMENDATIONS

No action at this time; this is a public hearing. The Board is anticipated to act on the FY 2024-2027 TIP at its August meeting.

ACTION BY OTHERS

N/A

SUMMARY

The purpose of this public hearing is to receive and consider public testimony on three draft DRCOG planning documents: the *FY 2024-2027 Transportation Improvement Program*, the *Denver Southern Subarea 8-hour Ozone Conformity*, and the *FY 2024-2027 Transportation Improvement Program Greenhouse Gas Transportation Report*. This public hearing also serves as the public comment process for the FTA Section 5307 Programs portion of RTD's Program of Projects (also referred to as RTD's Mid-term Financial Plan).

The TIP is a four-year program of projects laying out how federal, state, and local transportation funding is programmed in the Denver metro area. The TIP includes projects selected by CDOT, RTD, and DRCOG, each with their own selection processes and funding sources. For DRCOG-allocated funding, this TIP is the result of four Calls for Projects: two calls to program additional funding to the current FY 2022-2025 TIP, and two calls to program funding for this draft TIP. All projects selected by DRCOG were carried over from a previous TIP, as appropriate.

Per federal transportation planning requirements, air quality conformity documents must demonstrate the FY 2024-2027 TIP will not cause a violation of federal air quality conformity standards. Accordingly, the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP) roadway and transit networks, that include the air quality regionally significant projects contained in the FY 2024-2027 TIP, were modeled for air quality conformity. The results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the document within the attachments.

Per the state Greenhouse Gas Transportation Planning Standard adopted in December 2021, the TIP is considered an "applicable planning document", and therefore must meet the DRCOG region's greenhouse gas emissions reduction target for the year corresponding with the last year of the TIP, using interpolation if that year does not correspond to a target year in the Rule.

As required by § 8.02.2 of the Rule, DRCOG entered into an IGA with CDOT and the Colorado Department of Public Health and Environment that outlines each agency's responsibilities for travel modeling and emissions modeling. The IGA provides for reliance on previous GHG analysis when:

1. The new applicable planning document contains all projects which must be completed in the document's covered timeframe to achieve the transportation system as defined by the applicable planning document for which the previous GHG emissions analysis was conducted;
2. The scope of each project in the new applicable planning document is not significantly different from that described in the previous applicable planning document; and
3. The previous GHG emissions analysis and Mitigation Action Plan, if any, demonstrates compliance with all applicable GHG Reduction Levels required in 2 CCR 601-22.

Since all of the projects in the TIP that are regionally significant for air quality are required to be in the current RTP and all TIP investments must be consistent with the RTP, all TIP investments have been evaluated through the previous 2050 RTP GHG emissions analysis. The draft FY 2024-2027 TIP is in compliance with the Greenhouse gas planning rule as outlined in the attached GHG Transportation Report.

The draft TIP and associated documents were released for public comment on June 16. DRCOG staff will prepare a summary of all public comments for Board review prior to its scheduled action in August.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff presentation
2. Links: Supporting Documents
 - [Draft 2024-2027 Transportation Improvement Program](#)
 - [Draft Denver Southern Subarea 8-Hr ozone Conformity](#)
 - [Draft 2024-2027 TIP GHG Transportation Report](#)
 - [Notice of July 19, 2023 Public Hearing](#)

ADDITIONAL INFORMATION

For additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org or Todd Cottrell, Project and Program Delivery Manager, at 303-480-6737 or tcottrell@drcog.org.

2024-2027 Transportation Improvement Program, Air Quality Conformity, and GHG Transportation Report

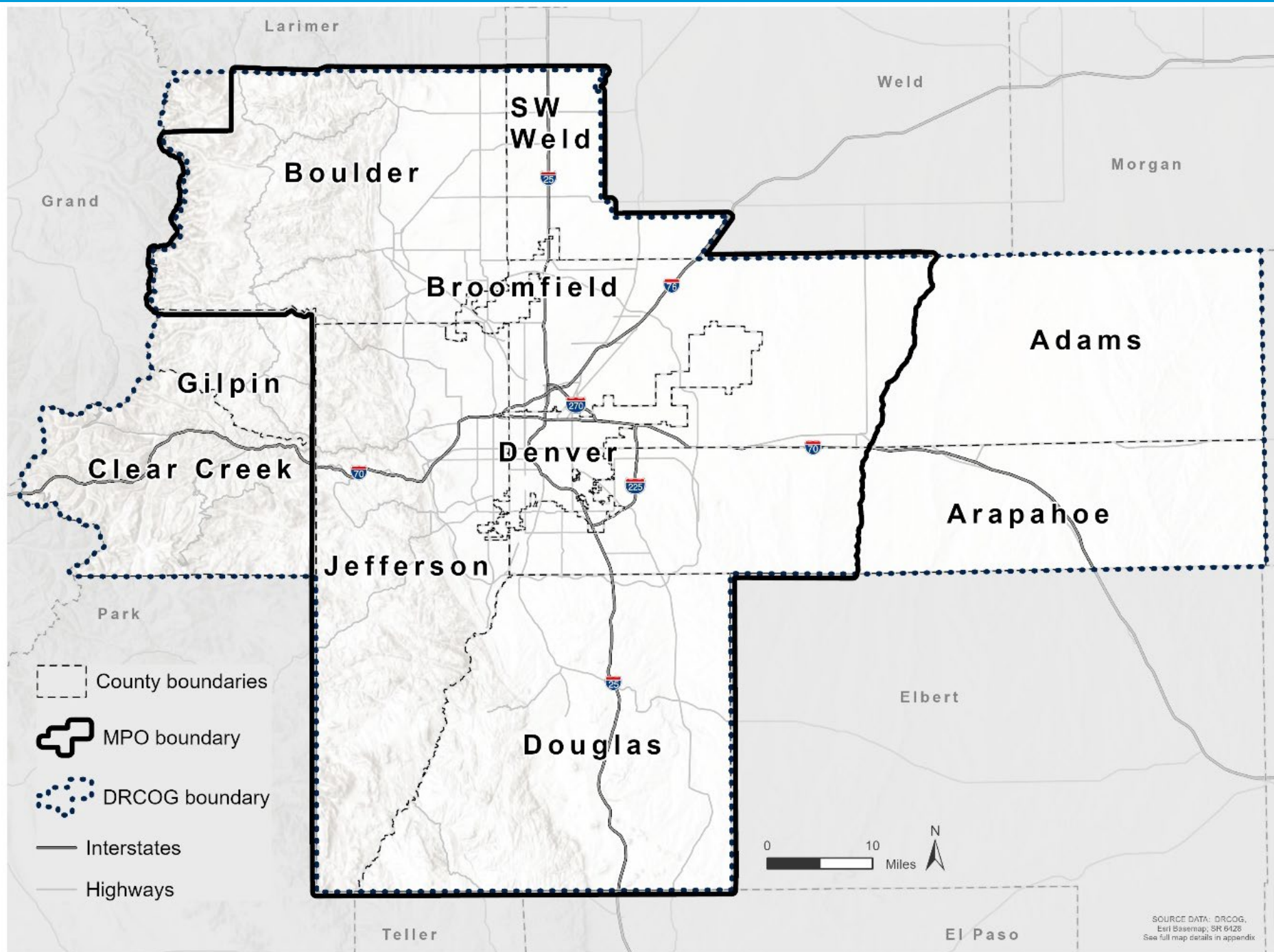
Public Hearing
July 19, 2023

Todd Cottrell, Project and Program Delivery Manager

PUBLIC HEARING DOCUMENTS



- 2024-2027 Transportation Improvement Program
- Ozone Conformity Determination
- State Greenhouse Gas Transportation Report



FROM A REGIONAL VISION TO AN ACHIEVABLE REALITY



Metro Vision



Metro Vision Regional Transportation Plan



fiscally constrained regional transportation plan



Air quality conformity regulation modeling



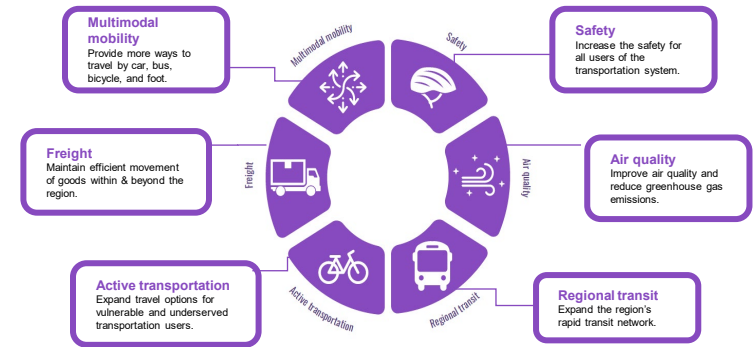
Transportation Improvement Program



CONTEXT




- Metro Vision: Sets overall regional vision related to place, mobility, environment, livability, and vitality; themes, outcomes, objectives
- Regional Transportation Plan (RTP): federally required, guides regional transportation investments over the next 20+ years
 - Vision projects (what we "need" if funding was not an issue)
 - Fiscally-constrained (what we anticipate we can afford)
 - 1) Federally-required regionally significant for air quality conformity projects, 2) other non-federally required "regionally important" projects, and 3) "Programmatic" investments
 - Organized by "investment priorities": Multimodal Mobility, Freight, Active Transportation, Safety, Air Quality, Regional Transit
- Transportation Improvement Program (TIP) implements the Regional Transportation Plan



TRANSPORTATION IMPROVEMENT PROGRAM (TIP)




- Short-term 4-year planning program with specific and dedicated funding
- New document every two years, major calls every four
- Contains all projects with federal and state transportation funding-not just those awarded by DRCOG
- DRCOG-directed funding (competitive grants) – every 4 years
 - Surface Transportation Block Grant (STBG)
 - Congestion Mitigation / Air Quality (CMAQ)
 - Carbon Reduction Program (CRP)
 - Transportation Alternatives (TA)
 - Multimodal Transportation & Mitigation Options Fund (MMOF)
- Adopted TIP is adjusted often through administrative modifications and amendments

2024-2027 Transportation Improvement Program (Pending TIP) 

Title: **Federal Blvd BRT - Precon** Project Type: **Rapid Transit**
 TIP-ID: 2024-008 STIP-ID: Open to Public: Sponsor: **CDOT**

Project Scope
 Design, environmental, and early action projects associated with side-running BRT. Final project will involve enhanced bus stops, sidewalk improvements, transit lane striping, and operational improvements including transit signal priority.



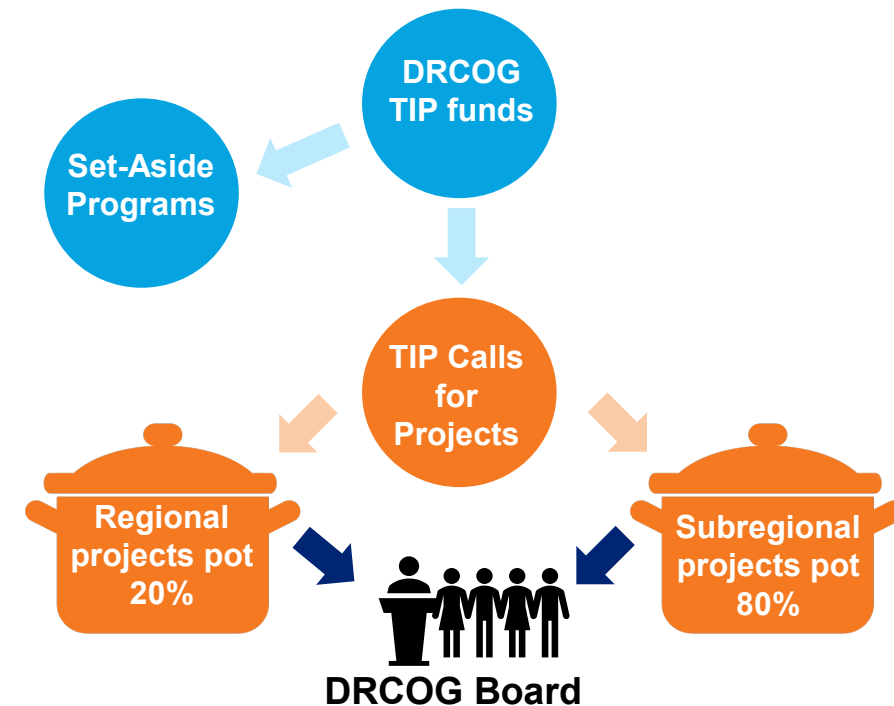
Affected Municipality(es)	Affected County(es)	Project Phases		Performance Measures	
		Year	Phase		
Denver	Adams	2025	Initiate Design	<input type="checkbox"/>	Bridge Condition
Englewood	Arapahoe	2026	Initiate Design	<input checked="" type="checkbox"/>	Congestion
Westminster	Denver	2027	Initiate ROW	<input type="checkbox"/>	Freight Reliability
Unincorporated				<input type="checkbox"/>	Pavement Condition
				<input checked="" type="checkbox"/>	Safety
				<input checked="" type="checkbox"/>	Transit Assets
				<input checked="" type="checkbox"/>	Transit Safety
				<input type="checkbox"/>	Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal	\$0	\$0	\$0	\$0	\$0		
Federal (STBG)	\$0	\$4,512	\$8,122	\$4,017			
State	\$0	\$0	\$0	\$0			
State (Leg-T)	\$0	\$4,063	\$5,453	\$8,133			
Local	\$0	\$2,950	\$1,750	\$0			
Local (RTD)	\$0	\$1,000	\$0	\$0			
Total	\$0	\$0	\$12,525	\$15,325	\$12,150	\$0	\$40,000

MAJOR ELEMENTS



- Funding allocation process
 - Set-Aside programs - \$60+ million dedicated to specific detailed programs; have their own calls for projects
 - Regional and Subregional Share
- Subregional Forums: county and all municipalities within
 - Way to achieve the regional vision, while also injecting local values; recommendations back to DRCOG
 - Also post agendas, consider public comment, other non-DRCOG items such as local/regional transportation updates
- Document
 - funding constraint, performance measures, equity, public engagement, etc.



FEDERAL AIR QUALITY CONFORMITY



- The region and FY 2024-2027 TIP must reduce pollutants based on our non-attainment status
- Air quality conformity is regional (entire MVRTP and TIP); not based on individual projects and included in the regional travel model networks
- 2050 RTP, and therefore the FY 2024-2027 TIP passed pollutant emission tests for regional air quality conformity
- State requirement for new TIPs to achieve GHG emission reduction targets
- Relied on previous 2050 RTP GHG analysis since all regionally significant projects in the TIP are in the RTP and all investments are consistent with the RTP

WHAT WILL THIS TIP ACCOMPLISH?



- Over 190 **intersections** will be improved for better operations for all modes
- Approximately 95 miles of **bike/ped** facilities will be built
- 34 **studies** will prepare for future improvements
- Over 70% of projects will implement **Complete Streets** elements
- Over 80% of projects will improve **connections to transit**

WHAT WILL THIS TIP ACCOMPLISH?



- 65% of projects are in or near an **urban center**
- Over 70% of projects are on the DRCOG **High-Injury Network**, projected to result in:
 - 51 fewer **fatal** crashes
 - 302 fewer **serious injury** crashes
- **\$495 Million** in transportation investments (DRCOG)
- **\$2.2 Billion** in transportation investments (all sources)



QUESTIONS?

ATTACH B

SUMMARY
BOARD OF DIRECTORS MEETING
WEDNESDAY, June 21, 2023

Members/Alternates Present

Steve Conklin, Chair	City of Edgewater
Jeff Baker	Arapahoe County
Claire Levy	Boulder County
Austin Ward	City and County of Broomfield
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
George Teal	Douglas County
Marie Mornis	Gilpin County
Bob Fifer (Alternate)	City of Arvada
Margo Ramsden	Town of Bow Mar
Jan Pawlowski	City of Brighton
Deborah Mulvey	City of Castle Pines
Mike Sutherland (Alternate)	City of Centennial
Randy Weil	City of Cherry Hills Village
Cheryl Wink (Alternate)	City of Englewood
Sara Loflin (Alternate)	Town of Erie
Rich Barrows (Alternate)	Town of Georgetown
Paul Haseman	City of Golden
Chuck Harmon	Town of Idaho Springs
Jeslin Shahrezaei	City of Lakewood
Wynne Shaw	City of Lone Tree
Colleen Whitlow	Town of Mead
John Diak	Town of Parker
Neal Shah	Town of Superior
Jessica Sandgren	City of Thornton
Sarah Nurmela	City of Westminster
Bud Starker	City of Wheat Ridge
Brian Welch	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Chris Chovan, Lucas Workman*, Adams County; Art Griffith*, Douglas County; Mac Callison, Aurora; Kent Moorman*, Thornton; Danny Herrmann*, CDOT; Patrick Stanley, Stuart Summers, RTD; Cody Friedlan*, Citizen; and DRCOG staff.

*participated via Zoom

Chair Steve Conklin called the meeting to order at 6:31 p.m. with a quorum present.

Move to approve agenda

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

Report of the Chair

Chair Conklin announced that DRCOG has scheduled a public hearing for July 19, 2023, at 6:30 p.m., to receive comments on the draft FY 2024-2027 Transportation Improvement Program and associated Air Quality Conformity Determinations.

- Director Baker reported that the Performance and Engagement Committee met earlier in the evening and selected a recipient for the John V. Christensen award and selected recipients to receive Distinguished Service Awards. The committee also had a continued discussion on the Board of Directors meeting participation options.
- Director Whitlow reported the Finance and Budget Committee met and received an update to project funding for Human Services Transportation TIP Set-aside and Federal Transit Administration Section 5310 funding. They also discussed and approved a resolution authorizing the Executive Director to:
 - extend project completion date for contract number EX 22053 with Gravity Works to December 31, 2023 for the redesign and development of DRCOG's websites.

Report of the Executive Director

- Bike to Work Day is on June 28 this year and directors who ordered apparel will be mailed to them prior to the event.
- The 2023 Awards Celebration: The event is scheduled for Wednesday, October 4 at the Seawell Ballroom in downtown Denver.
- Regional Housing Assessment: DRCOG is taking steps to release an RFP for consultants to assist with a Regional Housing Assessment. As explained at the June work session, an amendment to the UPWP and CDOT review of the RFP are needed to allow the use of UPWP funds for this purpose.
 - Amendments to the UPWP will come to the board in July.
 - The review to enter into a contract with consultants will be reviewed by the Finance and Budget Committee in August.

Public Comment

There was no public comment.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the May 17, 2023 meeting
- *FY 2022-2025 Transportation Improvement Program (TIP) Amendments*

Discussion on the development of a Comprehensive Economic Development Strategy (CEDS)

Flo Raitano provided a brief overview of the development plan to directors. In April 2022, DRCOG staff proposed at the Board retreat that it explore the potential for DRCOG to create a Comprehensive Economic Development Strategy (CEDS) for the DRCOG region. At the June 6 work session, staff provided an update on efforts to date on gathering input, feedback, and support from numerous potential stakeholders for that

process to move forward. Directors were presented with a proposed timeline of events to accomplish the development of this strategy. By January 2024, staff is hopeful to have final documentation to the EDA for approval and begin implementation.

Director Teal **moved** to approve development of a Comprehensive Economic Development Strategy (CEDS) for the DRCOG region by DRCOG staff. The motion was **seconded** and **passed** unanimously.

RTD Northwest Rail Peak Service Study

Patrick Stanley presented the findings of the study so far to the directors. The study is one year into its efforts to identify the requirements, costs, and operational needs to upgrade existing track, develop rail stations, and provide peak service to northwestern metropolitan communities. The first section of the Northwest Rail (B Line) currently operates between Denver Union Station and Westminster Station at 72nd Avenue. Findings and implementation recommendations from the Study will help RTD and partners determine the feasibility of extending rail service to the entire corridor through an initial peak service approach. The continuation of the Northwest Rail to Longmont also offers opportunities for possible partnership with other agencies, such as the Front Range Passenger Rail District.

Overview of the statewide transportation program distribution process

Alvan-Bidal Sanchez provided an overview of the program process to the Board. The Program Distribution process is led by CDOT every four years in collaboration with Colorado's 15 Transportation Planning Regions (TPRs). Program Distribution provides a long-term view of estimated state and federal transportation revenues and how they will be allocated among programs and regions. Funding is broken into program areas and includes existing federal and state sources. DRCOG relies on Program Distribution to develop revenue forecasts for funds DRCOG includes in the Regional Transportation Plan and administers in the Transportation Improvement Program. These forecasts are carried forward into the TIP by identifying operations and maintenance costs in the near term. The DRCOG region is in many ways half the state or more – including population, employment, total trips, and traffic fatalities.

Update from RTD on plans for Zero Fare for Better Air 2023 campaign

Stuart Summers provided an update on the campaign to the directors. RTD Zero Fare for Better Air campaign will launch on July 1. The proposed pilot program to offer zero fare for youth will begin this fall. In July and August 2023, RTD plans to promote the event through social media and multiple pop-up events. The purpose of the campaign is to help citizens in the metro area save gas, reduce traffic congestion, and improve the air quality of Colorado by reducing emissions.

Committee Reports

State Transportation Advisory Committee – Director Williams stated the STAC met and discussed HB-1101, which will be producing a study of the transportation planning region boundaries that will conclude November 30. They also had a discussion on the statewide transportation program distribution process, which will begin at the committee's meeting in July.

Metro Mayors Caucus – Director Starker stated the caucus met on June 7 and received a report on regional arts and culture from the SCFD. They received a presentation from the Butterfly Pavilion about a new campus they are developing in Broomfield. The caucus announced that Mayor Heidi Williams will be their new Executive Director starting in July. They also had a discussion around affordable housing and what they will be looking forward to in the next year during the legislative session.

Metro Area County Commissioners – There was no report.

Advisory Committee on Aging – There was no report.

Regional Air Quality Council – ED Rex stated the council met on June 2 and received a presentation from staff related to emission control strategy recommendations they're looking at pursuing in the lawn and garden sector as well as the oil and gas sector.

They also received a presentation on the development of the 2023 Severe Ozone SIP.

E-470 Authority – Director Mulvey stated they had a foundation fundraiser that gave out over \$90,000 in grants to organizations serving communities. They also received a comprehensive financial presentation that showed that there will be no toll changes this year, among other things.

Report from CDOT – Director Fifer provided an overview of the most recent winter season and the impacts it had on operations and staff.

Report on FasTracks – Director Welch stated that RTD has opened up a call for projects partnership program for innovative mobility ideas. RTD is about to begin a zero emissions bus fleet and facilities plan. The RTD board will be considering their Code of Conduct at their June 27 meeting.

Next meeting – **July 19, 2023**

Other matters by members

ED Rex welcomed back alternate Cheryl Wink from Englewood.

Adjournment

The meeting adjourned at 8:31 p.m.

Steve Conklin, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

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 #
July 19, 2023	Action	10

SUBJECT

FY 2022-FY 2023 Unified Planning Work Program (UPWP) Amendment

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendment to the FY2022-FY2023 Unified Planning Work Program.

ACTION BY OTHERS

[June 26, 2023](#) – TAC recommended approval

[July 18, 2023](#) – RTC will make a recommendation

SUMMARY

The Unified Planning Work Program is the two-year work program for the Denver Metropolitan Planning Organization and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. The *FY 2022-FY2023 Unified Planning Work Program* was adopted in July 2021 and most recently amended in May 2023.

Amendments to the UPWP are periodically necessary to adjust work to be performed to comply with changes to federal law or adjust to unanticipated planning needs or new priorities. This amendment includes the addition of an activity for coordinating planning for housing and transportation in alignment with language added by Congress through the Bipartisan Infrastructure Law (Sec. 11201.d) to the section of United States Code that governs Metropolitan Planning Organizations (23 USC 134(k)(4)) in order to address a regional planning priority.

This amendment is being recommended prior to the adoption of a new UPWP for federal fiscal years 2024 through 2025 so that efforts to initiate this work and procure consulting services can commence prior to October 1, 2023. It would be added immediately after Activity 3.9, which ends at the top of page 33.

PREVIOUS DISCUSSIONS/ACTIONS

[May 17, 2022 – Housing and the Regional Transportation Planning Process](#)

PROPOSED MOTION

Move to adopt a resolution to amend the *FY 2022-FY 2023 Unified Planning Work Program*.

ATTACHMENTS

1. Proposed new section: Activity 3.10 Housing Coordination Planning
2. [FY 2022-2023 Unified Planning Work Program as adopted through May 17, 2023](#)
3. Draft resolution

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Andy Taylor, Regional Planning and Analytics Manager at (303) 480-5636 or ataylor@drcog.org.

Activity 3.10 Housing Coordination Planning

Purpose: Integrate of housing, transportation, and economic development strategies in the regional transportation planning process and Metro Vision.

Tasks:

- Assess regional housing needs and opportunities that have a significant role in growth, housing, and economic development patterns contributing to growth in regional travel demand.
- Consult with state entities responsible for economic development, housing, and transportation; local entities responsible for land use, economic development, housing, and transportation; as well as other appropriate entities, to identify current goals and strategies, as well as common issues and opportunities.
- Compare transportation plans to land use management plans, including zoning plans, that may affect road use, public transportation ridership and housing development while also identifying the location of existing and planned housing and employment, and transportation options that connect housing and employment.
- Develop a Housing-Transportation Coordination Plan that integrates housing, transportation and economic development strategies in the regional transportation planning process.
- Identify strategic priorities for potential integration in and coordination with the housing, economic development or transportation plans of state, local, and other appropriate entities, which include Metro Vision and the MVRTP.
- Procure consultant services to assist in housing coordination planning.

Participants: DRCOG (lead), local governments, CDOT

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. ____, 2023

A RESOLUTION TO AMEND THE FY 2022- FY 2023 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING IN THE DENVER REGION.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing, cooperative, and comprehensive transportation planning process in the Greater Denver Transportation Management Area; and

WHEREAS, the Unified Planning Work Program (UPWP), prepared biennially, is the two-year work program for the Metropolitan Planning Organization and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities; and

WHEREAS, the FY 2022 - FY 2023 UPWP was adopted in July 2021 and was amended in February 2022, August 2022 and May 2023; and

WHEREAS, it is necessary to amend the FY 2022- FY 2023 UPWP to include tasks associated with coordinating housing and transportation planning per guidance in the Bipartisan Infrastructure Law (BIL); and

WHEREAS, the Regional Transportation Committee recommended these amendments of the FY 2022- FY 2023 Unified Planning Work Program.

NOW, THEREFORE, BE IT RESOLVED, that the Denver Regional Council of Governments hereby amends the FY 2022- FY 2023 Unified Planning Work Program for Transportation Planning in the Denver Region as indicated in the attached amended document.

RESOLVED, PASSED AND ADOPTED this _____ day of _____, 2023 at Denver, Colorado.

Steve Conklin, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH D

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 19, 2023	Action	11

SUBJECT

FY 2022 Transportation Improvement Program (TIP) Second Year Delays

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends continuing each project and approving deadlines to initiate the project phases for the delayed projects.

ACTION BY OTHERS

N/A

SUMMARY

The Board-adopted [TIP Policy](#) concerning second-year project delays (highlighted in Attachment 1) states the following:

On the following July 1 (2023), nine months after the project phase(s) was initially delayed (Oct 1, 2022), DRCOG staff will review the project status with CDOT or RTD to determine if the phase is still delayed. If it is determined:

- The project sponsor...is the cause of the continued delay (phase not being initiated by July 1), the project's un-reimbursed DRCOG-selected funding for the delayed phase will be returned to DRCOG for reprogramming (federal funding reimbursement requests by the sponsor will not be allowed after July 1).*
- That another agency or an outside factor...is the cause of the delay (phase not being initiated by July 1), the future course of action and penalty will be at the discretion of the Board of Directors.*

Through conversations with project sponsor staff, and confirmed by CDOT, DRCOG is aware of the following five projects that had phases delayed in FY 2022 (first-year delay) and will continue to be delayed in FY 2023 for a second year after July 1, 2023.

For reference, the [FY 2022 first year delayed projects](#) were approved by the Board in January 2023. Each project below lists the reasons for the continued delay, the cause for the delay (as determined through project sponsor, DRCOG, and CDOT discussions), and the staff recommended action per adopted policy.

FY22 Second Year Delays Summary (July 1, 2023)				
Project Sponsor	Project Name	Project Phase Delayed	Anticipated Initiation of Phase (as of January 2023)	Anticipated Initiation of Phase (as of July 2023)
Arapahoe County	Inverness Dr. West Bicycle and Pedestrian Facilities	Construction	June 2023	December 2023
Arapahoe County	Dry Creek Ops: I25 to Inverness Dr. East	Construction	February 2023	September 2023
Littleton	Santa Fe and Mineral Operational Improvements	ROW	July 2023	September 2023
Longmont	St. Vrain Greenway, Phase 13	Construction	November 2023	May 2024
Lyons	St. Vrain Trail Extension	Construction	July 2023	July 2024

1. Arapahoe County: Inverness Dr. West Bicycle and Pedestrian Facilities (TIPIID 2020-011)

Delayed FY2022 Phase: Construction

Reason project was not advertised by 7/1/23:

- Longer than expected ROW acquisitions
- Unexpected requirements for construction easements

Current status, plan to advertise project:

- Resubmitted design plans
- Awaiting ROW clearance to begin acquisition of the additional easements; ROW consultant contract extended the 4-5 months necessary to complete acquisitions
- Advertisement anticipated for December 2023

DRCOG staff recommendation:

- Approve the project to continue with phase initiation no later than December 2023

2. Arapahoe County: Dry Creek Ops: I25 to Inverness Dr. East (TIPIID 2020-057)

Delayed FY2022 Phase: Construction

Reason project was not advertised by 7/1/23:

- Construction Stormwater Permit is required before CDOT will provide clearance

Current status, plan to advertise project:

- Permit about to be submitted for review
- Advertisement submitted for approval pending permit approval

DRCOG staff recommendation:

- Approve the project to continue with project advertisement no later than September 2023

3. Littleton: Santa Fe and Mineral Operational Improvements (TIPIID [2020-060](#))
Delayed FY2022 Phase: Right-of-Way

Reason project was not advertised by 7/1/23:

- Numerous redesigns due to RTD and developer
- Original scope expanded to accommodate other projects

Current status, plan to advertise:

- 90% design plans are being developed and expected to be ready for final review in September
- CDOT has preliminarily indicated a willingness to allow for streamlined ROW plans and legal descriptions to be submitted

DRCOG staff recommendation:

- Approve the project to continue with ROW plan submittal no later than September 2023

4. Longmont: St. Vrain Greenway, Phase 13 (TIPIID [2020-027](#))

Delayed FY2022 Phase: Construction

Reason project was not advertised by 7/1/23:

- Hydraulics and floodplain mapping led to trail realignment

Current status, plan to advertise:

- Phase 1 of the design has been completed; working on Phase 2
- Advertisement anticipated for May 2024

DRCOG staff recommendation:

- Approve the project to continue with project advertisement no later than May 2024

5. Lyons: St. Vrain Trail Extension (TIPIID [2022-013](#))

Delayed FY2022 Phase: Construction

Reason project was not advertised by 7/1/23:

- ROW issues have forced the re-alignment of the trail from the original scope
- Funding shortfall due to inflation
- Coordination of design approval from ditch companies

Current status, plan to advertise:

- Design being reworked to accommodate shifted trail alignment
- Boulder County contributing funds to cover shortfall
- Alignment & ditch design issues nearing completion
- Advertisement anticipated for July 2024

DRCOG staff recommendation:

- Approve the project to continue with project advertisement no later than July 2024

PREVIOUS DISCUSSIONS/ACTIONS

[January 18, 2023 Board](#) – Approval of FY 2022 first-year delays allowing these projects to continue.

PROPOSED MOTION

Move to approve the staff recommendation to continue each project and establishing deadlines for each sponsor's project.

ATTACHMENT

1. TIP Policy: Project Delays Policy (second-year project delay language highlighted)
2. Delay letter from Arapahoe County (Inverness Dr.)
3. Delay letter from Arapahoe County (Dry Creek Ops)
4. Delay letter from Littleton
5. Delay letter from Longmont
6. Delay letter from Lyons

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Brad Williams, Project and Program Delivery Planner, at bwilliams@drcog.org or (303) 480-5651.

ATTACHMENT 1

FY20-23 TIP Policy: Project Delays Policy **Policy Concerning Second Year Delays Highlighted**

DRCOG has a project tracking program that tracks the initiation of a project phase. A delay occurs when a project phase, as identified during project submittal and contained within the TIP project description, has not been initiated in the identified year. For example, a project that has only one year of DRCOG-selected funding receives a delay if the project did not go to bid (construction projects), did not hold its kick-off meeting (studies), or didn't conduct similar project initiation activities (other types of projects) by the end of the federal fiscal year for which it was programmed. For projects that have more than one year of DRCOG-selected funding, each phase (year) will be reviewed to see if the objectives defined for that phase have been initiated.

DRCOG defines the initiation of a project phase in the following manner as of September 30 for the year with DRCOG-selected funding in the TIP that is being analyzed:

- Design: IGA executed with CDOT AND if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with CDOT project staff
- Environmental: IGA executed with CDOT AND if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with CDOT project staff
- ROW: IGA executed with CDOT AND ROW plans turned into CDOT for initial review
- Construction: project publicly advertised
- Study: IGA executed (with CDOT or RTD) AND kick-off meeting has been held
- Bus Service: IGA executed with RTD AND service has begun
- Equipment Purchase (Procurement): IGA executed AND RFP/RFQ/RFB (bids) issued
- Other: IGA executed AND at least one invoice submitted to CDOT/RTD for work completed

On October 1 (beginning of the next fiscal year), DRCOG will review the project phase status with CDOT and RTD to determine if a delay has occurred. 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. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all its DRCOG-selected projects.

Sponsors will be requested to appear before the TAC, RTC, and DRCOG Board to explain the reasons for the delay(s) and receive TAC and RTC recommendation, and ultimately DRCOG Board approval to continue. Any conditions established by the DRCOG Board in approving the delay become policy.

On the following July 1, nine months after the project phase(s) was initially delayed, DRCOG staff will review the project status with CDOT or RTD to determine if the phase is still delayed. If it's determined the project sponsor, as identified in the adopted TIP, is the cause of the continued delay (phase not being initiated by July 1), the project's un-reimbursed DRCOG-selected funding for the delayed phase will be returned to DRCOG for reprogramming (federal funding reimbursement requests by the sponsor will not be allowed after July 1).

If it's determined that another agency or an outside factor beyond the control of the project sponsor not reasonably anticipated is the cause of the delay (phase not being initiated by July 1), the future course of action and penalty will be at the discretion of the Board of Directors.

ATTACHMENT 1

Board action may include, but is not limited to:

- Establishing a deadline for initiating the phase.
- Cancel the phase or project funding and return to DRCOG for reprogramming.
- Reprogram the project funding to future years to allow other programmed projects to advance.



BRYAN D. WEIMER, PWLF
Director

Lima Plaza
6924 South Lima Street
Centennial, Colorado 80112-3853
720-874-6500
arapahoegov.com



July 5, 2023

Brad Williams, Planner
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Re: Delay of FY23 Transportation Improvement Program Grant for Inverness Dr. West Bicycle and Pedestrian Facilities (TIP ID 2020-011)

Mr. Williams,

The purpose of this letter is to respond to your request regarding the project status of the TIP grant awarded by DRCOG for the Inverness Dr. West Bicycle and Pedestrian Facilities project along Inverness Drive West in Arapahoe County.

Based on the conditions of the grant, the project was to be publicly advertised for construction bids by September 30, 2022. The project was not ready to be advertised at that time, but construction plans had been submitted to Colorado Department of Transportation (CDOT) for approval.

In addition to obtaining CDOT approval, the project was also dealing with a property owner that was unresponsive to the County's request for the acquisition of ROW. The County ended up taking the acquisition request to the Board of County Commissioners for approval to proceed with eminent domain. The BOCC granted this request and the property owner, after receiving notice of eminent domain, started working with the County on the ROW acquisition.

As the project neared completion of the identified needed ROW acquisitions, it was discovered by the project team that additional permanent and temporary easements would be needed to construct the project. The project team has resubmitted the design plans to CDOT for approval and are awaiting ROW clearance so that we can begin acquisition of the additional permanent and temporary easements. The ROW consultant contract has been extended and they are ready to begin acquisition. The ROW consultant is estimating 4-5 months to complete these acquisitions.

The 2nd strike deadline of advertising the project by June 30, 2023 will not be met by the project due to the project needing additional permanent and temporary easements as described above. We anticipate the project being approved by CDOT, ROW acquisitions complete, and project advertisement by December 2023. We hope to begin construction in the spring of 2024 and complete the project by the end of 2024.

The project team is working diligently to address all of the remaining CDOT comments and is eagerly awaiting ROW clearance to begin acquisition. In the meantime, we anticipate the design plans being approved by October 2024.

Sincerely,

A handwritten signature in blue ink that reads "Jim Katzer". The signature is written in a cursive, flowing style.

James Katzer, PE
Transportation Division Manager
jkatzer@arapahoegov.com



MISSION We serve our community with vital infrastructure and professional government services.



BRYAN D. WEIMER, PWLF
Director

Lima Plaza
6924 South Lima Street
Centennial, Colorado 80112-3853
720-874-6500
arapahoegov.com



July 5, 2023

Brad Williams, Planner
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Re: Delay of FY23 Transportation Improvement Program Grant for Dry Creek Operations (TIP ID 2020-057)

Mr. Williams,

The purpose of this letter is to respond to your request regarding the project status of the TIP grant awarded by DRCOG for the Dry Creek Operations project along Dry Creek Road in Arapahoe County.

Based on the conditions of the grant, the project was to be publicly advertised for construction bids by June 30, 2022. The project was not ready to be advertised at that time but had been submitted to Colorado Department of Transportation (CDOT) for approval.

CDOT has informed the County that the submission of the Construction Stormwater Permit is required before CDOT staff will provide clearance for AD for this project. The permit has been filled out and will be submitted to the Colorado Environmental Online Services (CEOS) website for review.

We anticipate the project being approved for advertisement by CDOT by the end of August and we intend to go to AD directly after that approval. The project is projected to begin construction in the spring of 2024 with a completion at the end of 2024.

The project team is working diligently to complete all of the CDOT's requirements and is eagerly awaiting approval to advertise.

Sincerely,

James Katzer, PE
Transportation Division Manager
jkatzer@arapahoegov.com



Engineering Department
2255 West Berry Avenue
Littleton, Colorado 80120
303-795-3865 • Fax 303-795-3747

July 5, 2023

Brad Williams, Planner
Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Re: Delay of TIP Grant – ROW for Santa Fe & Mineral Improvements Project (TIP ID 2020-060)

The purpose of this letter is to respond to your request for a status update regarding the TIP grant awarded by DRCOG for the Santa Fe & Mineral Improvements project in the City of Littleton. This project is a regional transportation solution identified and initiated by the city and supported by the Santa Fe Drive Action Plan: Planning and Environmental Linkages (PEL) Study, to improve safety and congestion surrounding the Santa Fe Drive & Mineral Avenue intersection by displacing left turn movements to a quadrant roadway. Based on the conditions of the grant, the project was to have originally initiated the ROW phase by September 30, 2022 and then, after receiving a first strike, by June 30, 2023.

As discussed with DRCOG staff after receiving the first strike last fall, there have been several unforeseen factors impacting the Santa Fe & Mineral Improvements project and the ability to initiate the ROW phase, including:

- **Pandemic** – IGA received in February 2020, immediately before the initial spread of COVID-19 and institution of the pandemic. As a result, and with DRCOG approval, the start of the project was delayed for over one year.
- **RTD Matter #1**– The original project assumed a quadrant roadway in both the northwest and southwest corners of the Santa Fe Drive & Mineral Avenue intersection. The northwest corner is owned by RTD for the Mineral end-of-line Light Rail Station and Park-n-Ride. However, after months of trying to work with RTD on a design, the northwest quadrant roadway was eliminated as an option from the project. As a result, the design of the single southwest quadrant roadway needed to be expanded to accommodate all of the diverted left turn movements from the Santa Fe Drive & Mineral Avenue intersection; thus, delaying completion of design and identification of necessary ROW.
- **Development Matter #1** – By the time the project could kick-off in earnest after the pandemic, a developer (Evergreen) had purchased the property where the southwest quadrant roadway was intended to be placed. As a result, the initial simple design for the southwest quadrant roadway was expanded to a cooperative design to accommodate not only regional traffic improvements, but also local and internal trips related to the proposed

mixed-use RiverPark development. Once again, adding complexity to the project and delaying completion of design and identification of necessary ROW.

- **RTD Matter #2** – Since RTD requires a license agreement to utilize any of their properties, we have been working with RTD’s Engineering and Real Properties divisions over the past year. The project team has provided the requested materials necessary for permitting the license agreement and is waiting on confirmation from RTD personnel. Once a license agreement has been approved, the ROW implications related to RTD property can be identified and resolved.
- **Developer Matter #2** – As a part of the development process, Evergreen submitted a request to rezone and develop the property in the southwest corner of the intersection in the Fall of 2021. Unfortunately, the submittal was voted down by the Littleton City Council, which set back the development plans and left the cooperative design and acquirement of the necessary ROW from Evergreen for the quadrant roadway in uncertainty. As a result, the means and methods of obtaining the necessary ROW through the Evergreen property was left in ambiguity until a new development approach could be identified.
- **Project Expansion** – As the southwest quadrant roadway was developed, concerns were raised by Evergreen regarding the amount of traffic anticipated through their development. In addition, the Douglas County Santa Fe Drive Widening project design was finalized and construction initiated. The combination of these two influences resulted in the need to expand the Santa Fe & Mineral Improvements project to include modifications unanticipated in the initial TIP grant, specifically along Santa Fe Drive and Mineral Avenue. These design additions included a widening and shifting of Santa Fe Drive past the Evergreen development, requiring extensive evaluation to determine the new impacts to ROW needs not only through Evergreen’s property for the quadrant roadway, but also along the edges of the property for the Santa Fe Drive widening.
- **Developer Matter #3** – After the denial by City Council, Evergreen changed their development process by first creating a Development Master Plan and then a Preliminary and Final Plat of the property. The completion of the Final Plat will identify the public ROW required to be dedicated to the City of Littleton for construction of the quadrant roadway. However, due to the extended duration of the development process and extreme inflation rates, Evergreen is continuing to identify their financial commitments for the project, including funding owed to the city for development impacts to the surrounding roadway network. Until the financing is identified, the Final Plat cannot be executed, leaving the method of obtaining the necessary ROW through Evergreen’s property uncertain.

Greg Jamieson, a former CDOT ROW Manager and the ROW lead for HDR, the design consultant, has been working closely with John Olson and Shannon Hart of CDOT Region 1 ROW Management to identify the appropriate ROW acquisition process. The Santa Fe & Mineral Improvements project has identified three entities from which ROW is needed:

1. A fee simple parcel from Evergreen for the quadrant roadway in the southwest quadrant of the Santa Fe/Mineral intersection

2. A temporary easement, facilitated through a license agreement, from RTD's parking lot for the Mineral LRT Station in the northwest quadrant of the Santa Fe Drive & Mineral Avenue intersection
3. A temporary easement from the owner of the Conoco/7-Eleven in the northwest quadrant of the Mineral Avenue & Platte River Parkway intersection.

Littleton intends to obtain the fee simple parcel from Evergreen through a dedication on the Final Plat to be approved and signed for the RiverPark development. However, in case the timing of the dedication of the fee simple parcel from Evergreen does not match the project schedule, other options are being discussed with CDOT for Littleton to pursue. The other two properties impacted, RTD and Conoco/7-Eleven, only require temporary easements for the needed ROW acquisition.

CDOT has preliminarily indicated a willingness to allow for streamlined ROW plans and legal descriptions to be submitted for this project. A preliminary set of such ROW plans and legal descriptions has been prepared by 105 West, the Surveying/ROW Plans subconsultant for the project, and provided to CDOT. Vesting deeds for the RTD and Conoco/7-Eleven ownerships have also been prepared and submitted to CDOT.

For reference, some of the key dates throughout this project include the following:

- October 2019 – DRCOG Grant Approval
- February 2020 – IGA Approved
- February 2020 to June 2021 – Pandemic Project Delay
- June 2021 – CDOT Scoping Meeting
- June 2021 – Initiated Design with HDR
- November 2021 – 30% Design Submitted & FIR Meeting
- Fall 2021 – Evergreen Development Submittal Denied by Littleton City Council
- September 2022 – Initial ROW Initiation Deadline
- June 2023 – Delayed ROW Initiation Deadline
- *September 2023 – 90% Design Anticipated for Submittal & FOR Meeting*
- *September 2023 – Submittal of ROW Legal Exhibits & ROWPR (If Necessary)*
- *November 2023 – 100% Design Anticipated for Submittal, along with Utility, ROW, and Environmental Clearances*
- *December 2023 – Anticipated Receipt of Utility, ROW, and Environmental Clearances*
- *January 2023 – Final Plans, Specs, and Cost Estimate Anticipated for Submittal*
- *March 2024 – Anticipated FHWA Authorization and CDOT Construction Option Letter*
- *April 2024 – Anticipated Advertised for Construction Bids*

The current status of the project is that the 90% design plans are being developed and expected to be ready for CDOT review and an FOR Meeting in September 2023.

As a final note, a ROW exhibit was created well in advance of the initial September 30, 2022 deadline but, due to the complexities and uncertainties mentioned in this letter, was never officially submitted. Furthermore, while a ROW Phase was identified in the TIP application for

DRCOG
July 5, 2023
Page 4 of 4

the Santa Fe & Mineral Improvements project and in the Intergovernmental Agreement (IGA) between CDOT and the City of Littleton, no funding was requested for ROW acquisition. As a result, our understanding is that no TIP funds are at risk by not initiating the ROW phase by June 30, 2023.

Sincerely,

A handwritten signature in blue ink, appearing to read "K. Reester". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Keith Reester
Public Works and Utilities Director
kreester@littletongov.org
303-795-3866



CITY OF LONGMONT | External Services/Parks & Natural Resources

July 5, 2023

Longmont, St. Vrain Greenway Trail, Phase 13

Dear DRCOG Board of Directors,

I am writing to provide an update on the progress of the St. Vrain Greenway Trail, Phase 13 project. The objective of the Phase 13 trail segment is to connect the existing greenway where it terminates in Longmont's Sandstone Ranch Nature Area to St. Vrain State Park. This is an important project on a local level for Longmont and our neighboring communities, and it is important regionally, as the St. Vrain Greenway is an integral part of the Continental Divide Trail system, stretching from New Mexico to Wyoming.

This project consists of three phases: 'Design Phase 1' (60% design, FIR approval), 'Design Phase 2' (final design, FOR approval), and construction. Currently, Design Phase 1 has been completed, and we are several weeks into Design Phase 2. However, Design Phase 1 encountered unforeseen challenges related to hydraulics and floodplain modeling, resulting in a longer-than-expected duration.

Ultimately, working in the new CHAMP modeling and floodplain mapping system necessitated several major changes to the project. The most significant change was no longer being able to utilize the existing State Highway 119/St. Vrain Creek underpasses for trail connectivity. Instead, we had to realign the trail and identify a suitable location for constructing an entirely new highway underpass. Additionally, we needed to incorporate a dry land bridge into the trail design to avoid passing too close to an existing cell tower, and, north of State Highway 119, we designed a single-span bridge extending approximately 240 feet, to prevent a rise in the floodplain, thereby safeguarding downstream infrastructure.

I am pleased to inform you that these hydraulics issues have been successfully resolved, and Design Phase 1 has received FIR approval. Now, we are actively engaged in negotiating right-of-way agreements with various residential and commercial stakeholders, some of which are proving challenging. Furthermore, we are seeking additional funding to offset increased project costs associated with the new underpass and two bridges. Although the Phase 1 design delays were unfortunate, we have overcome them, and our focus is now on submitting the FOR by December 2023. We are seeking board approval for a time extension that would allow us to complete the construction bid process and award a contract by early May 2024.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Danielle S. Cassidy".

Danielle S. Cassidy
Open Space Manager

June 16, 2023

Todd Cottrell
Denver Region Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202

Project: St Vrain Trail Extension
Project Number: STU M835-005 (24531)

**Subject: Town of Lyons St. Vrain Trail Extension Project-Advertisement
Deadline Extension Request**

The purpose of this letter is to request a new Advertisement Date deadline. The Town of Lyons has experienced many delays on this project due to several challenges regarding alignment, available funding and ditch companies.

Alignment: Although the proposed trail alignment is in Town R.O.W., there are sections of the R.O.W. the town leases back to business owners for their business use. There was one business (Clark's Hardware) that did not want to allow the trail in the R.O.W. they were leasing, which was affecting about 300 linear feet of the trail alignment. The Town has been working tirelessly to find a solution to resolve this conflict. Just recently the Town has been informed that a business owner two doors up is purchasing Clark's Hardware, and once the purchase is complete, the lease of the Town property is null and void. The Town was spoken with the future new owners, and they are in support of the trail and will work with the Town on moving forward with the proposed alignment.

Funding: The Town had a significant shortfall of funding for this project of around \$600k. Part of the reason for the shortfall was that it was assumed that the 100% design that was completed for this project in 2018 could be updated with minimal effort and used for construction. However, a new consultant had to be procured and they felt a lot of the design was missing critical components such as cross sections, drainage report, stamped structural plans and other design components needed for bid. In addition, environmental clearances had expired therefore new environmental assessments have to be completed and approved by appropriate agencies. The Town has worked with the design consultant to value engineer as much of the design as possible to save costs. Lastly, the trail will be crossing three ditches and the Town will need the ditch companies to review and approve design phases and work with the Town on crossing agreements. The plan reviews and crossing agreements can be quite costly and this was not considered in the application process. The Town is happy to say that Boulder County has been a great partner and supporter of this project and will be allocating \$600k for the funding shortfall.

DOUBLE GATEWAY
TO THE ROCKIES

TELEPHONE

303.823.6622

FACSIMILE

303.823.8257

Ditch Companies: This project has three ditch crossings. Highland Ditch, Palmerton Ditch and the Rough and Ready Ditch, we will need to work closely with each of them to get design approval. The Town is anticipating this may be costly but may also cause delays from waiting form comments back from the ditch companies for each stage of design process. The Town has requested an estimate of cost and timeline from the larger ditch company, and they feel they cannot provide this information.

Timeline: Town staff and the Consultant Engineer met to discuss timelines. Other than the ditch company plan reviews and crossing agreements, the critical path seems to be environmental review and clearances. The box culverts for the trail will need to be constructed in the fall/winter months when the three irrigation ditches are at low flows and not in critical demand for water users.

Environmental Clearances: 6-9 months (assessment in process-not submitted)
Ditch Plan Reviews: Unknown-will request comment deadlines
Design Schedule: 16 weeks with timely ditch comments
CDOT Plans Reviews: 2-4 weeks
Prepare Bid Package: 4 weeks

Requested Ad Date: July 15, 2024

As mentioned earlier in this request letter, Boulder County is in support of this project getting completed because it supports an initiative for a regional trail connection and supports the County’s Vision Zero for safety of pedestrians and bicyclists.

Please let us know if we can provide any additional information that would help support this request.

Thank you for your consideration.

Tracy Sanders

Tracy Sanders
Project Manager

DOUBLE GATEWAY
TO THE ROCKIES

TELEPHONE

303.823.6622

FACSIMILE

303.823.8257

432 5TH AVENUE • P.O. BOX 49
LYONS • COLORADO 80540

TOWNOFLYONS.COM

ATTACHE

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 #
July 19, 2023	Informational Briefing	12

SUBJECT

CDOT HB 23-1101 Transportation Planning Region (TPR) Boundary Study

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

On April 28, 2023, Governor Polis signed HB 23-110 – The Ozone Season Transit Grant Program Flexibility bill. The bill includes a provision requiring CDOT to complete a study of the boundaries of the transportation planning regions (TPRs), the membership of the Statewide Transportation Advisory Committee (STAC) and the Special Interim Transit and Rail Advisory Committee (TRAC), and the consistency and transparency of the transportation planning process across the TPRs.

The Denver Regional Council of Governments is a designated TPR (Greater Denver) with a boundary covering the entire DRCOG area. DRCOG also serves as the Metropolitan Planning Organization (MPO) for the urban portion of the region. While this work may result in recommendations to adjust TPR boundaries, federal rules dictate MPO boundaries, and this study cannot impact those boundaries.

The study must consider several factors in its review of TPR boundaries:

- Highway and transit corridors and transit district boundaries
- Disproportionately impacted communities
- Vehicle miles traveled, truck vehicle miles traveled, transit vehicle revenue miles, and lane miles
- Population trends
- Safety and management considerations
- Commuting, commercial traffic, freight movement, tourism impacts, and other travel patterns
- Transit-oriented development and access to affordable housing
- Levels of air pollutants, including criteria pollutants and greenhouse gas pollutants
- Communities of interest

CDOT staff have been attending TPR meetings and gathering information and data for the study. CDOT staff will provide the Board with information about the study process, progress to date, public meetings and engagement efforts, and next steps.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

CDOT 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 Director, at rpapsdorf@drcog.org or (303) 480-6747.

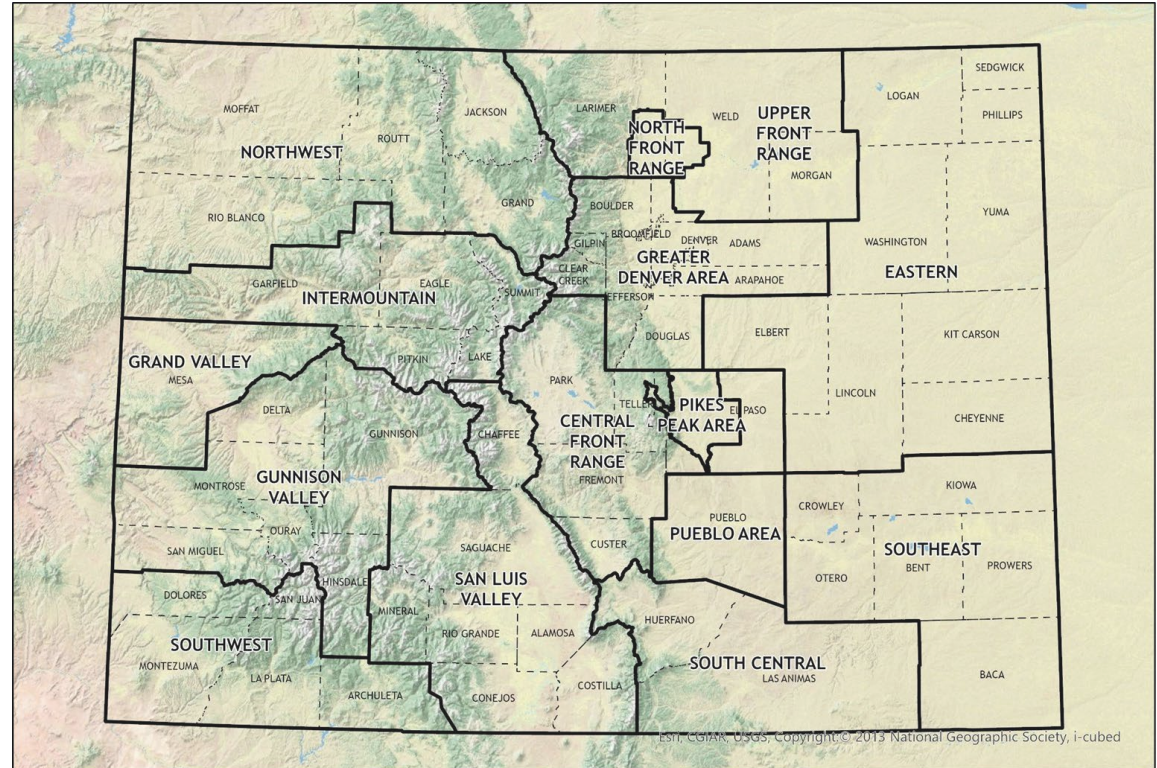


COLORADO
Department of Transportation

TPR Boundary Study

July 19, 2023

1. HB23-1101 refresher
2. Study Progress
3. Public Meetings
4. Next Steps





HB23-1101 Study Language

On or before November 30, 2023, The Department Shall Complete a Study and Study Report of:

- The Consistency and Transparency of the Transportation Planning Process Across the TPRs
- The boundaries of the Transportation Planning Regions (TPRs)
- Membership of the State Transportation Advisory Committee (STAC)
- Membership of the Special Interim Transit And Rail Advisory Committee (TRAC)

In Conducting The Study, **The Department shall provide opportunity for public comment throughout the State** and consider input from stakeholders throughout the State.

The amendment **protects rural Colorado's transportation interests** by mandating that the number of rural TPRs can not be reduced. There are currently 10 rural TPRs and 5 urban MPOs. This number will remain the same. (2 CCR 601-22 are the state planning rules and include the TPR boundaries).

The Department shall submit the Study Report to the Transportation Commission and to the Transportation Legislation Review Committee on or before November 30, 2023.

Following completion of the study and with consideration of its findings, the Transportation Commission shall initiate updates to the rules before **June 1, 2024**, though we anticipate the TC completing the task by this date.



Statutory Requirements

Factors for consideration identified in legislation:

- Highway and Transit Corridors and Transit District Boundaries
- Disproportionately Impacted Communities
- Vehicle Miles Traveled, Truck Vehicle Miles Traveled, Transit Vehicle Revenue Miles, and Lane Miles
- Population Trends
- Safety and Management Considerations
- Commuting, Commercial Traffic, Freight Movement, Tourism Impacts, and Other Travel Patterns
- Transit-Oriented Development and Access to Affordable Housing
- Levels of Air Pollutants, Criteria Pollutants, and Greenhouse Gas Pollutants
- Communities of Interest



Of Colorado's five MPOs, four of them have different (larger) boundaries for their TPR area (as opposed to their MPO area).

- DRCOG includes Clear Creek and Gilpin Counties, as well as the eastern, non-urbanized portions of Adams and Arapahoe Counties, for example.
- The GVMPO, PACOG, and PPACG also include their full counties and corresponding member governments as part of their broader TPR.
- The North Front Range MPO is the only MPO in the state whose TPR boundaries match their MPO boundaries.

While this study process could result in a recommendation to change an MPO's broader TPR boundaries, federal rules dictate MPO boundaries, and this study cannot impact those boundaries.



Advisory Committee

Name	Organization	Position
Keith Baker	Chaffee County	County Commissioner
Dick Elsner	Park County	County Commissioner
Jonathan Godes	City of Glenwood Springs	City Councilor
Andy Gunning	Pikes Peak Area Council of Governments	Executive Director
Terry Hofmeister	Phillips County	County Commissioner
David Johnson	Roaring Fork Transit Authority	Planning Manager
Suzette Mallette	North Front Range MPO	Executive Director
Ron Papsdorf	Denver Regional Council of Governments	Transportation Operations Director
Tamera Pogue	Summit County	County Commissioner
Kristin Stephens	Larimer County	County Commissioner
Anna Stout	City of Grand Junction	Mayor



- Two meetings with the Advisory Committee.
 - We received feedback from the Advisory Committee recommending that staff continue to examine how TPRs are managed and to look for opportunities to educate the public about the role of TPRs
- Designed a survey to collect quantitative data about knowledge and understanding TPR processes and their role in transportation planning. The survey will be distributed along with invitations to the public meetings.
- CDOT staff have continued to review TPR IGAs and Bylaws.
- Staff continue to create maps that reflect all of the statutory requirements.
- Began planning for the public meetings that will be held virtually and around the state at the end of July and beginning of August.



Public Meetings

- Staff will be conducting 5 virtual meetings - one for each region and in-person meetings in conjunction with TPR meetings.
- The virtual meetings will use Zoom as the platform
- The virtual meetings will be scheduled from 6:00 PM - 7:30PM
 - The Region 1 virtual meeting will be on August 2
 - The Region 4 virtual meeting will be on July 31



Next Steps

- CDOT staff will continue to gather data and share the mapping tool to assist in the analysis.
- Continue meeting with stakeholders and attending TPR meetings, as well as MPO meetings at the request of the MPO.
- Conduct the first round of public meetings
- Distribute the TPR survey that CDOT staff developed to stakeholders around the state.
- Staff will begin to develop recommendations following the first round of public meetings and analysis of survey results in August/September.



Questions?



ATTACH F

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 #
July 19, 2023	Informational Item	13

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

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

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

The July 2023 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

2022-2025 TIP Administrative Modifications (July 2023)

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, Programming and Project Delivery Program Manager, at (303) 480-6737 or tcottrell@drcog.org.

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **July 2023 Administrative Modifications to the 2022-2025 Transportation Improvement Program**

Date: July 21, 2023

SUMMARY

- Per the DRCOG Board-adopted [Policies for TIP Program Development](#), Administrative Modifications to the [2022-2025 TIP](#) are reviewed and processed by staff before being presented to the DRCOG Board as an informational item. They are then emailed to the TIP Notification List and posted on the [DRCOG 2022-2025 TIP web page](#). Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings or per CDOT definition.
- The TIP Notification List includes the members of the DRCOG Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties. If you wish to be removed from the TIP Notification List, please contact Josh Schwenk at jschwenk@drcog.org.
- The projects included in these Administrative Modifications are listed below. The attached describes these modifications, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

TIP ID#	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2007-079	CDOT Region 1	Region 1 Bridge Off-System Pool	Add one pool project	Add \$1,779,000 in federal Bridge Off-System funds	N/A
2007-096	CDOT Region 1	Region 1 Surface Treatment Pool	Add one pool project	Add \$783,000 in state Surface funds	N/A
2016-055	CDOT Region 1	I-25: 120th Ave to E-470 Managed Lanes	Replace TIFIA loans with toll funding	Remove \$4,800,000 in federal TIFIA loans and add \$4,800,000 with state tolling funding	N/A
2016-057	CDOT Region 1	Region 1 RPP Pool	Add two pool projects	N/A	N/A
2020-080	CDOT	CDOT Trust Settlement Pool	Increase cost of one pool project	Add \$745,000 in state Settlement funds	N/A
2022-047	Brighton	Bridge St. Intersection Improvements: 22 nd to 42 nd	Remove project funding at sponsor's request	Remove \$2,249,000 in federal American Rescue Plan Act funds and \$901,000 in federal Congestion Mitigation/Air Quality funds	N/A

2007-079: Add one pool project and \$1,779,000 in federal Bridge Off-System funding

Existing Project

Title: **Region 1 Bridge Off-System Pool**

Project Type: **Bridge**

TIP-ID: **2007-079**

STIP-ID: **SR17001**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

The Bridge Off-System Pool funds off-system bridge projects throughout CDOT Region 1.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Dartmouth Ave	@ S Platte River	\$1,392	Potomac St	@ O'Brien Canal (partial replacement)	\$760	Windermere St	@ Highline Canal Bridge	\$1,241
88th Ave	@ Wolf Creek	\$100	Chambers	@ Sand Creek Bridge (Aurora)	\$214	Community Center Dr.	Northglenn	\$524
Rio Grande St	@ Slaughterhouse Gulch	\$406	Wilcox Bridge	Castle Rock	\$94	West Dartmouth Ave.	Englewood	\$229
112th Ave	@ Fulton Ditch	\$500	County Rd 34	@ First Creek	\$380			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal (BRO)		\$0	\$0	\$0	\$0			
State		\$753	\$0	\$0	\$0			
Local		\$188	\$0	\$0	\$0			
Total	\$5,087	\$941	\$0	\$0	\$0	\$0	\$6,028	

Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Dartmouth Ave	@ S Platte River	\$1,392	Potomac St	@ O'Brien Canal (partial replacement)	\$760	Windermere St	@ Highline Canal Bridge	\$1,241
88th Ave	@ Wolf Creek	\$100	Chambers	@ Sand Creek Bridge (Aurora)	\$214	Community Center Dr.	Northglenn	\$524
Rio Grande St	@ Slaughterhouse Gulch	\$406	Wilcox Bridge	Castle Rock	\$94	West Dartmouth Ave.	Englewood	\$229
112th Ave	@ Fulton Ditch	\$500	County Rd 34	@ First Creek	\$380	Laredo St Bridge Rehab	Aurora	\$1,779

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (BRO)		\$0	\$1,779	\$0	\$0		
State		\$753	\$0	\$0	\$0		
Local		\$188	\$445	\$0	\$0		
Total	\$5,087	\$941	\$2,224	\$0	\$0	\$0	\$8,252

2007-096: Add one pool project and \$783,000 in state Surface funding

Existing Project

Title: **Region 1 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-096**

STIP-ID: **SR15215**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Projects in CDOT Region 1 to be approved for Pool Funding by Region 1 Director.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Colfax	Peoria to Sable	\$2,500	SH-7	I-25 to US-85	\$8,000	US-40	MP 252 to I-70	\$7,000
SH-88 (Federal Blvd)	Alameda Ave to Louisiana Ave	\$3,000	I-76	York St to Dahlia St	\$21,000	I-70	Chief Hosa to Colfax Ave.	\$9,500
US-85	H. Ranch Pkwy to C-470	\$3,000	US-85	I-76 to 124th Ave	\$4,000	SH-391	Hampden Ave to Jewell Ave	\$4,000
US-6	SH-119 to SH-58/SH-93	\$10,000	SH-224	I-25 to US-6	\$5,000	US-287	I-70 to 92nd Ave	\$6,600
I-25	SH-86 to Castle Pines Pkwy	\$2,500	I-70	Wadsworth Blvd to Pecos St	\$11,000	SH-265	I-70 to US-6	\$4,600
I-70 EB	Georgetown to Empire Junction	\$3,000	SH-2	MLK Blvd to US-6	\$3,000	SH-8	Soda Lakes Rd to Bear Creek Blvd	\$1,000
I-70	Floyd Hill to Chief Hosa	\$18,000	SH-83	E-470 to Arapahoe Rd	\$8,000	SH-83	Stroh Rd to Hilltop Rd	\$8,300
SH-86	Woodlands Blvd to IREA Access	\$8,000	SH-93	US-6/SH-58 to 58th Ave	\$4,000	US-287	Colfax Ave to I-70	\$5,000
US-85	MP 191.75 to Louviers	\$5,000	SH-72	I-70 to Indiana St	\$4,000	Design	Various Locations	\$2,000

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$48,233	\$41,776	\$40,157	\$42,864		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$48,233	\$41,776	\$40,157	\$42,864	\$0	\$173,030

Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Colfax	Peoria to Sable	\$2,500	I-76	York St to Dahlia St	\$21,000	SH-391	Hampden Ave to Jewell Ave	\$4,000
SH-88 (Federal Blvd)	Alameda Ave to Louisiana Ave	\$3,000	US-85	I-76 to 124th Ave	\$4,000	US-287	I-70 to 92nd Ave	\$6,600
US-85	H. Ranch Pkwy to C-470	\$3,000	SH-224	I-25 to US-6	\$5,000	SH-265	I-70 to US-6	\$4,600
US-6	SH-119 to SH-58/SH-93	\$10,000	I-70	Wadsworth Blvd to Pecos St	\$11,000	SH-8	Soda Lakes Rd to Bear Creek Blvd	\$1,000
I-25	SH-86 to Castle Pines Pkwy	\$2,500	SH-2	MLK Blvd to US-6	\$3,000	SH-83	Stroh Rd to Hilltop Rd	\$8,300
I-70 EB	Georgetown to Empire Junction	\$3,000	SH-83	E-470 to Arapahoe Rd	\$8,000	US-287	Colfax Ave to I-70	\$5,000
I-70	Floyd Hill to Chief Hosa	\$18,000	SH-93	US-6/SH-58 to 58th Ave	\$4,000	Design	Various Locations	\$2,000
SH-86	Woodlands Blvd to IREA Access	\$8,000	SH-72	I-70 to Indiana St	\$4,000	I76	Emergency Repair	\$782
US-85	MP 191.75 to Louviers	\$5,000	US-40	MP 252 to I-70	\$7,000			
SH-7	I-25 to US-85	\$8,000	I-70	Chief Hosa to Colfax Ave.	\$9,500			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$48,233	\$42,559	\$40,157	\$42,864		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$48,233	\$42,559	\$40,157	\$42,864	\$0	\$173,813

2016-055: Remove \$4,800,000 in federal TIFIA loans and add \$4,800,000 in state toll funding

Existing Project

Title: **I-25: 120th Ave to E-470 Managed Lanes**

Project Type: **Roadway Capacity**

TIP-ID: **2016-055**

STIP-ID:

Open to Public: **2020**

Sponsor: **CDOT Region 1**

Project Scope

This project will extend the existing and under construction managed lanes project (TIPID 2012-073), utilizing existing and new ROW. The project will result in one new managed lane in each direction from the current project's northern terminus near 120th Ave to E-470. Project will resurface the entire stretch, add traffic management, sound wall, tolling/ITS equipment and safety, bridge, and drainage improvements.



Affected Municipality(ies)
Broomfield
Thornton
Westminster
Unincorporated

Affected County(ies)
Adams
Broomfield

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (TIFIA)		\$0	\$28,430	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$93,047	\$0	\$28,430	\$0	\$0	\$0	\$121,477

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (TIFIA)		\$0	\$23,630	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
State (Tolling)		\$0	\$4,800	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$93,047	\$0	\$28,430	\$0	\$0	\$0	\$121,477

2016-057: Add two pool projects. Total project cost remains the same

Existing Project

Title: **Region 1 RPP Pool**

Project Type: **Other**

TIP-ID: **2016-057**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope
 CDOT Region 1 RPP Pool. Funds projects with RPP funds.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Small projects/consultants/clo seouts		\$8,000	SH-121 and Morrison Rd	Intersection Improvements	\$700	Denver Encampment Project		\$1,000
I-270	Interchange Study (TIP ID 2016-047)	\$1,000	local agency contributions	various	\$11,810	I-25 SB @ 58th Ave off-ramp	Replace bridge rail, fence, & concrete panels	\$3,300
I-70 System-Level Traffic Study	E-470 to Strasburg	\$500	I-70 Noise Walls, Phase 2	\$6,100 in RPP in TIP# 2020-098	\$0	SH-7 Corridor Multimodal Improvements	\$800 in RPP in TIP# 2020-007	\$0

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$17,500	\$17,500	\$17,500	\$17,500		
State (TCC)		\$1,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$18,500	\$17,500	\$17,500	\$17,500	\$0	\$71,000

Revised Project Listing

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Small projects/consultants/clo seouts		\$8,000	local agency contributions	various	\$11,810	SH-7 Corridor Multimodal Improvements	\$800 in RPP in TIP# 2020-007	\$0
I-270	Interchange Study (TIP ID 2016-047)	\$1,000	I-70 Noise Walls, Phase 2	\$6,100 in RPP in TIP# 2020-098	\$0	Steel Bridge Girders Cleanout	Regionwide	\$1,000
I-70 System-Level Traffic Study	E-470 to Strasburg	\$500	Denver Encampment Project		\$1,000	Maintenance Paving Support IDIQ	Regionwide	\$1,000
SH-121 and Morrison Rd	Intersection Improvements	\$700	I-25 SB @ 58th Ave off-ramp	Replace bridge rail, fence, & concrete panels	\$3,300			

2020-080: Add \$745,000 in state Settlement funds to one pool project

Existing Project

Title: **CDOT Trust Settlement Pool**

Project Type: **Transit Vehicles**

TIP-ID: **2020-080**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

Project Scope

The pool funds projects from a settlement with a car manufacturer. The funds will be used to reduce air pollution in Colorado.



Affected County(ies)
Regional

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
RTD	Purchase 15 Battery Electric Bus Replacements (FY20)	\$0	Boulder	4 Electric Bus Replacements (FY21)	\$1,745	VIA	Vehicles (FY23)	\$212
Boulder	Electric Bus (FY20)	\$483	Boulder	4 Electric Bus Chargers (FY21)	\$340			
RTD	12 Battery Electric Chargers w/ Infrastructure (FY20)	\$0	VIA	Electric Bus Replacement (FY21)	\$167			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (STF)		\$0	\$212	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$2,735	\$0	\$212	\$0	\$0	\$0	\$2,947	

Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
RTD	Purchase 15 Battery Electric Bus Replacements (FY20)	\$0	Boulder	4 Electric Bus Replacements (FY21)	\$2,490	VIA	Vehicles (FY23)	\$212
Boulder	Electric Bus (FY20)	\$483	Boulder	4 Electric Bus Chargers (FY21)	\$340			
RTD	12 Battery Electric Chargers w/ Infrastructure (FY20)	\$0	VIA	Electric Bus Replacement (FY21)	\$167			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (STF)		\$0	\$212	\$745	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$2,735	\$0	\$212	\$745	\$0	\$0	\$3,692

2022-047: Remove project funding at sponsor's request, to be returned to the Adams County Subregion for reprogramming

Existing Project

Title: **Bridge St. Intersection Improvements: 22nd to 42nd**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2022-047**

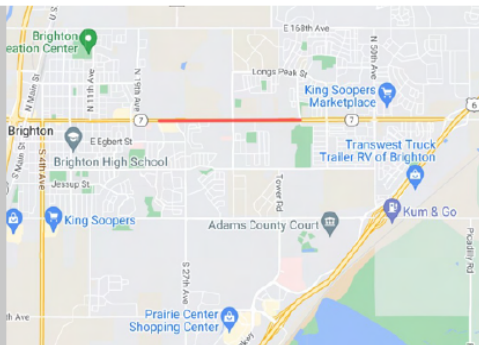
STIP-ID:

Open to Public: **2025**

Sponsor: **Brighton**

Project Scope

Construct intersection improvements including ped signals, crossing treatments, multi-use path, and turn lanes.



Affected Municipality(ies)
Brighton

Affected County(ies)
Adams

Project Phases	
Year	Phase
2023	Initiate Construction
2024	Initiate Construction

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$163	\$738	\$0		
Federal (MMOF-ARPA)		\$0	\$837	\$1,412	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$675	\$675	\$0		
Total	\$0	\$0	\$1,675	\$2,825	\$0	\$0	\$4,500

Revised Funding Table

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