

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, September 15, 2021
6:30 p.m. – 8:40 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. 6:40 Report of the Chair
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
5. 6:45 Report of the Executive Director
6. 6:50 Public Comment

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

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

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



We make life better!



CONSENT AGENDA

7. 7:00 Move to Approve Consent Agenda
- i. Minutes of August 18, 2021
(Attachment A)
 - ii. Project Funding Recommendation for the FY 2022-2023 Community Mobility Planning and Implementation (CMPI) set-aside.
(Attachment B)
 - iii. FY 2022-2025 Transportation Improvement Program (TIP) Supplemental Wait List Call for Projects waiting list additions.
(Attachment C)
 - iv. FY 2022-2025 Transportation Improvement Program (TIP) Amendments
(Attachment D)

ACTION ITEM

8. 7:05 DRCOG's Title VI Implementation Plan, Limited English Proficiency Plan, and Americans with Disabilities Act Program Access Plan.
(Attachment E) Alvan-Bidal Sanchez, Transportation Planner, Transportation Planning and Operations

INFORMATIONAL BRIEFINGS

9. 7:15 Update on the Greenhouse Gas (GHG) transportation planning rulemaking.
(Attachment F) Ron Papsdorf, Director, Transportation Planning and Operations
10. 8:15 Update on the FY 2024-2027 TIP Policy.
(Attachment G) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations
11. Committee Reports
In order to ensure adequate time for the topics on the agenda, committee reports will be postponed until the October meeting.

INFORMATIONAL ITEMS

12. Update on Front Range Passenger Rail project activities.
(Attachment H) Jacob Riger, Manager, Transportation Planning and Operations
13. Transportation Improvement Program (TIP) administrative modifications
(Attachment I) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations

ADMINISTRATIVE ITEMS

14. Special Board Meeting or Board Work Session – October 6, 2021
15. Other Matters by Members
16. 8:40 Adjourn

CALENDAR OF FUTURE MEETINGS

September 2021

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

October 2021

6	Special Board Meeting/Board Work Session	4:00 p.m.
6	Performance and Engagement Committee	5:30 p.m.*
15	Advisory Committee on Aging	Noon – 3 p.m.
19	Regional Transportation Committee	8:30 a.m.
20	Finance and Budget Committee	5:30 p.m.
20	Board of Directors	6:30 p.m.
25	Transportation Advisory Committee	1:30 p.m.

November 2021

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

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

ATTACH A

SUMMARY
BOARD OF DIRECTORS
WEDNESDAY, August 18, 2021

Members/Alternates Present

Ashley Stolzmann, Chair	City of Louisville
Steve O'Dorisio	Adams County
Jeff Baker	Arapahoe County
Claire Levy	Boulder County
Randy Wheelock	Clear Creek County
Alison Coombs	City of Aurora
Larry Vittum	Town of Bennet
Aaron Brockett	City of Boulder
Adam Cushing	City of Brighton
William Lindstedt	City and County of Broomfield
Deborah Mulvey	City of Castle Pines
Tim Dietz (Alternate)	Town of Castle Rock
Tammy Mauer	City of Centennial
Nicole Frank	City of Commerce City
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Steve Conklin	City of Edgewater
Linda Olson	City of Englewood
Josie Cockrell	Town of Foxfield
Lynette Kelsey	Town of Georgetown
Rachel Binkley	City of Glendale
Jim Dale	City of Golden
David Kerber (Alternate)	City of Greenwood Village
Tracy Kraft-Tharp	Jefferson County
Tim Barnes (Alternate)	City of Lafayette
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Julie Duran Mullica	City of Northglenn
Colleen Whitlow	Town of Mead
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Neal Shah	Town of Superior
Jessica Sandgren	City of Thornton
Anita Seitz	City of Westminster
Bud Starker	City of Wheat Ridge
Rebecca White	Colorado Department of Transportation

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Bryan Weimer, Arapahoe County; Chris Chovan, Janet Lundquist, Adams County; Mac Callison, Mike Coffman, Aurora; Cindy Copeland, Boulder County; Sarah Grant, Broomfield; Brent Soderlin, Commerce City; Art Griffith, Lauren Pulver, Douglas County; Tim Howard, Superior; Kent Moorman, Julia Marvin, Thornton; Debra Baskett, Westminster; Jordan Rudel, Danny Herrmann, Jan Rowe, CDOT; Jennifer Cassell, Bowditch & Cassell; Nathan Batchelder, Julia Williams, Carl Castillo, Marie Venner, Brent Goodlet, Citizen; and DRCOG staff.

Board of Directors Summary

August 18, 2021

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

Move to approve agenda

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

Report of the Chair

- Director Conklin reported the Performance and Engagement Committee met on August 4 and received three informational briefings:
 - A discussion on the 2021 Board Workshop, which the committee decided to postpone until early 2022 due to the rise in COVID-19 cases.
 - A discussion on the process for selecting DRCOG representatives to the Front Range Passenger Rail District Board of Directors
 - An overview of DRCOG's executive director 2020-2021 annual performance evaluation process
- Director Shaw reported the Finance and Budget Committee met and approved two resolutions authorizing the executive director to:
 - negotiate and execute a contract with the Colorado Department of Transportation for Consolidated Planning Grant funding in support of the FY 2022 and FY 2023 Unified Planning Work Program.
 - accept funds from the Colorado Department of Regulatory Agencies of up to \$200,000 for approximately 18 months ending September 30, 2022 to administer a regional State Health Insurance Assistance program.

Report of the Executive Director

- The upcoming 2021 Board Workshop will be postponed until early 2022.
- Small Communities Hot Topics Forum is planning on hosting its sixth forum in mid-late October.
- Update on Regional Vision Zero: The first education campaign will begin next week, specifically focused on slow speeding.
- Bike to Work day is scheduled for September 22nd of this year.
- HB-1271: Currently two grant opportunities are being finalized and will begin accepting applications from local governments seeking state investment to assist in their efforts to complete a housing-needs assessment or develop policy and regulatory approaches that aim to reduce barriers to affordable housing.

Public Comment

Marie Venner requested that the board re-open the Transportation Improvement Plan (TIP) of 2022-2025 to make it comply with the law to reduce pollution in Colorado 26% by 2025.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the July 21, 2021 meeting

Discussion on the Public Engagement Plan Amendments

Lisa Houde, Public Engagement Planner, provided a brief overview of the amendments to the board. DRCOG adopted a public engagement plan in May 2019. Staff is proposing amendments to address some issues that emerged during the implementation of the plan:

1. It became clear that more discussion and direction regarding virtual participation is necessary since engagement strategies transitioned to virtual during the pandemic.
2. The public engagement plan does not include any direction about how to revise the plan, so revision procedures are proposed.
3. DRCOG staff worked with the CDOT, RTD, FHWA, FTA, and EPA to develop specific revision procedures for different types of potential amendments to that plan.

The draft amended public engagement plan was the subject of a public hearing at the June 16, 2021 Board of Directors meeting. One attendee provided public comment and requested that the Denver Regional Mobility & Access Council (DRMAC) be included into the list of potential participants in Appendix C. This additional change has been made on page 40 of the [Public Engagement Plan with tracked edits](#).

Director Flynn **moved** to adopt Resolution No. 9, 2021, adopting the amended public engagement plan. The motion was **seconded** and **passed** unanimously.

Update on the development of the 2024-2027 TIP Policy

Todd Cottrell presented the policy updates to the directors. The first step in creating the next TIP is to develop the FY 2024-2027 TIP Policy. Staff began discussions with the Transportation Advisory Committee (TAC) on updates to the policy in April. The following outlines discussions to date, including staff recommendations:

1. Regional Share Project Selection Process
 - a. Regional Share Definition
 - i. Staff Recommended Change: Adjust the definition to: Regional Share projects and programs serve to achieve the regional outcomes and objectives of the Metro Vision Plan and the regionally funded project and program investment priorities set by the 2050 Regional Transportation Plan.
 - b. Funding Availability
 - i. Staff Recommended Change: Retain the cap at \$20 million for DRCOG-allocated funds per application but reduce the match to a minimum of 20%.
 - c. Project Type and Location Eligibility
 - i. Staff Recommended Change: Staff revised the proposal to expand and clarify that eligibility includes:
 - Pre-construction and construction activities for projects specifically listed in the 2050 RTP 2020-2029 staging period and air quality non-regionally significant projects within certain categories of the 2050 RTP,
 - Pre-construction activities for projects listed in the 2050 RTP 2030-2039 staging period. Staff presented this revised recommendation at the July 26 TAC meeting and received no further comments.
 - d. Application Submittal and Evaluation
 - i. Staff Recommended Change: No changes.

2. Regional/Subregional Share Funding Split
 - a. Staff Recommended Change: No changes.
3. Project Scoring
 - a. Regional Share Scoring Roles and Process
 - i. Refer to Regional Share Project Selection Process
 - b. Subregional Share Scoring Roles and Process
 - i. Staff Recommended Change: No changes to the existing process
 - c. Scoring Method
 - i. Staff Recommended Change: Eliminate reference to “High, Medium, or Low”, since the end result of the scoring method is referenced as a numerical value and convert to scores that range from 5 to 1 (5=high, 1=low). Adjusting the scoring range (from 3-1 to 5-1) should allow further definition between projects.
4. Incorporating Project Readiness into the TIP Application
 - a. Staff Recommended Change:
 - i. Application cost estimates: Each applicant will be required to use a CDOT-supplied cost estimate form with each application. Using universal cost estimates should assist to keep all estimates comparatively similar to the standards that CDOT would use for their own projects.
 - ii. Update Part 1 of the TIP application (project information pertaining to key project readiness elements, including listing project elements and the status of the proposed projects) to better identify a project’s readiness.
 - iii. Add a new scoring section, “project readiness” in Part 2 of the application, reflecting an overall weighting of 5-10% (overall application weighting discussions will take place after the application is completely drafted this fall).
5. Submitting Projects in the Regional/Subregional Calls
 - a. Regional Share Applications
 - i. Refer to Regional Share Project Selection Process
 - b. Subregional Share Applications
 - i. Staff Recommended Change: The applications from each subregional forum will be submitted to DRCOG staff directly via Dropbox.com or similar, DRCOG staff will review for eligibility and post the applications on the DRCOG.org website, and the scoring sheets will be transferred to each forum for project scoring (or staff will score based on forum direction).
 - c. Regional and Subregional Funding Leverage
 - i. Staff Recommended Change: No changes.
6. Project Delay Policy
 - a. Staff Recommended Change: No changes.
7. Minimum Project Size
 - a. Staff Recommended Change:
 - i. Regional Share: DRCOG-allocation minimum funding request of at least \$5 million for projects, except for studies which will not have a minimum request.

- It should be noted that comments were heard at the July TAC meeting to possibly lower the proposed \$5 million minimum to a lower amount, perhaps \$2-3 million.
- ii. Subregional Share: retain the minimum DRCOG-allocation request at \$100,000.

Update on the Greenhouse Gas (GHG) transportation planning rulemaking

Ron Papsdorf provided an overview of the rulemaking to the board. HB19-1261 concerns the reduction of greenhouse gas pollution and establishing statewide greenhouse gas pollution reduction goals. On January 14, 2021, Colorado released its Greenhouse Gas Pollution Reduction Roadmap, which establishes a pathway to meet the state's HB19-1261 climate targets and shows Colorado's largest sources of GHG emissions. SB21-260 includes new requirements for CDOT guidelines and procedures for the Department and the state's MPOs related to transportation planning and projects. CDOT is embarking on a rulemaking process to develop a new pollution reduction planning framework for the transportation sector. On July 15, 2021 the Colorado Transportation Commission adopted a resolution authorizing CDOT to commence the rulemaking process to establish a greenhouse gas (GHG) pollution-reduction standard, including compliance and enforcement requirements. CDOT filed the formal notice for the rulemaking on August 13 and released the [draft rulemaking schedule](#). The next steps for DRCOG Board discussions/decisions are as follows:

- September 1 BWS: continue review of proposed rule and seek feedback
- September 15 BOD: direction to staff and/or comments on rule

Directors voiced all questions and concerns to DRCOG staff, which will be used to frame the next discussion on this topic at the September 1 Board work session.

Briefing on the 2021 DRCOG Board Collaboration Survey

Executive Director Rex a brief overview of the survey to the directors. Since 2015, the DRCOG Board Collaboration Assessment has been utilized as a feedback mechanism allowing directors to voice their opinions about their experience at DRCOG as it relates to collaborative work and the achievement of desired results. The release of the director survey was on August 19.

Committee Reports

State Transportation Advisory Committee – Chair Stolzmann reported there were no action items, and the Glenwood Canyon crews have been working extremely hard to clean up the prior mudslide.

Metro Mayors Caucus –Director Starker stated that the group met on August 4 with a focus on affordable housing and homelessness. They received briefings on a housing development blueprint report, landlord recruitment, the FLEX fund, and Built for Zero.

Metro Area County Commissioners – Director Baker informed the Board that they met on July 23 and received presentations from Chair Stolzmann and CDOT regarding SB-260 and SB-267, specifically Year 3B funding.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the committee did not meet in July.

Regional Air Quality Council – Doug Rex stated that RAQC met and received a presentation from the executive director, Mike Silverstein, about the rulemaking status of the Employee Traffic Reduction Program (ETRP).

E-470 Authority – Director Diak stated that they met and were informed that traffic volumes are continuing to increase on E-470. With the increased levels, the authority has moved to increase the number of hours that the Colorado state patrol is going to support E-470.

Report from CDOT – Director White stated that the Governor declared a state of emergency, regarding the Glenwood Canyon mudslide. There was a request for \$116 million in emergency funding and CDOT did receive \$11.6 million almost immediately from the federal government. Revitalizing Main Streets awarded funding for 16 projects that were announced on August 16. The GHG Rulemaking was released on August 13 and Director White wanted to thank all DRCOG staff for their continued support and assistance with this document.

Report on FasTracks – There was no report.

Next meeting – **September 15, 2021**

Other matters by members

There were no other matters by members.

Adjournment

The meeting adjourned at 9:04 p.m.

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

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

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 #
September 15, 2021	Consent Agenda	7-ii

SUBJECT

Project Funding Recommendation for the FY 2022-2023 Community Mobility Planning and Implementation (CMPI) set-aside of the *2020-2023 Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the projects recommended by the CMPI Set-Aside Project Review Panel and an additional project that will expend most of the remaining funds in this two-year cycle.

ACTION BY OTHERS

[August 23, 2021](#) TAC recommended approval
[September 14, 2021](#) RTC will make a recommendation

SUMMARY

The 2020-2023 TIP Policy established \$4.8 million in federal funds for the CMPI Set-Aside over the four-year period. The purpose of the CMPI set-aside is to support small area planning and small infrastructure projects that contribute to the implementation of key Metro Vision and Metro Vision Regional Transportation Plan outcomes. For the second two-year period (FY 2022-2023) the CMPI Set-Aside reserved:

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

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

In April 2021, DRCOG issued a call for letters of intent and full applications were due June 30, 2021. A total of 20 applications (14 planning, 6 small infrastructure) were submitted for consideration (Attachment 1). The total federal funding request for all projects was \$3,879,023 (59.6% planning, 40.4% small infrastructure).

A project review panel comprised of staff from DRCOG's Regional Planning and Development and Transportation Planning and Operations divisions, in consultation with CDOT staff (Division of Transportation Development, Regions 1 and 4), individually and collectively evaluated project submittals. The review panel met in July 2021 to review, discuss, and establish final recommendations. The panel recommended the following projects for funding through the FY22-23 CMPI set-aside:

Planning		
Project Sponsor	Project Title	Recommended Award
Boulder County	North Foothills Bikeway Feasibility Study	\$331,150
City and County of Denver	Permanent Outdoor Expansion	\$206,975
City of Arvada	Little Dry Creek Trail Grade Separation Project	\$82,790
City of Boulder	Speed Limit Setting & Signing Framework	\$103,488
City of Lakewood	40 West ArtLine Framework Plan	\$111,766
City of Sheridan	S. Federal Blvd. Plan – Safe Streets through Sheridan	\$76,167
City of Westminster	72 nd Avenue Corridor Study and Plan	\$190,417
Town of Superior	McCaslin Underpass Feasibility Study	\$82,790
<i>Planning Recommendation Total</i>		<i>\$1,185,543</i>
<i>Planning Funding Available</i>		<i>\$1,235,000</i>
<i>Amount Remaining (see note below)</i>		<i>\$49,457</i>

Small Infrastructure		
Project Sponsor	Project Title	Recommended Award
City and County of Denver	Westwood-Athmar Park Transportation Management Program	\$300,000
City of Lone Tree	RidgeGate Crosswalks, Phase 2	\$150,000
Evergreen Parks and Recreation District	Evergreen Lake Trail, Phase 2 Enhancements	\$413,950
RTD	University of Denver Station Bike Shelter	\$124,185
Town of Castle Rock	Castle Rock Downtown Pedestrian Lighting Improvements	\$480,000
Town of Superior	Superior Wayfinding	\$100,000
<i>Small Infrastructure Recommendation Total</i>		<i>\$1,568,135</i>
<i>Small Infrastructure Funding Available</i>		<i>\$1,692,000</i>
<i>Amount Remaining (see note below)</i>		<i>\$123,865</i>

Remaining funding:

As noted in the two tables above, the recommendations of the review panel result in a total of \$173,322 of remaining funds in this two-year cycle. In line with the review panel's discussion, DRCOG staff further recommends combining the remaining funds in the two project categories associated with the CPMT Set-Aside to **fully fund the federal funding request associated with City of Thornton Transit Study (\$136,600)**. As all small

infrastructure projects submitted during the FY22-23 cycle are recommended for funding, shifting the remaining small infrastructure funds to planning allows the next highest ranking planning study submitted (City of Thornton Transit Study) to move forward.

Upon approval by the Board, an administrative modification of the TIP will be conducted to amend the selected projects into the *2022–2025 TIP*.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the studies and projects recommended by staff to be funded in the FY 2022-2023 cycle of the CMPI Set-Aside and shift the remaining small-infrastructure funding to fully fund the Thornton Transit Study.

ATTACHMENT

CMPI Set-Aside: Submitted Projects

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org; Brad Calvert, Division Director, Regional Planning & Development, at 303-480-6839 or bpcalvert@drcog.org or Josh Schwenk, Assistant Planner, Transportation Planning & Operations, at 303-480-6771 or jschwenk@drcog.org.

Planning Projects Submitted				
Sponsor	Application Name	Requested Amount	Recommended Award	Score
City of Westminster	72nd Avenue Corridor Study and Plan	\$ 190,417	\$ 190,417	96.3
City of Lakewood	40 West ArtLine Framework Plan	\$ 111,766	\$ 111,766	94.0
City of Sheridan	S Federal Blvd Plan - Safe Streets through Sheridan	\$ 76,167	\$ 76,167	90.1
Boulder County	North Foothills Bikeway Feasibility Study	\$ 331,150	\$ 331,150	90.0
City and County of Denver	Permanent Outdoor Expansion	\$ 206,975	\$ 206,975	90.0
City of Boulder	Speed Limit Setting & Signing Framework	\$ 103,488	\$ 103,488	88.0
City of Arvada	Little Dry Green Trail Grade Separation Project	\$ 82,790	\$ 82,790	87.9
Town of Superior	McCaslin Underpass Feasibility Study	\$ 82,790	\$ 82,790	83.6
City of Thornton	Thornton Transit Study	\$ 136,604	\$ 136,604	83.6
City of Englewood	Englewood Station Transportation Planning and Design Elements	\$ 200,000	\$ -	83.4
City of Lone Tree	RidgeGate Pkwy Bikeway Study & Design	\$ 150,000	\$ -	81.9
Transportation Solutions	Micromobility District Feasibility Study	\$ 120,045	\$ -	80.1
City of Aurora	Havana St Corridor Study, Phase 2	\$ 320,000	\$ -	75.3
Commuting Solutions	SH-119 Corridor Brand Identity & Wayfinding Signage Next Steps	\$ 198,696	\$ -	74.7
Total Planning Awards			\$ 1,322,147	

Small Infrastructure Projects Submitted				
Sponsor	Application Name	Requested Amount	Recommended Award	Score
City and County of Denver	Westwood-Athmar Park Transportation Management Program	\$ 300,000	\$ 300,000	102.3
Evergreen Park & Rec	Evergreen Lake Trail, Phase 2 Enhancements	\$ 413,950	\$ 413,950	99.8
RTD	University of Denver Station Bike Shelter	\$ 124,185	\$ 124,185	86.2
Town of Superior	Superior Wayfinding	\$ 100,000	\$ 100,000	82.2
Town of Castle Rock	Castle Rock Downtown Pedestrian Lighting Improvements	\$ 480,000	\$ 480,000	75.2
City of Lone Tree	RidgeGate Crosswalks, Phase 2	\$ 150,000	\$ 150,000	61.7
Total Small Infrastructure Awards			\$ 1,568,135	

shaded green denotes recommended for funding

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 #
September 15, 2021	Consent Agenda	7 - iii

SUBJECT

FY 2022-2025 Transportation Improvement Program (TIP) Supplemental Wait List Call for Projects waiting list additions.

PROPOSED ACTION/RECOMMENDATIONS

The Supplemental Wait List Call Project Review Panel recommends the proposed projects be added to the waiting lists of the FY 2022-2025 TIP.

ACTION BY OTHERS

[August 23, 2021](#) TAC recommended approval
[September 14, 2021](#) RTC will make a recommendation

SUMMARY

Following the COVID-19 funding decisions in spring 2021, several of the wait lists were significantly depleted. To prepare for the potential of additional funding before the next 2024-2027 TIP is adopted, a supplemental wait list call for projects was held to add projects to the depleted wait lists. No additional funds were available as part of this call, it was only to add projects to the wait lists.

The supplemental wait list call for projects opened on April 26, with applications due to DRCOG staff by June 21. Eight eligible projects totaling \$13,460,000 were submitted. A funding target (based on an estimated one-year funding allocation) was set at \$28,800,000 (split across the Regional Share and three subregions). The totals of all submittals within the regional share and each subregion were within the applicable target limit.

After DRCOG staff evaluated and scored the submittals, a Supplemental Wait List Call Project Review Panel met on July 19 to review the scores and recommend a list of projects to be added to the wait lists. The panel consisted of one technical staff representative from each of the eight subregions, as well as representatives from CDOT and RTD. During their meeting, the panel recommended adding all eight projects to the wait lists, in score order.

Revised wait lists with the recommended projects in ranked order can be found as Attachment 1.

PREVIOUS DISCUSSIONS/ACTIONS

[April 21, 2021](#) – Board approval of Supplemental Call for Projects as part of previous wait list funding action

PROPOSED MOTION

Move to add the supplemental projects to the FY 2022-2025 Transportation Improvement Program wait lists in ranked order.

ATTACHMENTS

1. Revised TIP wait lists
2. 2022-2025 TIP Supplemental Wait List Call presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org, or Josh Schwenk, Assistant Planner, Transportation Planning and Operations Division at jschwenk@drcog.org.

Table 5. Eligible Projects for Waiting List for the 2022-2025 TIP

Highlighted projects below represent the recommendation of the Project Review Panel. The Panel recommended all eligible submittals be added, in score order, after any existing wait list projects.

DRCOG Regional Share Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Regional	Lone Tree	I-25 & Lincoln Ave. Interchange Final Design	\$ 2,000	2.1	Design	1
Regional	Boulder County	SH-119 & 63 rd St. Intersection Transit Bypass Lanes	\$ 5,000	2.0	Construction	2
Regional	Castle Pines	I-25 & Happy Canyon Rd. Interchange Preconstruction Activities	\$ 400	1.6	Preconstruction	3

Subregional Share: Adams County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-5)	Project Activity	Waiting List Ranking
Adams	Aurora	Fulton St. Bicycle Boulevard and Pedestrian Enhancements (Phase 2)	\$ 1,911	3.0	Construction	1
Adams	Aurora	Bicycle and Pedestrian Improvements: Havana St. and Lola St.	\$ 917	2.9	Construction	2
Adams	Thornton	88 th Ave. Corridor Study	\$ 200	1.8	Study	3

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

Subregional Share: Boulder County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Boulder	Longmont	SH-119 Operational Improvements: Nelson to Pratt	\$ 3,000	2.1	Construction	1
Boulder	Boulder	SH-7 and Arapahoe Bridge Replacement	\$ 4,200	2.0	Construction	2
Boulder	Superior	Marshall Rd. Underpass	\$ 1,440	1.5	Construction	3
Boulder	Boulder County	Multimodal Intersection Improvements: SH-7 and 95th Ave.	\$ 5,200	1.2	Construction	4

Subregional Share: City/County Broomfield Forum Waiting List

Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Broomfield	Broomfield	Industrial Lane Bikeway Phase 2 (remaining amount)	\$ 2,186	2.1	Construction	1

Subregional Share: City/County Denver Forum Waiting List

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

Subregional Share: Douglas County Forum Waiting List

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

Subregional Share: Jefferson County Forum Waiting List

Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Jefferson	Jefferson County	W. 32nd Ave. Bike Lanes: Ford St. to Eldridge St.	\$ 4,000	1.8	Construction	1
Jefferson	Evergreen Parks & Rec	Evergreen Lake Trail, Phase 2	\$ 400	2.2	Construction	2
Jefferson	Golden	West Colfax Ave. Complete Streets, Phase 2	\$ 1,360	2.0	Construction	3
Jefferson	Lakewood	Wadsworth Blvd. & Morrison Rd. Southbound Acceleration Lane	\$ 2,500	1.4	Construction	4

Subregional Share: SW Weld County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
SW Weld	Mead	3 rd St. & Welker Ave. Intersection Improvements	\$ 1,600	2.2	Construction	1

2022-2025 SUPPLEMENTAL WAIT LIST CALL FOR PROJECTS

Josh Schwenk, Assistant Planner

BACKGROUND



- Following the **COVID funding decisions** this spring, many wait lists were depleted
- The Supplemental Wait List Call for Projects is to add projects to **wait lists only**, no new funding is available at this time
- Selected projects will be added to wait lists, **after any existing wait list projects**, and will be funded if additional funding becomes available

APPLICATIONS SUMMARY



- Supplemental Wait List Call for Projects: April 26-June 21
- Eight eligible applications were received, as summarized below:

Share	# of Applications	Funding Request	Funding Target
Regional	3	\$7,400,000	\$15,000,000
Subregional			
Adams	1	\$200,000	\$6,300,000
Jefferson	3	\$4,260,000	\$5,900,000
SW Weld	1	\$1,600,000	\$1,600,000
Total	8	\$13,460,000	\$28,800,000

PROJECT EVALUATION



- All applications were scored by a team of **six DRCOG staff**
- A **Project Review Panel** met on July 19 to recommend projects to be added to the wait lists
- The Panel recommended **all projects** be added, in score order

PANEL RECOMMENDATION



DRCOG Regional Share Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Regional	Lone Tree	I-25 & Lincoln Ave. Interchange Final Design	\$ 2,000	2.1	Design	1
Regional	Boulder County	SH-119 & 63 rd St. Intersection Transit Bypass Lanes	\$ 5,000	2.0	Construction	2
Regional	Castle Pines	I-25 & Happy Canyon Rd. Interchange Preconstruction Activities	\$ 400	1.6	Preconstruction	3

Subregional Share: Adams County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-5)	Project Activity	Waiting List Ranking
Adams	Aurora	Fulton St. Bicycle Boulevard and Pedestrian Enhancements (Phase 2)	\$ 1,911	3.0	Construction	1
Adams	Aurora	Bicycle and Pedestrian Improvements: Havana St. and Lola St.	\$ 917	2.9	Construction	2
Adams	Thornton	88 th Ave. Corridor Study	\$ 200	1.8	Study	3

PANEL RECOMMENDATION



Subregional Share: Jefferson County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
Jefferson	Jefferson County	W. 32nd Ave. Bike Lanes: Ford St. to Eldridge St.	\$ 4,000	1.8	Construction	1
Jefferson	Evergreen Parks & Rec	Evergreen Lake Trail, Phase 2	\$ 400	2.2	Construction	2
Jefferson	Golden	West Colfax Ave. Complete Streets, Phase 2	\$ 1,360	2.0	Construction	3
Jefferson	Lakewood	Wadsworth Blvd. & Morrison Rd. Southbound Acceleration Lane	\$ 2,500	1.4	Construction	4

Subregional Share: SW Weld County Forum Waiting List						
Subregional Forum	Project Sponsor	Project Name	Funding Request (\$1,000's)	Score (1-3)	Project Activity	Waiting List Ranking
SW Weld	Mead	3rd St. & Welker Ave. Intersection Improvements	<u>\$ 1,600</u>	2.2	Construction	1

PROPOSED MOTION



Move to add the supplemental projects to the FY 2022-2025 Transportation Improvement Program wait lists in ranked order.



THANK YOU!
QUESTIONS?

Josh Schwenk, AICP
Assistant Planner, Transportation Planning & Operations
jschwenk@drcog.org

ATTACH D

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 #
September 15, 2021	Consent Agenda	7 - iv

SUBJECT

FY 2022-2025 Transportation Improvement Program (TIP) Amendments.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

[August 23, 2021](#) - TAC recommended approval

[September 14, 2021](#) – 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 projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the [FY 2022-2025 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments

- **New Project** **Design Pool: CDOT Region 1 Misc/Design**
Add new pool transferred from the FY 2007-2012 TIP.
- **New Project** **Region 4 Mobility Hub Pool**
Add new pool.
- **New Project** **SH-7/95th St. Intersection Improvements**
Add new project.
- **2012-121** **Region 4 Non-Regionally Significant RPP Pool**
Add new pool project.
- **2020-098** **I-70 Noise Walls**
Add \$20,000,000 in Legislative funds to existing project.
- **2020-100** **Region 1 Mobility Hub Pool**
Add two new pool projects and adjust cost on two existing pool projects. Add \$19,300,000 in Legislative-Transit funds.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt the attached amendments to the *2022-2025 Transportation Improvement Program (TIP)*.

ATTACHMENT

1. Proposed TIP amendments
2. Resolution

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org, or Josh Schwenk, Assistant Planner, Transportation Planning and Operations Division at jschwenk@drcog.org.

ATTACHMENT 1

Policy Amendments – September 2021

2022-2025 Transportation Improvement Program

New Project: Add new Region 1 design pool (carried forward from the FY 2007-2012 TIP) with six new pool projects.
Total cost is \$10,500,000

New Project

Title: **Design Pool: CDOT Region 1 Misc/Design**

Project Type: **Other**

TIP-ID: **2007-164**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

The design pool prepares CDOT for future construction opportunities. Projects to be approved for pool funding by Region 1 Director.



Affected County(ies)
Regional

Performance Measures
<input 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

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)
Kings Valley Interchange		\$1,000	US-85	Daniels to Meadows	\$500	I-70 Escape Ramps		\$1,500
Regionwide Bottleneck Reductions		\$2,500	I-25/Greenland Wildlife Crossing		\$750	Bicycle/Pedestrian Grade Separations		\$4,250
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Leg)		\$10,500	\$0	\$0	\$0			
State (R P P)		\$0	\$0	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$0	\$10,500	\$0	\$0	\$0	\$0	\$10,500	

New Project: Add new Region 4 mobility hub pool with one new pool project. Total cost is \$13,000,000

New Project

Title: **Region 4 Mobility Hub Pool**

Project Type: **Multimodal**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Construct mobility hubs on or along interstates in Region 4



Affected County(ies)

Regional

Performance Measures

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

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)
Longmont-Firestone Mobility Hub			\$13,000							
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding			
Federal		\$0	\$0	\$0	\$0					
State (Leg-T)		\$13,000	\$0	\$0	\$0					
Local		\$0	\$0	\$0	\$0					
Total	\$0	\$13,000	\$0	\$0	\$0	\$0	\$13,000			

New Project: Add new project for intersection improvements at SH-7 and 95th St. (SH-42). Total cost is \$13,438,000. Note that project cost has been corrected since this project was recommended by TAC.

New Project

Title: **SH-7/95th St. Intersection Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request**

STIP-ID: **SR46600.099**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

This project will construct an expanded SH-7 and SH-42 intersection, including new general purpose lanes, transit-only lanes, and bike lanes on SH-7 as well as improved active transportation connections.



Affected Municipality(ies)

Lafayette

Affected County(ies)

Boulder

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg-T)		\$6,719	\$0	\$0	\$0		
State (R P P)		\$6,719	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$13,438	\$0	\$0	\$0	\$0	\$13,438

ATTACHMENT 1

Policy Amendments – September 2021

2022-2025 Transportation Improvement Program

2012-121: Add new pool project. Funding is accounted for in SH-7/95th St. Intersection Improvements project. No change in overall project cost

Existing

Title: **Region 4 Non-Regionally Significant RPP Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2012-121**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Pool contains projects selected under the Non-Regionally Significant Regional Priority Program in CDOT Region 4 (DRCOG-TIP area only).



Affected County(ies)

Boulder

Weld

Performance Measures

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-66: WCR 7 Intersection Imp		\$1,000	Coffman St. Busway	\$1,230 in RPP in TIP# 2020-083	\$0			
SH-119/SH-52 Transit Bypass Lanes	\$470 in RPP in TIP# 2020-084	\$0	SH-119/Hover Intersection		\$7,300			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$0	\$9,000	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$3,700	\$0	\$9,000	\$0	\$0	\$0	\$12,700	

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-66: WCR 7 Intersection Imp		\$1,000	Coffman St. Busway	\$1,230 in RPP in TIP# 2020-083	\$0	SH-7/95th St. Intersection Improvements	\$6,719 in RPP in TIP# 2022-017	\$0
SH-119/SH-52 Transit Bypass Lanes	\$470 in RPP in TIP# 2020-084	\$0	SH-119/Hover Intersection		\$7,300			

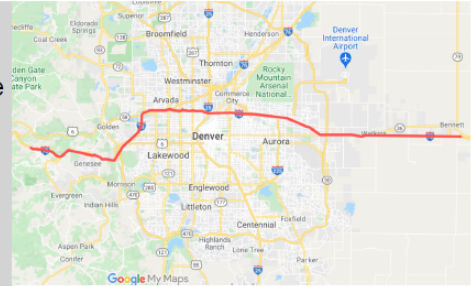
2020-098: Add \$20,000,000 in state Legislative funds for phases 3-6**Existing**Title: **I-70 Noise Walls**Project Type: **Other**TIP-ID: **2020-098**

STIP-ID:

Open to Public:

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

Rebuild aging and collapsed timber noise walls along I-70 within the MPO area. Project partially funded with Region 1-directed portion of Coronavirus Response and Relief Supplemental Appropriations Act 2021 (100% Federal Share)

**Affected Municipality(ies)**

Arvada
Aurora
Bennett
Denver
Golden
Lakewood
Wheat Ridge
Unincorporated

Affected County(ies)

Adams
Denver
Jefferson

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG-PAN)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$6,100	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$9,700	\$6,100	\$0	\$0	\$0	\$0	\$15,800

Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG-PAN)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$20,000	\$0	\$0	\$0		
State (R P P)		\$6,100	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$9,700	\$26,100	\$0	\$0	\$0	\$0	\$35,800

ATTACHMENT 1

Policy Amendments – September 2021

2022-2025 Transportation Improvement Program

2020-100: Add two new pool projects, increase cost of two existing pool projects, and add \$19,300,000 in state Legislative-Transit funds

Existing

Title: **Region 1 Mobility Hub Pool**

Project Type: **Multimodal**

TIP-ID: **2020-100**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Construct mobility hubs on or along interstates in Region 1



Affected County(ies)

Regional

Performance Measures

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Lone Tree Mobility Hub		\$2,000	I-25 and SH-7 Mobility Hub		\$1,500			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Leg-T)		\$1,500	\$0	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$2,000	\$1,500	\$0	\$0	\$0	\$0	\$3,500	

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Lone Tree Mobility Hub		\$6,000	Castle Rock Mobility Hub		\$300			
I-25 and SH-7 Mobility Hub		\$14,000	Bustang Maintenance Facility		\$500			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Leg-T)		\$20,800	\$0	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$2,000	\$20,800	\$0	\$0	\$0	\$0	\$22,800	

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. __, 2021

A RESOLUTION AMENDING THE 2022-2025 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 2022-2025 was adopted by the Board of Directors on April 21, 2021; and

WHEREAS, it is necessary to amend the 2022-2025 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 2022-2025 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that these amendments to the 2022-2025 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2021 at Denver, Colorado.

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

ATTEST:

Douglas W. Rex, Executive Director

ATTACHE

To: Chair and Members of the Board of Directors
From: Douglas W. Rex, Executive Director
303-480-6701 or drex@drco.org

Meeting Date	Agenda Category	Agenda Item #
September 15, 2021	Action	8

SUBJECT

DRCOG's nondiscrimination plans update: Title VI Implementation Plan, Limited English Proficiency Plan, and Americans with Disabilities Act Program Access Plan.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends adoption of the Title VI Implementation Plan and the associated Limited English Proficiency Plan and Americans with Disabilities Act Program Access Plan

ACTION BY OTHERS

[August 23, 2021](#) – TAC recommended approval

[September 14, 2021](#) – RTC recommended approval

SUMMARY

The Denver Regional Council of Governments is a recipient of federal financial assistance. All agencies that receive federal funds are required to comply with various nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 which forbids discrimination against anyone because of race, color or national origin.

Further, DRCOG adheres to other federal nondiscrimination statutes that afford legal protection, including the Americans with Disabilities Act of 1990, which prohibits discrimination against people with disabilities in all areas of public life. DRCOG is also committed to engaging and involving all residents of the Denver region, including those with limited English proficiency, in its activities.

Every three years, DRCOG prepares the Title VI Implementation Plan, Limited English Proficiency Plan and Americans with Disabilities Act Program Access Plan to document the ongoing Title VI-related activities pursued by DRCOG over the previous period.

The drafts of the three nondiscrimination plans were the subject of a public review and comment period July 1-July 31.

PREVIOUS DISCUSSIONS/ACTIONS

TAC – [July 26, 2021](#)

RTC – [August 17, 2021](#)

PROPOSED MOTION

Move to adopt a resolution adopting the Title VI Implementation Plan and the associated Limited English Proficiency Plan and Americans with Disabilities Act Program Access Plan.

ATTACHMENTS

1. Staff presentation
2. Board resolution
3. [Nondiscrimination plans](#)

ADDITIONAL INFORMATION

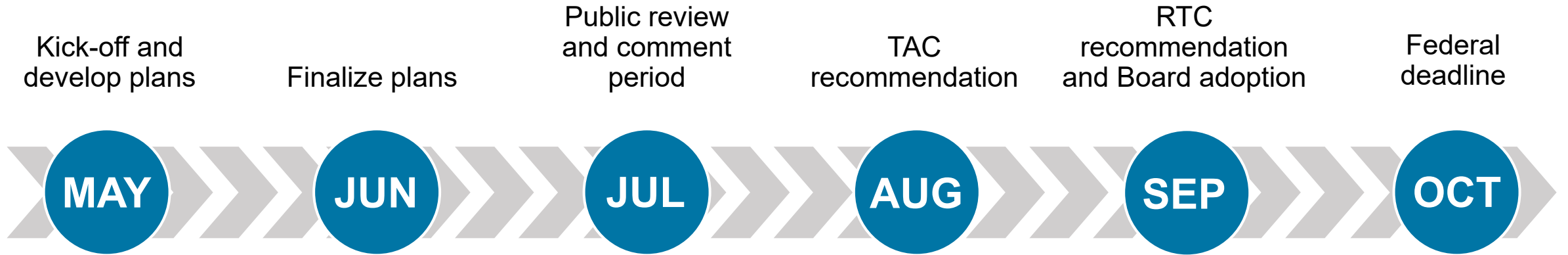
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org or Alvan-Bidal Sanchez, Transportation Planner, at 720-278-2341 or asanchez@drcog.org.

Nondiscrimination Plans Adoption

Board of Directors
September 15, 2021

Alvan-Bidal Sanchez, AICP
(he/him/his)

Schedule and major milestones



- Kick-off May 4
 - Included internal and external coordination meetings
- Public review and comment from Jul. 1 – July 31
 - Included reviews by CDOT, RTD, FHWA, and FTA
- Federal deadline Oct. 1

MPO peer-reviews

Colorado MPOs



Pikes Peak Area
Council of Governments
Communities Working Together



North Front Range
Metropolitan
Planning
Organization



Additional MPOs



Puget Sound Regional Council



Memphis MPO
METROPOLITAN PLANNING ORGANIZATION

FTA 5310 DRs



EAST-WEST GATEWAY
Council of Governments



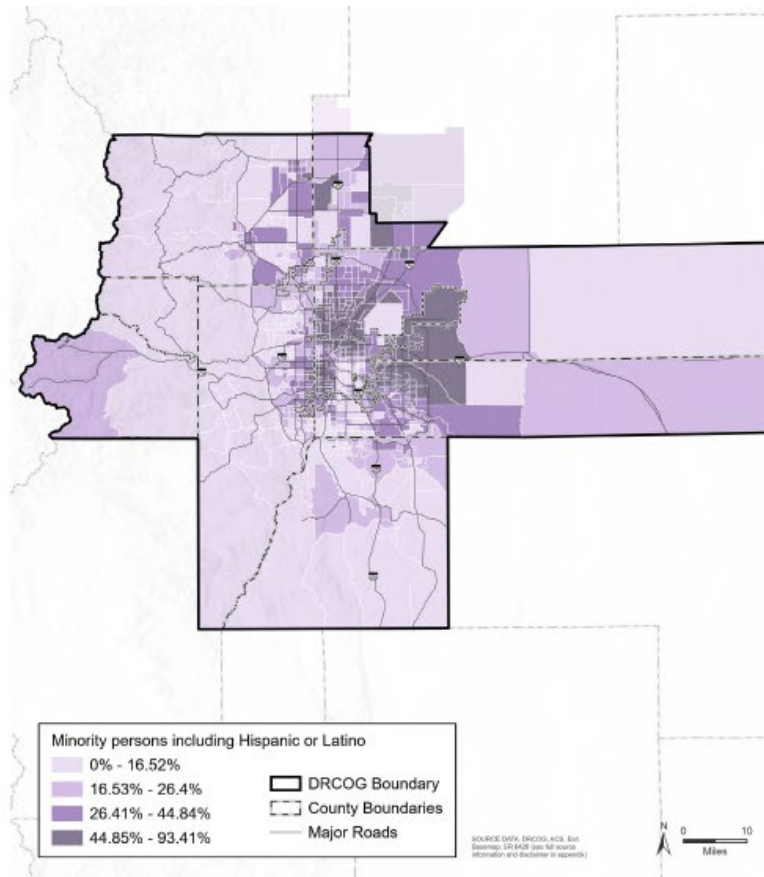
Title VI Implementation Plan



- Demonstrates DRCOG has the procedures and resources to ensure services are provided in a nondiscriminatory manner.
- Documents related activities conducted by DRCOG over the previous three years, including major plans and programs.
- Informs the public and recipients of the standard process for reviewing programs, projects and recipients to ensure compliance.

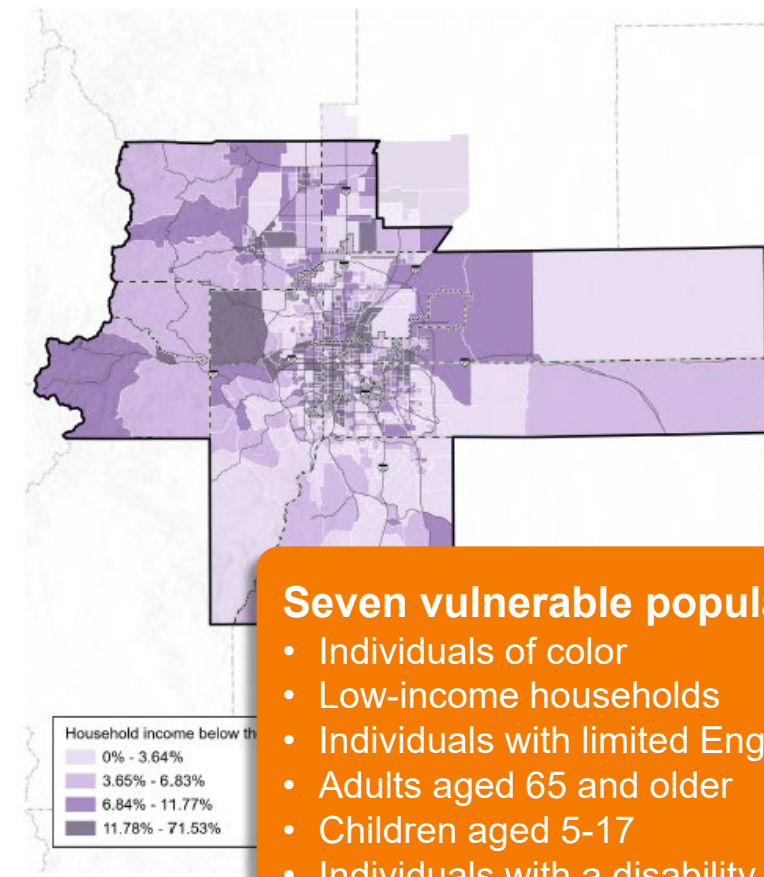
Demographic profile of the Denver region

Map 2.1 Distribution of communities of color



18 Title VII Implementation Plan

Map 2.2 Distribution of low-income households



Seven vulnerable populations:

- Individuals of color
- Low-income households
- Individuals with limited English proficiency
- Adults aged 65 and older
- Children aged 5-17
- Individuals with a disability
- Households without a motor vehicle

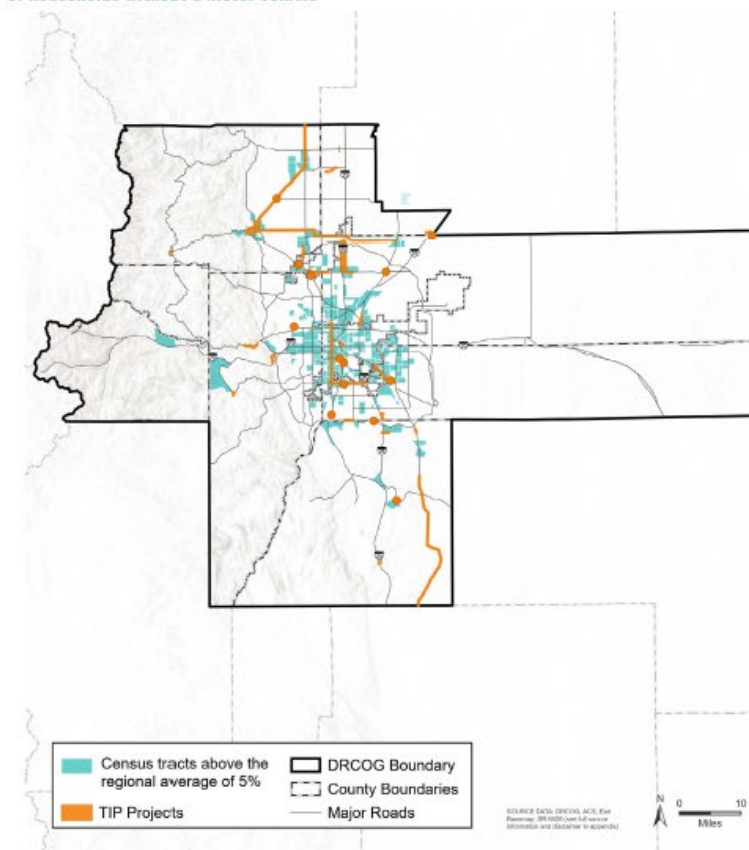
Transportation investment analysis



Households without a motor vehicle

Map 4.7 illustrates information related to households without a motor vehicle within the Denver region. The information was collected at the census tract level. The estimated population without access to a motor vehicle accounts for approximately 5% of the total population within the region.

Map 4.7 Transportation investments compared with concentrations of households without a motor vehicle



Additional information included



Policies and procedures



Board and committee structure



Staff divisions and major plans and programs



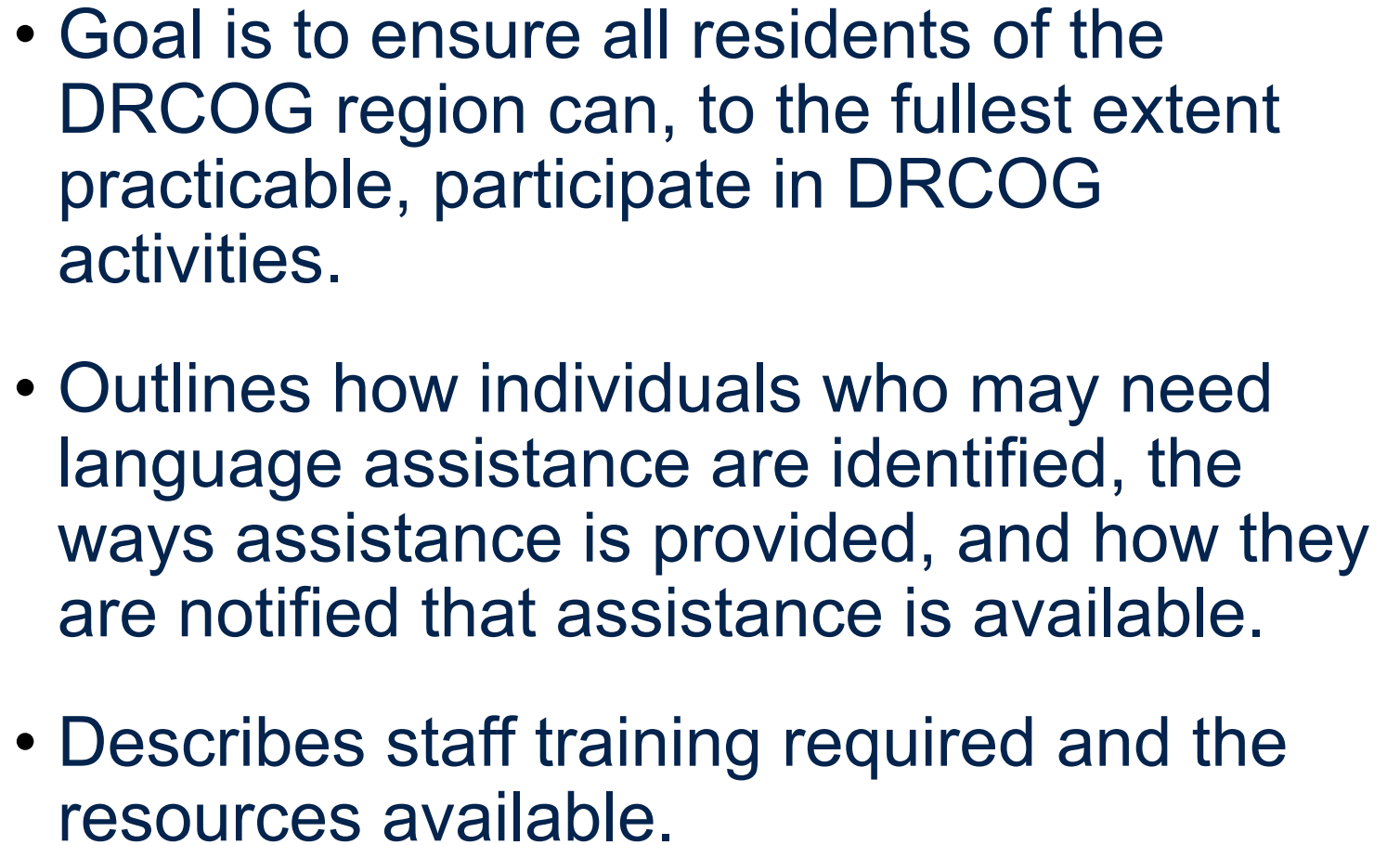
Subrecipient monitoring (**new**)



Data



Public participation



Limited English proficiency assessment of the Denver region

Map 3.1 Distribution of individuals with limited English proficiency

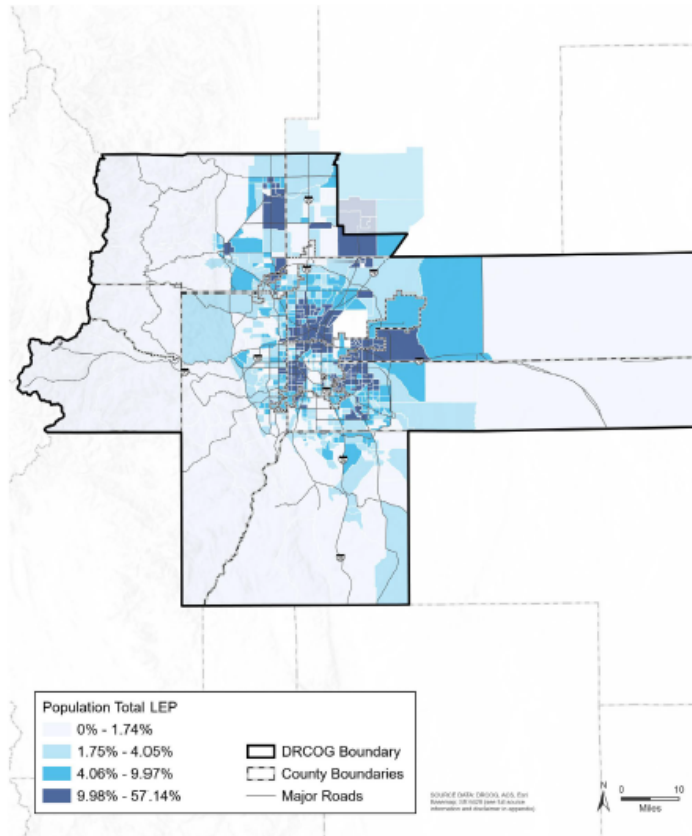


Table 3.1: Individual language spoken at home by individuals 5 years and older with limited English proficiency

Language	Total	Percent
Spanish or Spanish Creole	148,704	5.22%
Vietnamese	9,807	0.34%
Chinese	8,452	0.30%
African languages	7,328	0.26%
Korean	5,965	0.21%
Russian	5,907	0.21%
Other Asian languages	4,159	0.15%
Other Indic languages	3,437	0.12%
Arabic	2,922	0.10%
French (including Patois, Cajun)	2,014	0.07%
Other non-English languages	10,305	0.57%
Total population with limited English proficiency	215,060	7.55%
Total regional population	2,850,084	100%

Table 3.1, derived from the 2015-2019 American Community Survey, shows top individual languages spoken at home in the Denver region by the number of individuals 5 years old and older with limited English proficiency that speak those particular languages. Spanish or Spanish Creole is by far the most common non-English language spoken at home, followed by Vietnamese.

by people 5 years old and older with limited English proficiency, by county, within the DRCOG planning area. Geographic concentrations of people with limited English proficiency who speak certain languages is considered for specific events or project outreach.

DRCOG staff has developed maps B.1 and B.2 in [Appendix B](#) to illustrate the geographic distribution of the top five non-English languages spoken at home in the Denver region.

Table 3.2, also derived from the 2015-2019 American Community Survey, shows the top 10

Additional information:

- County-level breakdowns
- Maps of the top-five non-English languages
- Map of English language learners by school district

Four-factor analysis

- **Factor 1:** The number or proportion of LEP persons eligible to be served or likely to be encountered by a program, activity, or service of the recipient or grantee.
- **Factor 2:** The frequency with which LEP individuals come in contact with the program.
- **Factor 3:** The nature and importance of the program, activity, or service provided by the recipient to people's lives.
- **Factor 4:** The resources available to the recipient and costs.



Americans With Disabilities Act Program Access Plan



- Outlines the requirements of the Americans with Disabilities Act of 1990 and the Rehabilitation Act of 1973 that apply to DRCOG.
- Documents how DRCOG makes its programs, activities, and services accessible to individuals with disabilities.

Information included



Office space



Website features



Public meetings

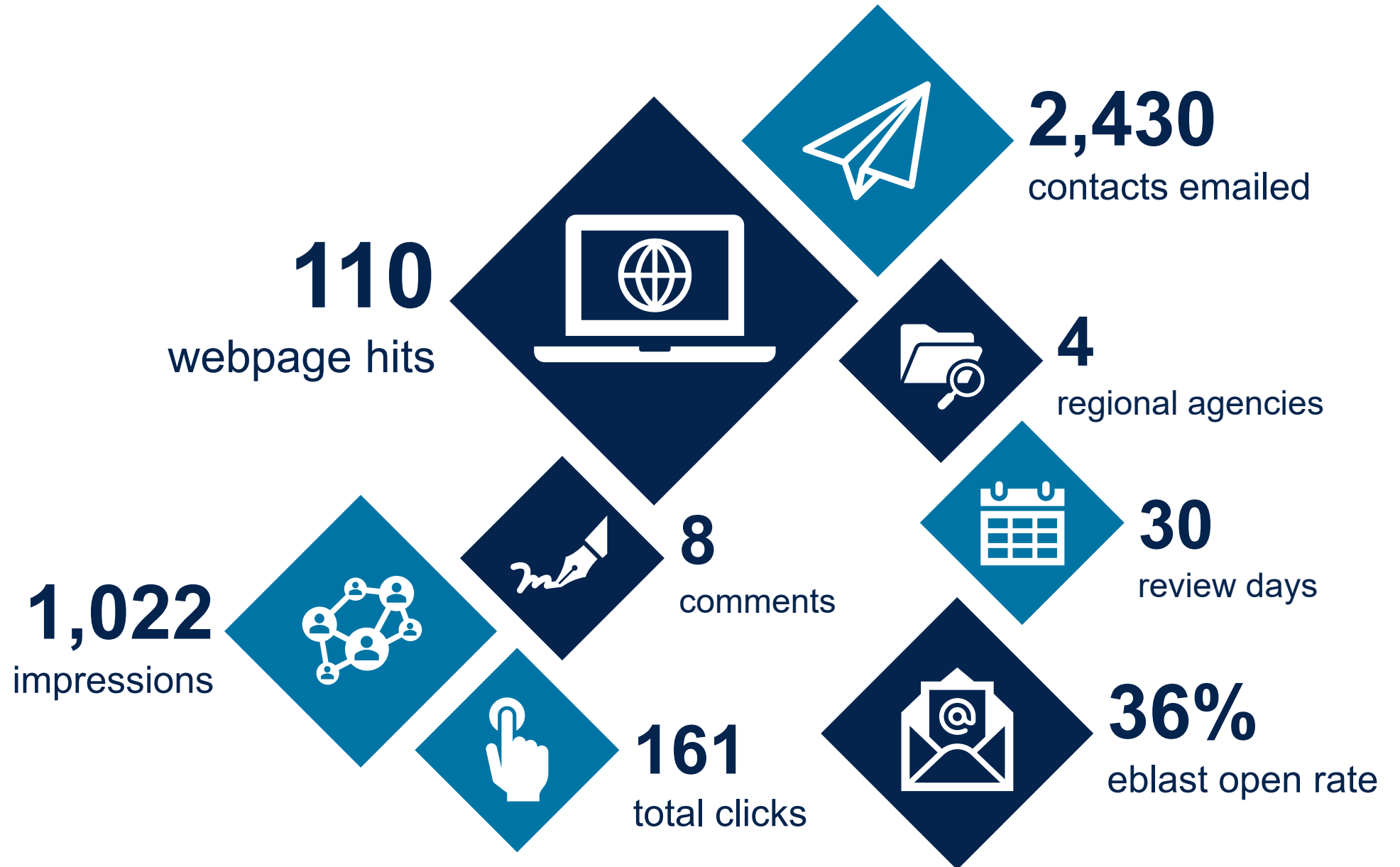


Planning process

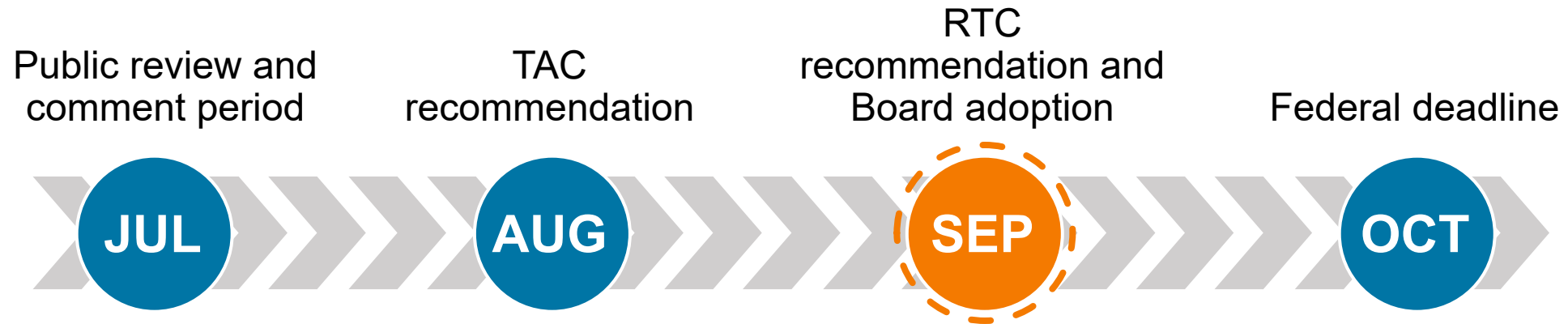


Subrecipient monitoring (**new**)

Public review



Next steps - adoption

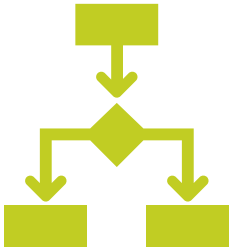


- TAC meeting: **Aug. 23** – Recommendation to RTC
- RTC meeting: **Sep. 14** – Recommendation to Board
- **Board meeting: Sep. 15 – Adoption**
- Federal deadline: **Oct. 1**

Next steps – post-adoption



Translation of all three of DRCOG's nondiscrimination plans into Spanish.



Development of accessibility procedures for DRCOG's videos, documents, and social media.



Ongoing review of DRCOG's plans, programs, and services.

Proposed motion

Move to adopt a resolution adopting the Title VI Implementation Plan and the associated Limited English Proficiency Plan and Americans with Disabilities Act Program Access Plan.





THANK YOU!
QUESTIONS?

Alvan-Bidal Sanchez, AICP | asanchez@drcog.org

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2021

A RESOLUTION TO ADOPT THE *TITLE VI IMPLEMENTATION PLAN, AND THE ASSOCIATED LIMITED ENGLISH PROFICIENCY PLAN AND AMERICANS WITH DISABILITIES ACT PROGRAM ACCESS PLAN.*

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 designed to prepare and adopt regional 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 (RTD) and the Colorado Department of Transportation (CDOT); and

WHEREAS, the U.S. Department of Transportation (DOT) requires that all recipients of federal funding develop and implement a program that ensures that the federal-aid recipient is implementing programs and activities in a nondiscriminatory manner and in compliance with the Civil Rights Act of 1964 and other statutes, regulations, executive orders, and guidance that mandate nondiscrimination; and

WHEREAS, the Federal Transit Administration (FTA) has issued guidance that describes the requirements and content of these nondiscrimination programs known as Title VI Programs; and

WHEREAS, the Denver Regional Council of Governments is a recipient of federal financial assistance, including U.S. Department of Transportation (DOT) funding, and is committed to ensuring that no person or persons shall, on any statutorily prescribed basis, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by DRCOG; and

WHEREAS, the *Title VI Implementation Plan*, the *Limited English Proficiency Plan*, and the *Americans with Disabilities Act Program Access Plan* were prepared by the Denver Regional Council of Governments in cooperation with the Regional Transportation District (RTD), the Colorado Department of Transportation (CDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA); and

WHEREAS, the *Title VI Implementation Plan*, the *Limited English Proficiency Plan*, and the *Americans with Disabilities Act* describe the policies and procedures for implementing programs and activities in a nondiscriminatory manner and responds to

A RESOLUTION TO ADOPT THE *TITLE VI IMPLEMENTATION PLAN*, AND THE
ASSOCIATED *LIMITED ENGLISH PROFICIENCY PLAN* AND *AMERICANS WITH
DISABILITIES ACT PROGRAM ACCESS PLAN*.

Resolution No. _____, 2021

Page 2

state and federal statutes, regulations, executive orders, and guidance pertaining to nondiscrimination; and

WHEREAS, a 30-day public review and comment period was held, and comments received on the *Title VI Implementation Plan*, the *Limited English Proficiency Plan*, and the *Americans with Disabilities Act Program Access Plan* were addressed; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the *Title VI Implementation Plan*, the *Limited English Proficiency Plan*, and the *Americans with Disabilities Act Program Access Plan*.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, the Denver Regional Council of Governments hereby adopts the *Title VI Implementation Plan*, and the associated *Limited English Proficiency Plan*, and the *Americans with Disabilities Act Program Access Plan*.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2021 at Denver, Colorado.

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

ATTEST:

Douglas W. Rex, Executive Director

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 #
September 15, 2021	Informational Briefing	9

SUBJECT

Discussion of Greenhouse Gas (GHG) transportation planning rulemaking.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

House Bill 19-1261 was signed into law on May 30, 2019. The bill concerns the reduction of greenhouse gas pollution and establishing statewide greenhouse gas pollution reduction goals. The law sets statewide goals to reduce greenhouse gas emissions from 2005 levels by at least 26% by 2025, at least 50% by 2030, and at least 90% by 2050.

On January 14, 2021, Colorado released its [Greenhouse Gas Pollution Reduction Roadmap](#). The Roadmap establishes a pathway to meet the state's HB19-1261 climate targets. An executive summary of the Roadmap (also included in the full report) is available in [English](#) and in [Spanish](#).

The Roadmap shows Colorado's largest sources of GHG emissions, in order, are **transportation, electricity generation, oil and gas development and fuel use in homes, business, and industrial applications**. Findings show that meeting the 2025 and 2030 goals is achievable with existing cost-effective technologies but progressing toward these goals will require additional policies beyond the actions the state has taken already.

SB21-260 includes new requirements for CDOT guidelines and procedures for the Department and the state's MPOs related to transportation planning and projects. CDOT is embarking on a rulemaking process to develop a new pollution reduction planning framework for the transportation sector. On July 15, 2021 the Colorado Transportation Commission adopted a resolution authorizing CDOT to commence the rulemaking process to establish a greenhouse gas (GHG) pollution-reduction standard, including compliance and enforcement requirements in accordance with HB19-1261 and SB21-260.

At the August 4, 2021 Board Work Session, staff provided background and information related to CDOT's rulemaking and schedule.

At the August 18, 2021 Board Meeting, staff provided an overview of the proposed GHG Transportation Planning Rule that was introduced August 13, 2021.

At the September 1, 2021 Board Work Session, the Board continued its discussion of the proposed rule, through the compliance section.

Staff will continue its presentation and discussion of additional analysis of the proposed rule and seek Board feedback on issues and options aimed at improving the rule.

Anticipated Next Steps:

- September 15, 2021 Board Meeting: discussion and feedback to staff
- October 6, 2021 Board work session or special Board meeting for further discussion and possible position and direction to staff
- August 13 – October 15: written comment period
- September 17 – October 5: nine Transportation Commission rulemaking hearings (9/23 – Swansea Recreation Center (Denver), 9/27 – South Suburban Sports Complex (Littleton))

PREVIOUS DISCUSSIONS/ACTIONS

[August 4, 2021](#) - Board Work Session discussion

[August 18, 2021](#) – Board discussion of proposed rule

[September 1, 2021](#) – Board Work Session discussion

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff Presentation
2. Proposed rule process diagram
3. Link: [Cost-Benefit Analysis](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or Ron Papsdorf, Division Director, Transportation Planning & Operations, at 303-480-6747 or rpapsdorf@drcog.org or Robert Spotts, Mobility Analytics Program Manager, at 303-480-5626 or rspotts@drcog.org.

Greenhouse Gas Transportation Planning Rulemaking

Board of Directors
September 15, 2021

Ron Papsdorf
Division Director, Transportation
Planning & Operations

GOALS FOR TONIGHT



- Rule context
- Questions and staff perspectives
- Board discussion and direction

RULEMAKING SCHEDULE



DRAFT Rulemaking Timeline

subject to change and refinement due to TC action and rulemaking development

Authorize Rulemaking

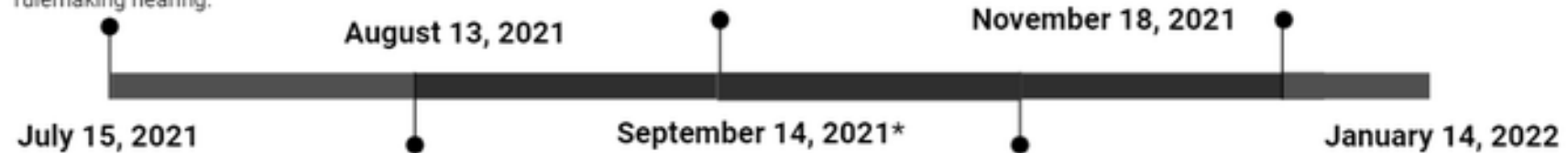
Transportation Commission authorize staff to commence rulemaking and delegates a Hearing Officer to conduct rulemaking hearing.

Rulemaking Hearings

Opportunity for Public Testimony

Rule Effective

Rule becomes effective.



Notice Rulemaking

Notice the rulemaking with Secretary of State and public comment period begins.

Adopt Rule

The Transportation Commission considers Proposed Rule for Adoption.



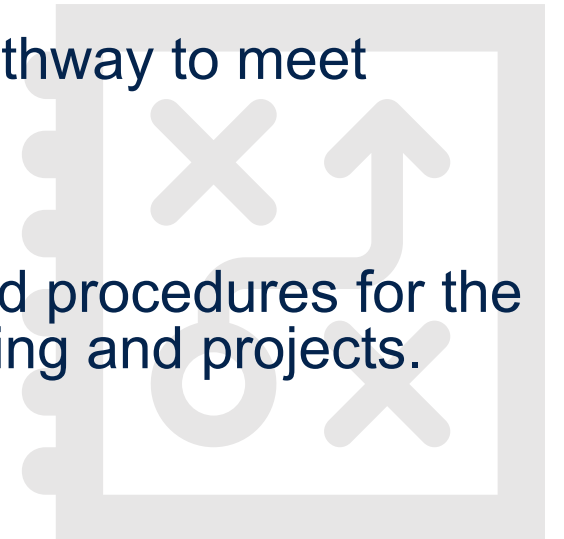
60 Day Written Comment Period
Starts 8/13 and Ends 10/12

**Hearings may be held on or after September 14, 2021.
Hearings to be a mix of virtual/in-person and held in multiple locations around the state.*

RULE CONTEXT



- **Metro Vision and RTP:** the region meets or exceeds applicable federal, state and local requirements and regional targets for air quality.
- **HB19-1261:** reduce greenhouse gas pollution and establish statewide GHG reduction goals.
- **GHG Pollution Reduction Roadmap:** establishes pathway to meet HB19-1261 climate targets.
- **SB21-260:** new requirements for CDOT guidelines and procedures for the department and MPOs related to transportation planning and projects.



ADDITIONAL CONTEXT



- **Applicable Planning Document:** RTP adoption and amendments, CDOT 10-Year Plan adoption and amendments, CDOT Four-Year Prioritized Plan adoption and amendments, TIP adoption in DRCOG/NFRMPO
- **Regionally Significant Project** for the purposes of the proposed rule (and federal air quality conformity) – DRCOG
 - **New** regional roadway segment
 - Road **widening** of one or more lanes on regional system
 - **New** or converted managed lane
 - **New** interchanges or other interchange **capacity improvements**
 - **New** dedicated rapid transit lanes, rail lines, or rail line extensions
 - **New** rail rapid transit stations
- **Not the same as a "regional" TIP project for regional share**

At least 1 mile long

ADDITIONAL CONTEXT



- **DRCOG's MPO Role** – federal law and regulations
 - Responsible for transportation planning in urban areas – **setting for effective decision-making**
 - **Identify and evaluate alternatives** to meet future needs and to provide a safe and efficient transportation system that meets mobility while not creating adverse impacts to the environment
 - MPOs prepare and adopt a long-range, multimodal **Regional Transportation Plan (RTP)** covering at least 20 years (update every 4 years)
 - Congress included 10 planning factors the process must consider
 - Prepare and adopt a **Transportation Improvement Program (TIP)** covering four years
 - Involve the **public** and other **stakeholders**



PROPOSED GHG RULE DISCUSSION

RULE COMPONENTS



- **Amends 2 CCR 601-22:** Rules governing statewide transportation planning process and transportation planning regions
 - Preamble
 - Definitions (1.00)
 - Statewide Transportation Plan (4.06)
 - Amendments to the Regional and Statewide Transportation Plans (6.00)



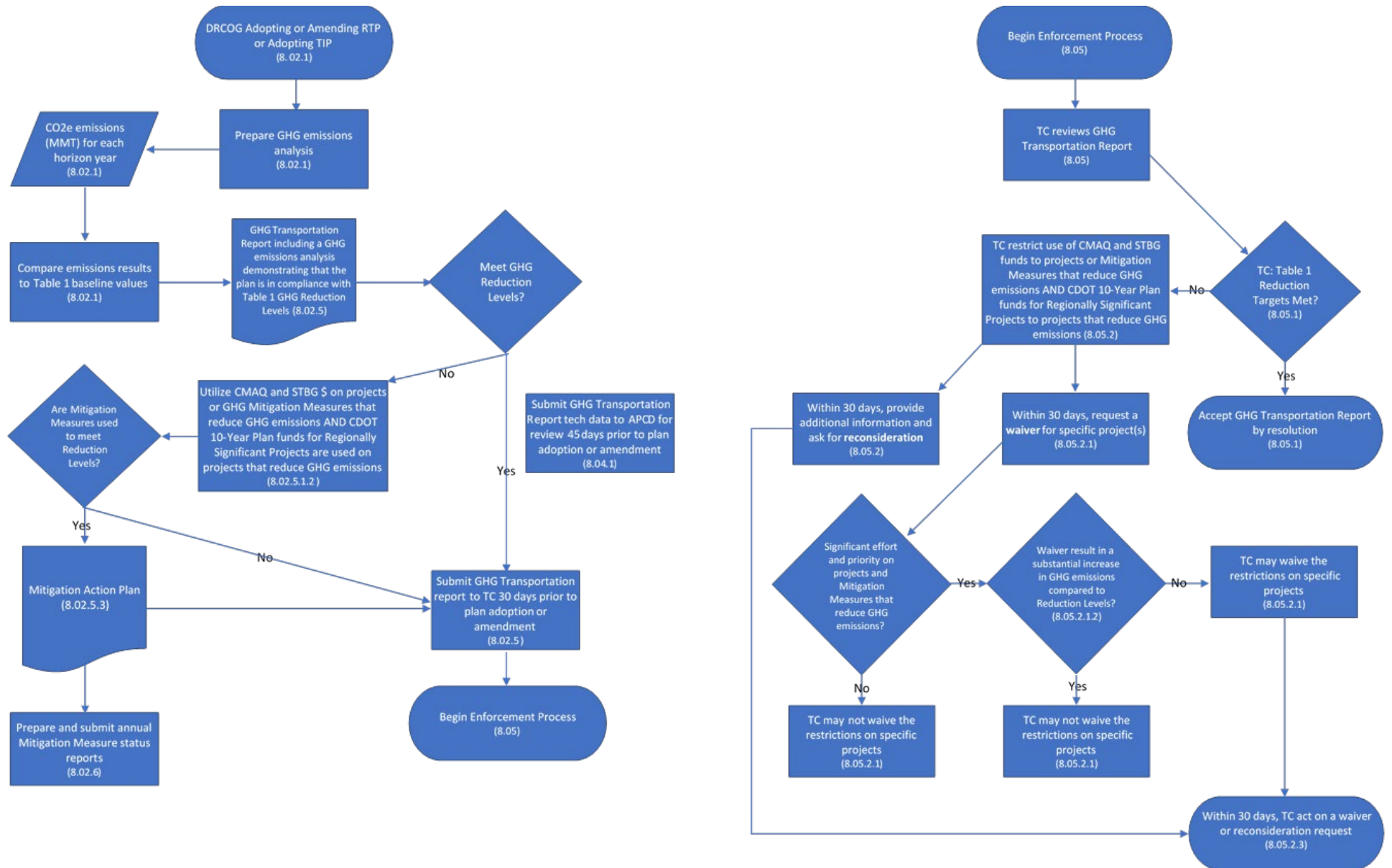
RULE COMPONENTS



- New § 8.00 – GHG Emission Requirements
 - 8.01 – Establishment of Regional GHG Transportation Planning Reduction Levels
 - 8.02 – Process for Determining Compliance
 - 8.03 – GHG Mitigation Measures
 - 8.04 – Air Pollution Control Division (APCD) Confirmation and Verification
 - 8.05 – Enforcement
 - 8.06 - Reporting



PROCESS FLOW DIAGRAMS



GHG REDUCTION LEVELS (§ 8.01)



Regional Areas	2025 Baseline Projections (MMT)	2025 Reduction Level (MMT)	2030 Baseline Projections (MMT)	2030 Reduction Level (MMT)	2040 Baseline Projections (MMT)	2040 Reduction Level (MMT)	2050 Baseline Projections (MMT)	2050 Reduction Level (MMT)
DRCOG	14.9	0.27	11.8	0.82	10.9	0.63	12.8	0.37
NFRMPO	2.3	0.04	1.8	0.12	1.9	0.11	2.2	0.07
PPACG	2.7	N/A	2.2	0.15	2.0	0.12	2.3	0.07
GVMPO	0.38	N/A	0.30	0.02	0.30	0.02	0.36	0.01
PACOG	0.50	N/A	0.40	0.03	0.30	0.02	0.4	0.01
CDOT/Non-MPO	6.7	0.12	5.3	0.37	5.2	0.30	6.1	0.18
TOTAL	27.4	0.5	21.8	1.5	20.6	1.2	24.2	0.7

COMPLIANCE (§ 8.02)



- When **adopting or amending** an Applicable Planning Document, each MPO and CDOT conduct a GHG emissions analysis.
- Analysis shall include existing transportation network and implementation of **Regionally Significant Projects**.
- Must **estimate total CO2e emissions** for each year in Table 1 and compare to the Baseline.
- Agreement between MPO, CDOT, CDPHE on **modeling assumptions**.
- Does not apply to MPO **TIP amendments**.

COMPLIANCE (§ 8.02)



- By **April 1, 2022** – CDOT shall establish an ongoing administrative process for selecting, measuring, confirming, and verifying GHG Mitigation Measures.
 - So that CDOT and MPOs can incorporate mitigation measures into each plan to reach GHG reduction levels.
 - Determine the relative impacts of mitigation measures.
 - Measuring and prioritizing localized impacts to communities and Disproportionately Impacted Communities.
 - Mitigation credit awarded to a specific solution shall consider aggregate and community impact.

COMPLIANCE (§ 8.02)



- By **October 1, 2022** – CDOT update 10-Year Plan and DRCOG and NFRMPO update their RTPs and meet GHG reduction levels.
- **After October 1, 2022** – for each Applicable Planning Document, meet the corresponding GHG reduction levels.
- ≥ 30 days prior to adopting any Applicable Planning Document, provide the TC a GHG Transportation Report.

COMPLIANCE (§ 8.02)



- **GHG Transportation Report**

- Analysis demonstrating compliance with GHG reduction levels for each compliance year, **or**
 - (for DRCOG) the MPO utilizes CMAQ and STBG funds on projects or approved GHG mitigation measures that reduce GHG emissions, and CDOT utilizes 10-Year Plan funds anticipated to be expended on regionally significant projects in the MPO area on projects that reduce GHG emissions.
 - Mitigation Action Plan that identifies GHG mitigation measures needed to meet the GHG reduction levels.
- **Annually**, by April 1, must provide a **status report** to the TC documenting implementation timeline, current status, quantification of benefit or impact, and delays, cancellations, substitutions for **each GHG mitigation measure**.

QUESTIONS & FURTHER DISCUSSION



- Is calling planned bike, pedestrian, complete street, or other non-regionally significant project a GHG Mitigation Measure subject them to annual reporting?

Answer: Yes, if they are called out by the MPO as mitigation measures in the required GHG Transportation Report to meet the reduction levels in Table 1.

QUESTIONS & FURTHER DISCUSSION



- Should non-regionally significant projects included in the RTP be used to demonstrate compliance with the reduction targets?

Discussion: §8.02.5.1 states that the required GHG Transportation Report contain a “GHG emissions analysis demonstrating that the Applicable Planning Document is in compliance with the GHG Reduction Levels in MMT of CO₂e for each compliance year in Table 1...”

§8.02.1 states that when adopting or amending an Applicable Planning Document, each MPO and CDOT “shall conduct a GHG emissions analysis...to estimate total CO₂e emissions. Such analysis shall include the existing transportation network and implementation of Regionally Significant Projects.”

Option: Amend §8.02.1 to state “Such analysis shall include the existing transportation network, implementation of regionally significant projects, and other non-regionally significant transportation system improvements included in the Plan.”

MITIGATION MEASURES (§ 8.03)



- Allows CDOT and MPOs to utilize **approved** GHG Mitigation Measures to offset emissions and demonstrate progress toward compliance.
 - Addition of **transit** resources to displace VMT.
 - Improve **ped and bike** access.
 - Encourage local adoption of more effective forms of vertical **development and zoning** plans (mixed use) in a way that rewards transportation project investments.
 - Improve **first- and final-mile access** to transit.
 - Changes to **parking and other policies** that encourage walking/transit.
 - Medium/heavy duty vehicle electric charging and hydrogen refueling.
 - Establishing **clean construction** policies.
 - Adopting **TDM practices** that reduce VMT.

QUESTIONS & FURTHER DISCUSSION



- How and by whom are mitigation measures “approved”?

Discussion: §8.02.3 states that CDOT shall establish an ongoing administrative process...for selecting...GHG Mitigation Measures...” A statewide process may not reflect that some measures may be more appropriate in one area or another and their relative impact will likely differ depending on the context.

Option: §8.02.3 and §8.03 should be revised to clarify that MPOs select mitigation measures (as necessary).

- Many of what the Rule calls GHG Mitigation Measures are planned investments in the DRCOG RTP.

Discussion: In the context of a 30-year RTP, these investments are not “mitigations” and should not be reported annually. Mitigations are actions that are taken to avoid, minimize, or eliminate the impacts of a specific action (project).

Option: Require sponsors of regionally significant roadway capacity projects to identify and include GHG Mitigation Measures when including the project in a TIP or STIP.

ENFORCEMENT (§ 8.05)



- Transportation Commission reviews GHG Transportation Report and determines compliance and sufficiency of any GHG mitigation measures.
- If TC determines requirements have not been met, TC shall restrict the use of CMAQ and STBG funds and CDOT 10-Year Plan funds in the MPO area, on projects and approved GHG mitigation measures **that reduce GHG emissions**.
- MPO, CDOT or a non-MPO TPR may request a **waiver** or ask for reconsideration.
 - Request a waiver on specific **projects not expected to reduce GHG emissions** on the following basis:
 - GHG Transportation Report reflected significant effort and priority placed, in total, on projects and GHG Mitigation Measures that reduce GHG emissions; and
 - In no case shall a waiver be granted if such waiver results in a substantial increase in GHG emissions when compared to the required reduction levels in the Rule.

QUESTIONS & ISSUES FOR FURTHER DISCUSSION



- Should the Rule restrict the use of all CMAQ and STBG funds if the requirements of §8.02.5 have not been met?

Discussion: Specific federal requirements and regulations for the use of CMAQ funds. Restricting the use of CMAQ funds as proposed in the Rule may limit nonattainment areas from meeting federal air quality standards.

Restricting the use of STBG funds on projects that reduce GHG emissions may limit the ability of DRCOG to invest in important safety, operations, reconstruction, and other non-regionally significant projects necessary for the RTP to address all federal planning considerations.

Language in §8.02.5.1.2 and §8.05.2 is not clear about whether all CMAQ and STBG funds would be restricted or only some.

Option: Clarify language so that only those funds specified by the MPO for specific projects according to §8.02.5.1.2 are restricted by §8.05.2

QUESTIONS & ISSUES FOR FURTHER DISCUSSION



- Is CDOT permitted to seek a waiver for a 10-Year Plan project in an MPO area?

Discussion: The language in §8.05.2 is unclear about whether CDOT can seek a waiver for a project within an MPO area. We believe the intent is that project waiver requests in MPO areas of the state are only sought by and through the MPO.

Option: Revise the language to clearly state that only the MPO may seek a waiver within an MPO area.

QUESTIONS & ISSUES FOR FURTHER DISCUSSION



- Does the Rule require MPOs to get a waiver from the Transportation Commission to invest federal transportation funds on non-regionally significant projects?

Discussion: The Rule appears to require a waiver for any “specific project not expected to reduce GHG emissions.” (e.g., safety, operations, reconstruction, multimodal corridor planning, TDM, etc.)

Option: Revise §8.05.2.1 to state : “...imposing restrictions on specific Regionally Significant Projects not expected to reduce GHG emissions.”

SUMMARY – SUCCESSFUL CDOT-MPO PARTNERSHIP



- Set baselines in a TC policy directive and reference them in the Rule to allow refinement based on MPO modeling and more frequent updates
- Remove TIPs from Applicable Planning Document; require MPOs and CDOT to document that each adopted TIP and STIP are consistent with the investment priorities in the applicable complying RTP/10-Year Plan
- Amend §8.02.1 to state “Such analysis shall include the existing transportation network, implementation of regionally significant projects, and other non-regionally significant transportation system improvements included in the Plan.”
- Revise §8.02.3 and §8.03 to clarify that MPOs select mitigation measures (as necessary)

SUMMARY – SUCCESSFUL CDOT-MPO PARTNERSHIP (CONT.)



- Require sponsors of regionally significant roadway capacity projects to identify and include GHG Mitigation Measures when including the project in a TIP or STIP
- Clarify language so that only those funds specified by the MPO for specific projects according to §8.02.5.1.2 are restricted by §8.05.2
- Revise the language in §8.05.2 to clearly state that only the MPO may seek a waiver within an MPO area
- Revise §8.05.2.1 to state : “...imposing restrictions on specific regionally significant projects not expected to reduce GHG emissions.”

QUESTIONS/DISCUSSION



- What additional questions do you have?
- What additional information do you want?
- How would you like to approach the discussion at the October 6 Work Session?

NEXT STEPS



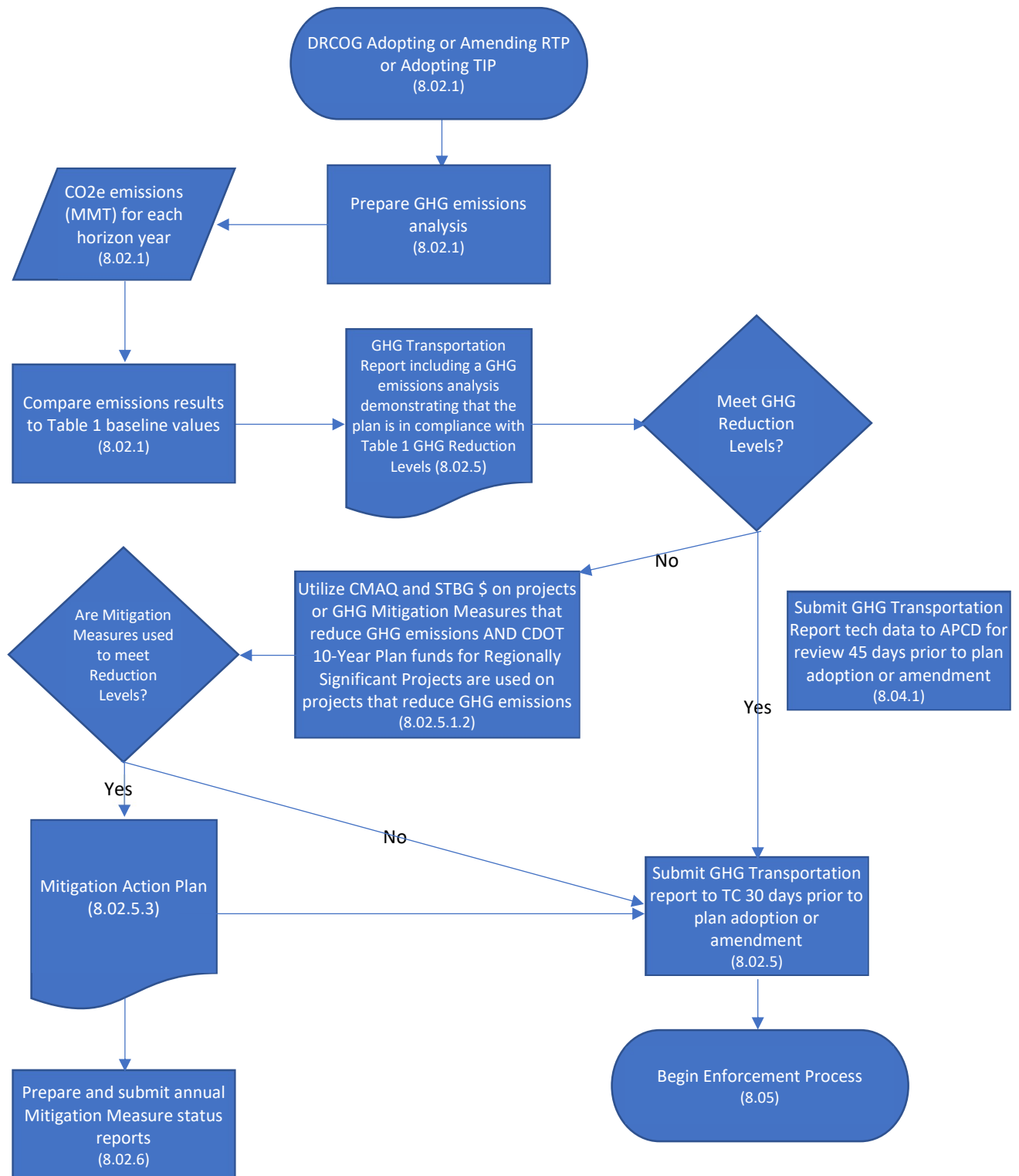
- **October 6 Board Work Session** or Special Board meeting to provide direction to staff and/or comments on the rule
- **August 13 – October 15:** written comment period
- **September 17 – October 7:** nine Transportation Commission rulemaking hearings (9/23 – Swansea Recreation Center (Denver), 9/27 – South Suburban Sports Complex (Littleton))



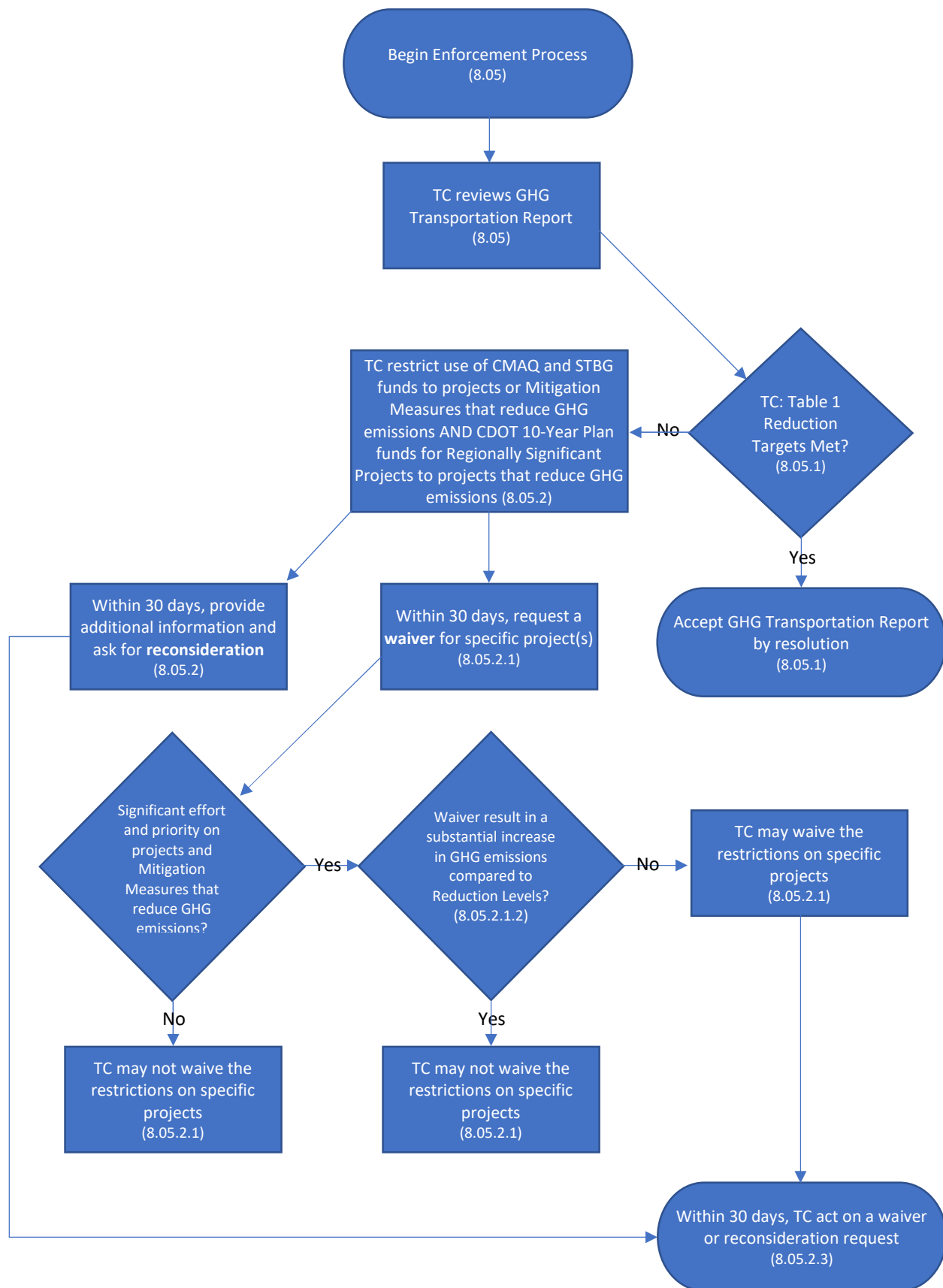
THANK YOU!
QUESTIONS?

Ron Papsdorf | rpapsdorf@drcog.org

Proposed GHG Transportation Planning Rule Compliance Process Diagram (8.02)



Proposed GHG Transportation Planning Rule Enforcement Process Diagram (8.05)



ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
September 15, 2021	Informational Briefing	10

SUBJECT

FY 2024-2027 TIP Policy updates: Incorporating DRCOG's RTP and other approved Plans, partner agency plans, and TIP focus area changes.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Each TIP cycle includes a connection to DRCOG plans, most prominently Metro Vision and the adopted Metro Vision Regional Transportation Plan (MVRTP). Examples from the 2020-2023 TIP cycle include the following:

- Part 2B: TIP Focus Areas: address transportation-focused Metro Vision objectives (and indirectly the 2040 MVRTP), and
- Part 2C: Consistency & Contributions to Transportation-focused Metro Vision Objectives (and indirectly the 2040 MVRTP).

With the recent adoption of the 2050 MVRTP, staff is committed to showing not only the relationship the TIP has to implementing the MVRTP, but also other DRCOG plans that assist with implementing the MVRTP.

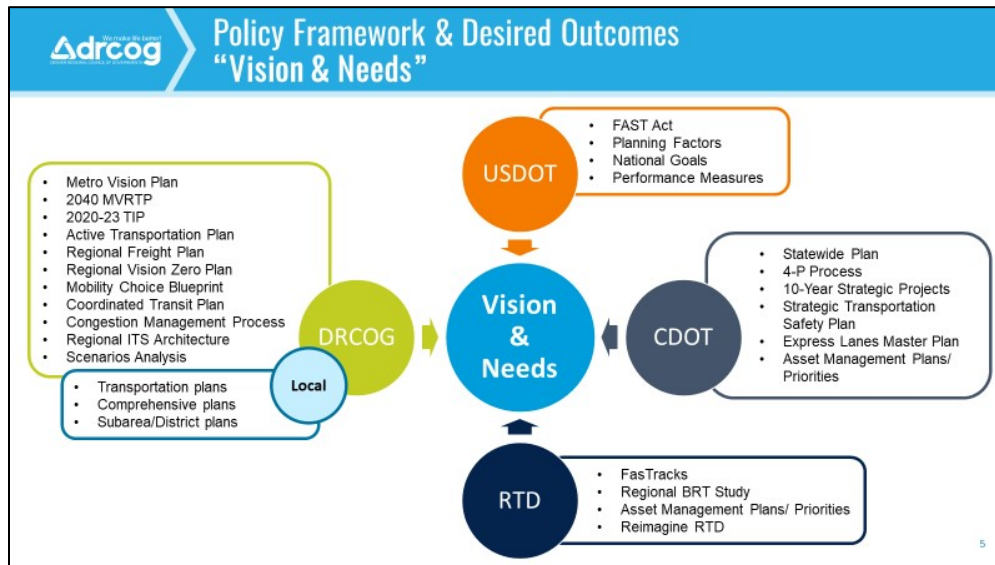
RTP Development Background

The 2050 MVRTP includes regionally funded fiscally-constrained project and program investment priorities, including projects and programs beyond those required to be included for federal air quality conformity purposes. Staff has previously proposed to link these back to the Regional Share project eligibility. Additionally, the MVRTP includes six emphasis areas: multimodal mobility, safety, air quality, regional transit, active transportation, and freight.

When the RTP priorities were developed, staff used numerous methods including working and coordinating with the subregional forums and our planning partners, CDOT and RTD, all within the limits of the funding available through the RTP financial plan. Each priority developed is a summation of the individual agencies' policy framework and desired outcomes ("vision and needs" for the region), as indicated through the graphic on the top of the next page.

Incorporating the MVRTP Priorities into the TIP Application

Though staff could propose individual application questions addressing each plan from the graphic below, the development of the MVRTP priorities have already completed that exercise. The logical progression is to use the RTP emphasis areas as the basis for application questions and scoring. Using this as a foundation, staff proposes to replace the current "TIP Focus Areas" with "Regional Priorities".



The current TIP Focus Areas are based on the Metro Vision transportation-focused objectives; with the Regional Priorities, this application section would expand to not only be based on the transportation objectives set with Metro Vision, but also include all other plans and frameworks that informed the 2050 MVRTP. An outline of the newly proposed replacement is as follows:

- Safety
 - Increase the safety for all users of the transportation system
 - Drawn from RTP priorities, Vision Zero, federal performance measures
 - Example project types: Any type, assuming safety is improved.
- Active Transportation
 - Expand and enhance active transportation travel options
 - Drawn from RTP priorities, Active Transportation Plan, Metro Vision objectives
 - Example project types: Bike/Ped, TDM, first/last mile; projects can be stand alone or elements of a larger project
- Air Quality
 - Improve air quality and reduce greenhouse gas emissions
 - Drawn from RTP, federal performance measures, Metro Vision objectives
 - Example project types: Any type, assuming the element is justified, except standalone reconstruction and a bridge rehab/replace.
- Multimodal Mobility
 - Provide improved travel options for all modes
 - Drawn from RTP priorities, federal performance measures, Metro Vision objectives
 - Example project types: Any type
- Freight
 - Maintain efficient movement of goods within and beyond the region
 - Drawn from RTP priorities, Freight Plan, federal performance measures, Metro Vision objectives
 - Example project types: Any type. Projects can be location-based (improvements at a location) or projects designed to improve freight mobility

- Regional Transit
 - Expand and improve the region's transit network
 - Drawn from RTP priorities, Coordinated Transit Plan, Regional Bus Rapid Transit Feasibility Study
 - Example project types: BRT, new/enhanced bus service, mobility hub, stop enhancements

PREVIOUS DISCUSSIONS/ACTIONS

[August 18, 2021](#) - Board discussed FY 2024-2027 TIP Policy issues

PROPOSED MOTION

N/A

ATTACHMENTS

Staff Presentation

ADDITIONAL INFORMATION

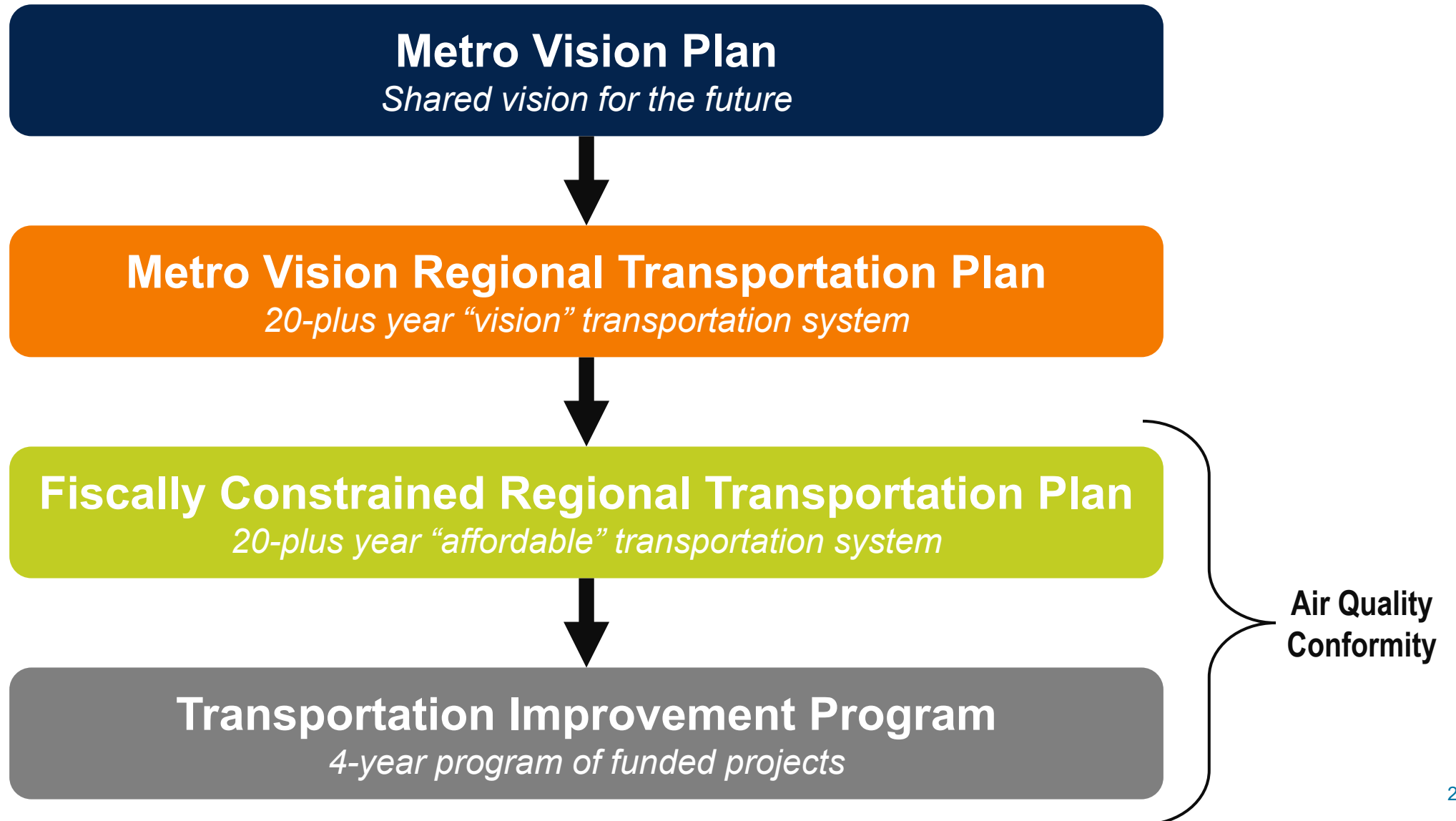
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org; Ron Papsdorf, Division Director, Transportation Planning & Operations, at 303-480-6747 or rpapsdorf@drcog.org, or Todd Cottrell Senior Planner, at 303-480-6737 or tcottrell@drcog.org

FY2024-27 TIP Policy Development - Incorporating the RTP

Board of Directors
September 15, 2021

Todd Cottrell

PLANNING STRUCTURE



2020-2023 TIP APPLICATION



Two Items specific to Metro Vision and the RTP

- TIP Focus Areas (TIP Application Part 2B):
 - improve mobility for vulnerable population
 - increase reliability of existing multimodal network
 - improve transportation safety and security

As suggested by the TIP Review Work Group, the board will devote time at the 2017 Board Workshop to prioritize focus areas for the 2020-2023 TIP. The following potential focus areas will be discussed at the workshop. Each of the potential focus areas offered below are present in either Metro Vision, the 2040 MVRTP or in both documents – the strategic planning framework for the region's transportation system was originally detailed in Metro Vision and subsequently integrated into the 2040 MVRTP.

2017 Board Workshop Handout: Focus Areas for the 2020-2023 Transportation Improvement Program

2020-2023 TIP APPLICATION



Metro Vision Transportation-focused Objectives (TIP Application Part 2C)

Help locations designated for urban development

Connect people to natural resource or recreational areas

Increase housing and employment in urban centers

Increase access to amenities that support healthy choices

Improve/expand multimodal network

Improve access to opportunity

Improve air quality

Improve the region's competitive position



METRO VISION AND 2050 RTP

METRO VISION BACKGROUND



- Region's plan for continued success; aspirational, long-range, and regional
- Themes: Place, Mobility, Environment, Livability, and Vitality
- Themes ➡ aspirational outcomes ➡ objectives

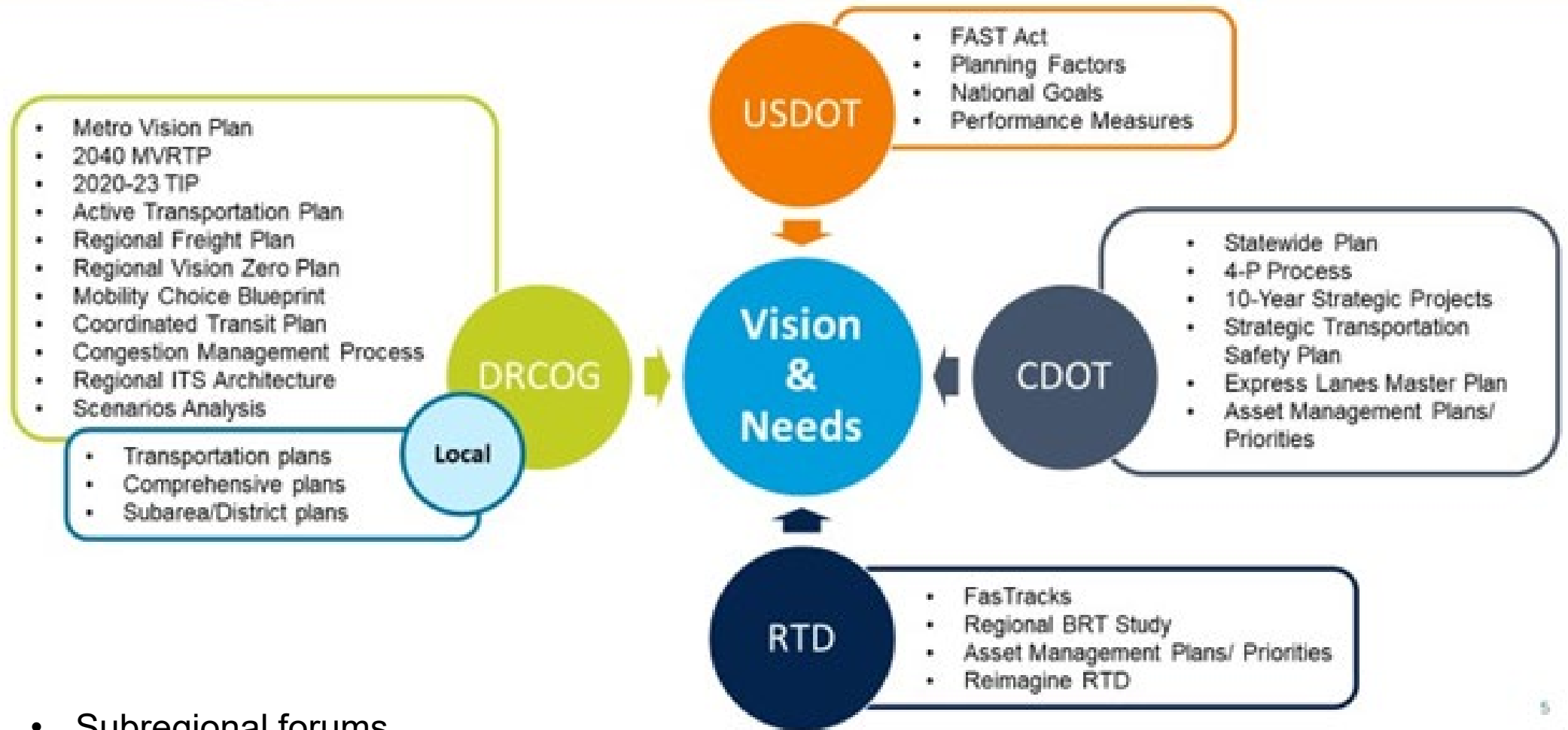


2050 RTP BACKGROUND



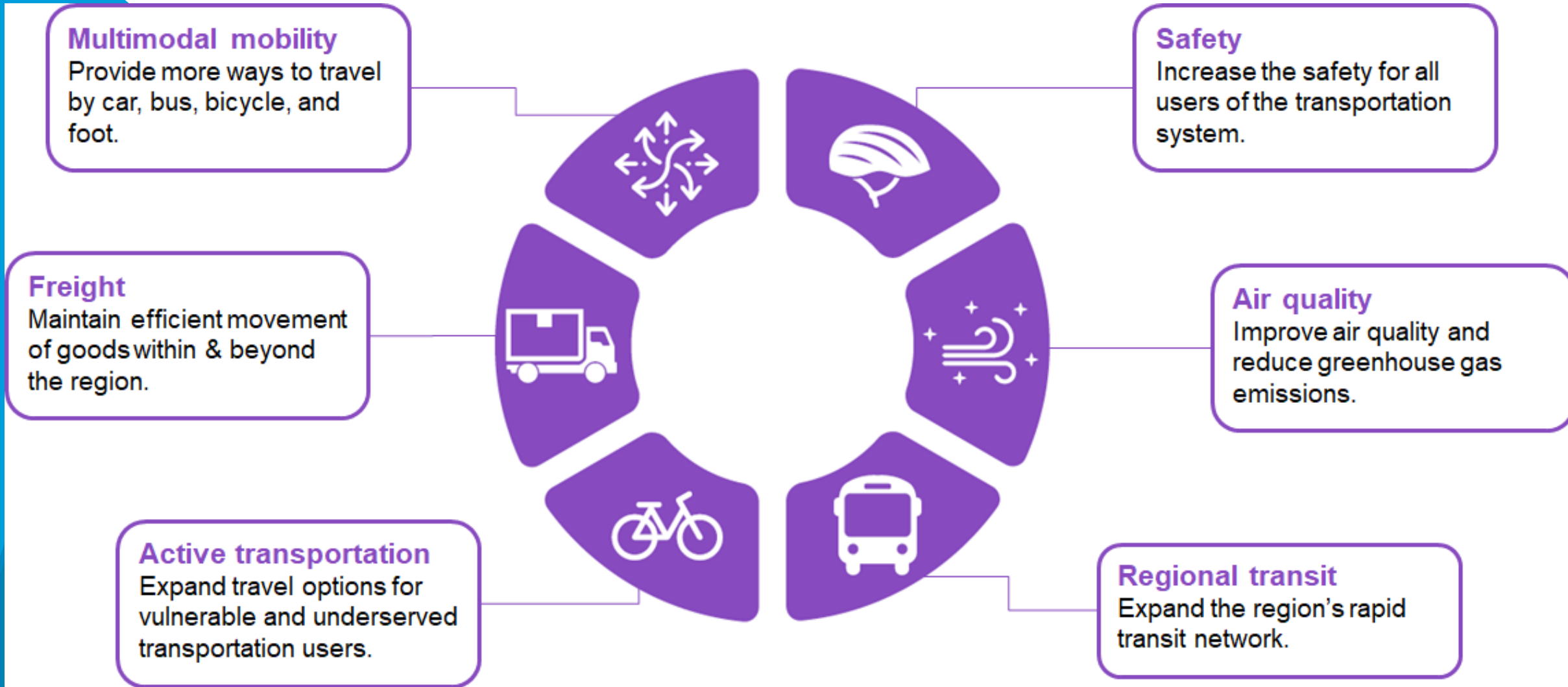
- Vision for region's multimodal transportation system; both what we'd like and what we can afford
- Identifies priorities; should guide future investments
- Identifies specific projects and programs to address priorities identified in Metro Vision

2050 RTP PRIORITIES - DEVELOPMENT



- Subregional forums,
- inter-agency coordination, and
- financial plan

2050 RTP EMPHASIS AREAS



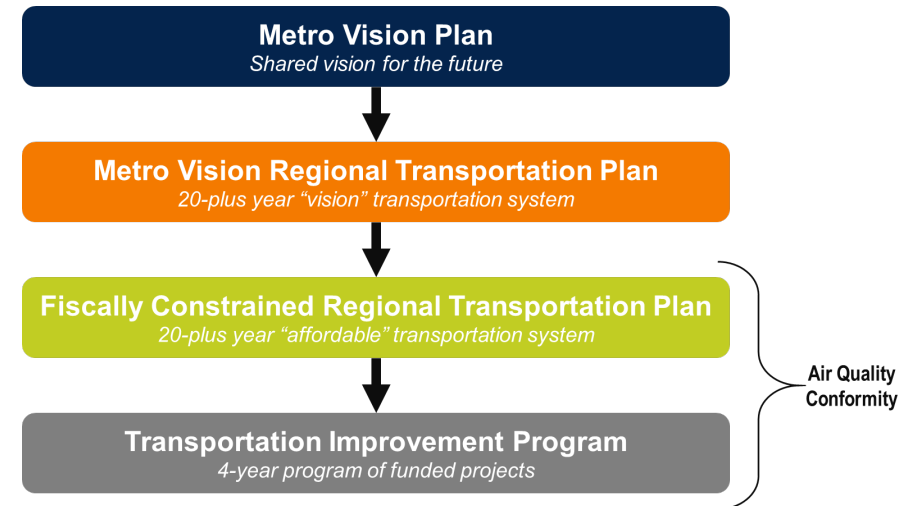


TIP INTEGRATION PROPOSAL: RTP PRIORITIES

INTEGRATING 2050 RTP - FRAMEWORK



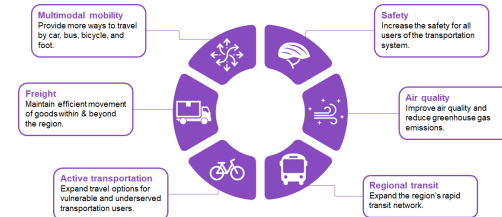
- Current TIP Focus Areas → "Regional Priorities"
- Regional priorities → application scoring criteria; linked back to documents such as:
 - Metro Vision objectives
 - 2050 RTP
 - Taking Action on Regional Vision Zero
 - Denver Regional Active Transportation Plan
 - Regional Multimodal Freight Plan
 - Coordinated Transit Plan
 - State Greenhouse Gas Emissions Rule(s)
 - Federal performance measures



INTEGRATING REGIONAL PRIORITIES



- Safety
 - Increase the safety for all users of the transportation system
 - Drawn from RTP priorities, Vision Zero, federal performance measures
 - Project Types: nothing excluded, assuming safety is improved
- Active Transportation
 - Expand and enhance active transportation travel options
 - Drawn from RTP priorities, Active Transportation Plan, Metro Vision objectives
 - Project Types: bike/ped, TDM, first/last mile; stand alone or project element
- Air Quality
 - Improve air quality and reduce greenhouse gas emissions
 - Drawn from RTP, federal performance measures, Metro Vision objectives
 - Project Types: nothing excluded, assuming it's justified, except stand alone reconstruction, bridge rehab/replace



INTEGRATING REGIONAL PRIORITIES



- Multimodal Mobility

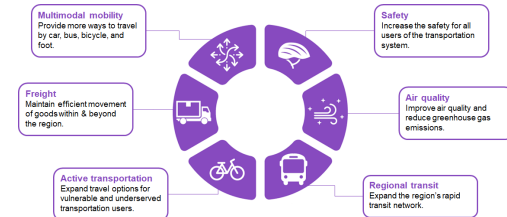
- Provide more ways to travel by car, bus, bicycle, and foot
- Drawn from RTP priorities, federal performance measures, Metro Vision objectives
- Project Types: no exclusions

- Freight

- Maintain efficient movement of goods within and beyond the region
- Drawn from MVRTP priorities, Freight Plan, federal performance measures, Metro Vision objectives
- Project Types: no exclusions. 1) location-based (projects that improve freight at a location), 2) any project designed to improve freight mobility

- Regional Transit

- Expand the region's transit network
- Drawn from RTP priorities, Coordinated Transit Plan, Regional Bus Rapid Transit Feasibility Study
- Project Types: BRT, new/enhanced bus service, mobility hub, stop enhancements



INTEGRATING 2050 MVRTP –INPUT



What do you think?

Safety	Active Transportation	Air Quality
Multimodal Mobility	Freight	Transit

- Poll Question: thoughts?
- Poll Exercise: Relative importance of the six regional priorities; incorporated into application scoring



DISCUSSION

ATTACH H

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
September 15, 2021	Informational Item	12

SUBJECT

Update on Front Range Passenger Rail project activities.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG has been a member of the Southwest Chief & Front Range Passenger Rail Commission ([Rail Commission](#)) since its inception in 2017. Senate Bill 21-238 ([SB-238](#)) will replace the Rail Commission with a Front Range Passenger Rail District in 2022. The new District has been created for the purpose of “planning, designing, developing, financing, constructing, operating, and maintaining a passenger rail system...” along Colorado’s Front Range.

DRCOG staff discussed a potential nomination process and timing with the Performance and Engagement Committee at its August meeting to appoint DRCOG’s four members to the new Rail District (due by March 1, 2022). The Committee’s direction to staff was to use the new Nominating Committee, which will be seated in November 2021, for the appointment process. More information on the new Rail District’s Board (and DRCOG’s appointments) is available [here](#).

Meanwhile, the current Rail Commission has been engaged in several activities to both transition to the new Rail District and to continue progress on planning and project development for a potential Front Range Passenger Rail system. Staff from the Rail Commission and CDOT will update the directors at an upcoming Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you have questions about the assessment, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org, or Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or jriger@drcog.org.



COLORADO
Department of Transportation

DRCOG Update

September 2021



Agenda



1. Recent staff accomplishments, activities & work plan (CRISI, etc)
2. Senate Bill 21-238: Creation of Rail District
3. Preliminary Project Development
4. Amtrak's plan to expand passenger rail and its inclusion in the federal infrastructure plan

Recent Accomplishments & 2021-22 Work Plan

- ✓ Long term vision
 - ✓ Environmental review
 - ✓ Ridership modeling
 - ✓ Conceptual cost estimating
 - ✓ Conceptual engineering
 - ✓ Preliminary Alternatives Analysis
 - ✓ Funding and finance analysis
 - ✓ Stakeholder engagement
- Southwest Chief Thru-Car Alternatives Analysis - Complete Summer 2022 (est)
 - FRPR Rail Simulation Modeling and Preliminary Service Development Planning - Complete Winter 2023 (est)
 - Transition from Rail Commission to District (SB 21-238)
 - Partnership opportunities with RTD and Amtrak

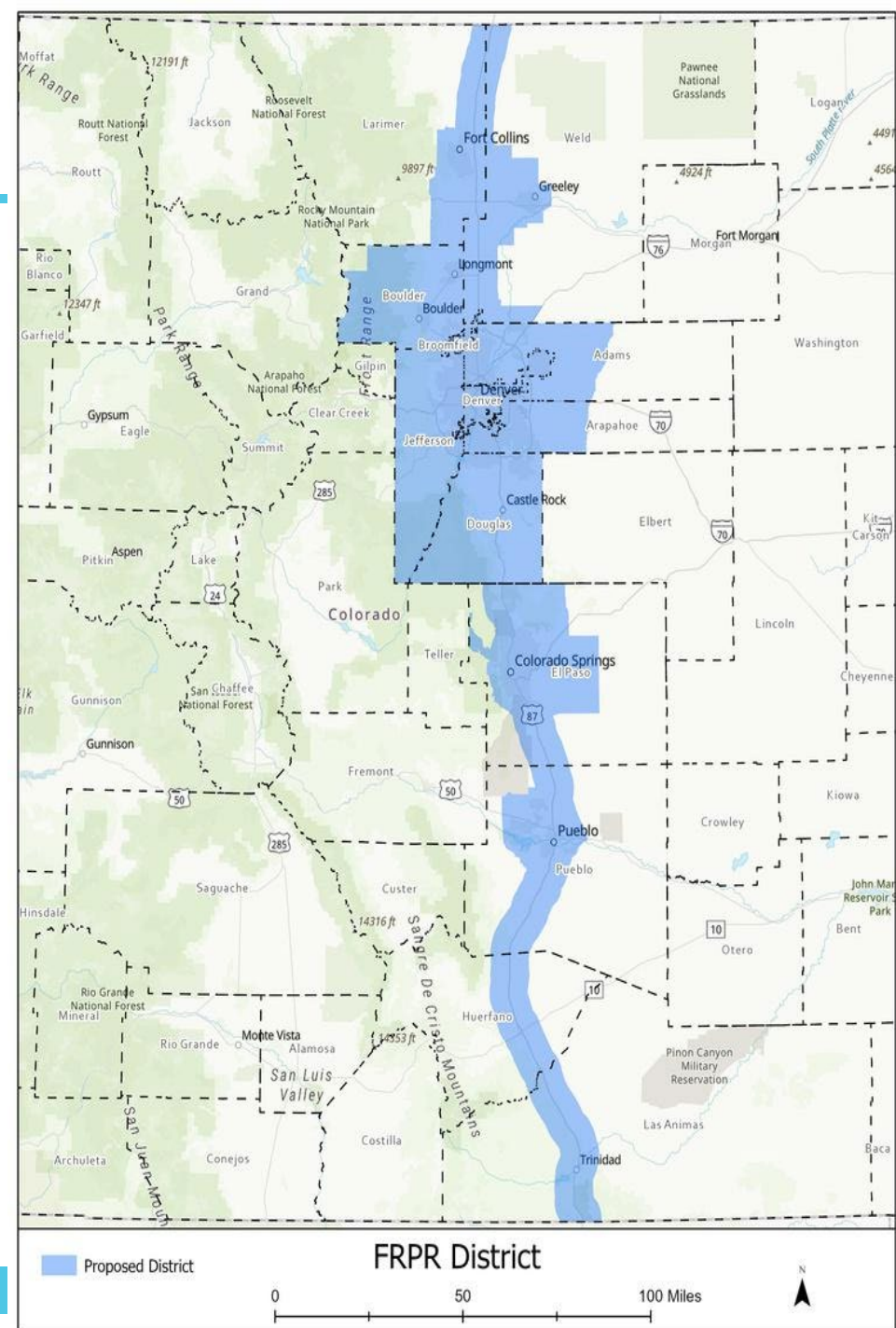
SB 21-238: Rail District

Powers:

- Finance, Design, Construct, Operate, Maintain Passenger Rail
- Check and Balances

Representation:

- 10 MPO/COG Representatives
 - 4 - DRCOG
 - 2 - PPACG
 - 2 - NFRMPO
 - 1 - PACOG
 - 1 - South Central COG
- 6 Governor's Appointees
- One Director Appointed by CDOT Executive Director
- Non-Voting Members: BNSF Railway, Union Pacific, Amtrak, RTD, I-70 Mountain Corridor Coalition, Wyoming, New Mexico



SB 21-238: Rail District

Next Steps:

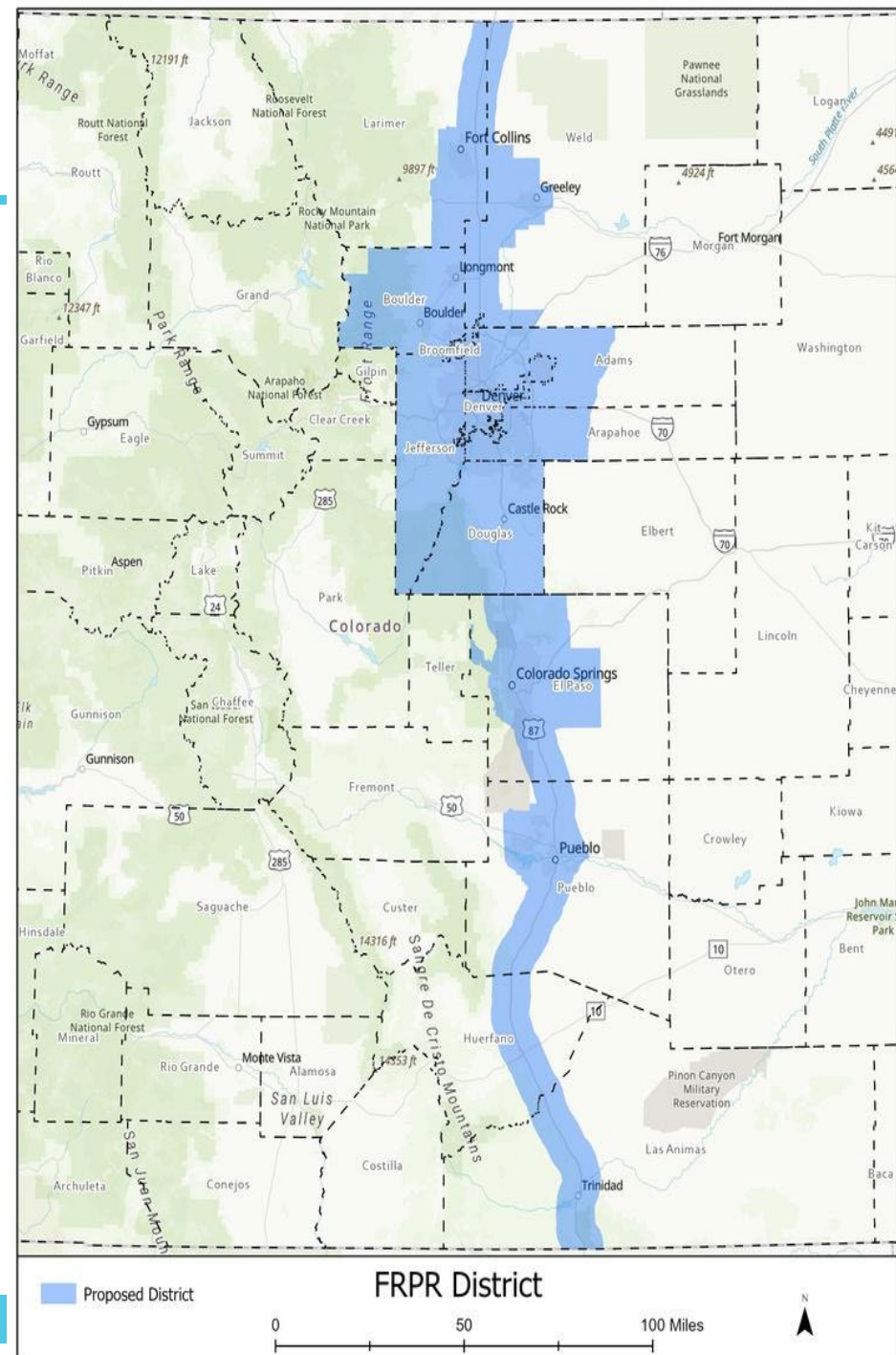
12/01/2021 – RTD, CDOT, Railroad and I-70
Coalition appointees selection
deadline

03/01/2022 – MPO/COG appointee selection
deadline

04/01/2022 – Governor appointee selection
deadline

05/15/2022 – First Board meeting deadline

Pre-Ballot Measure –Service Development Plan
Operating Plan
Financial Plan



Front Range Passenger Rail Vision



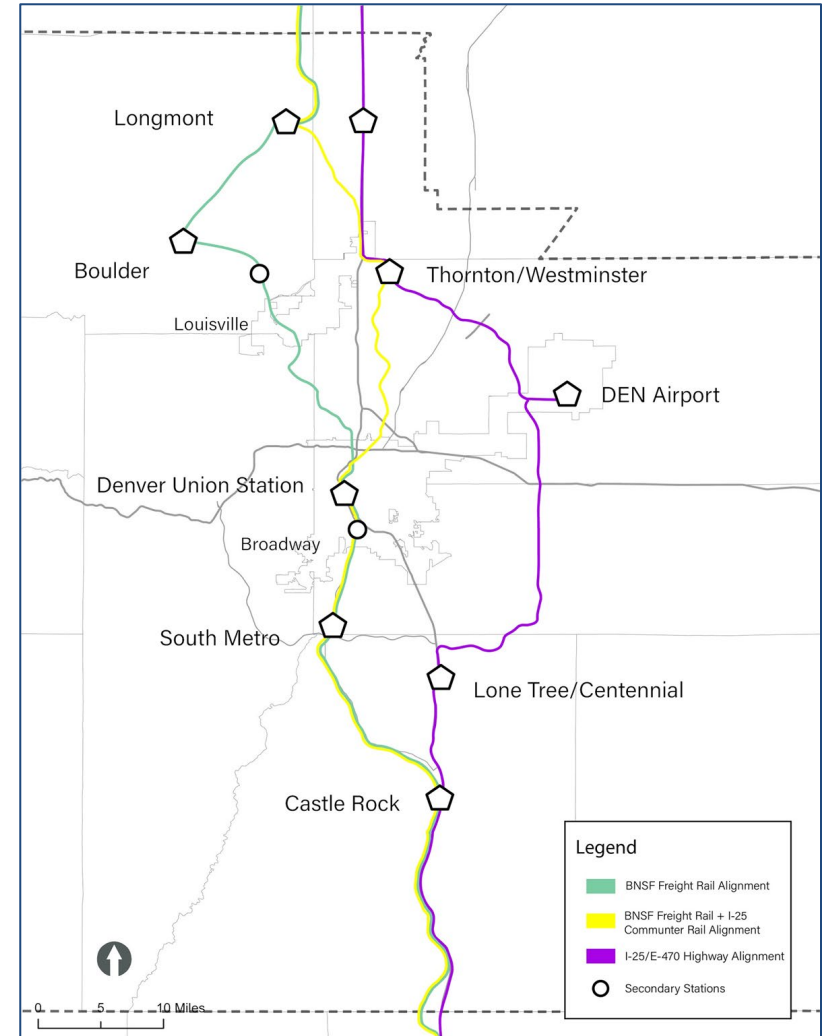
A **safe, efficient, and reliable** transportation option for travel between major population centers and destinations

Pueblo to Fort Collins

Create a **backbone for connections** and expanding rail and transit options in the state and region

Central Segment: DRCOG Region

- Largest and most complex segment with dispersed but concentrated households and employment centers
- Hub of activity for all alternatives with majority of boardings and alightings
- Freight RR alignment serves central Denver and shares DUS hub with RTD
 - More interaction with commuter rail
 - Potential to add I-25 Broadway station on freight alignments to serve DTC transfer
- Coordination with RTD mutually beneficial to both programs
- Freight alignment potentially affects more streams, open space, recreational areas, and habitat. It also may affect more cultural and community resources.



Stakeholder Engagement

Stakeholder Segment Coalitions

Four rounds of meetings (North, Central and South) Nov. 2019 – November 2020

Approximately 90 attendees total each round

Input from staff and experts at a local level, gathering “on the ground” technical input

Corridor Coalition

December 2019; March 2021

Combined input from all segments; discuss Corridor level issues

Public Involvement

Over 115 presentations and discussion with various stakeholders throughout the Front Range

Including City Councils, County Commissions, Advocacy groups, MPOs, COGs, airports and many others

Agency Involvement

Monthly meetings with FRA, RTD, BNSF, and Amtrak

Numerous quarterly joint meetings with the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA)

Numerous other agency Briefings (Corps of Engineers, Division of Natural Resources, Division of Wildlife, etc.)

Local and State agencies (DOLA, MPOs/COGs, BOCCs, Airports, City Councils, etc.)

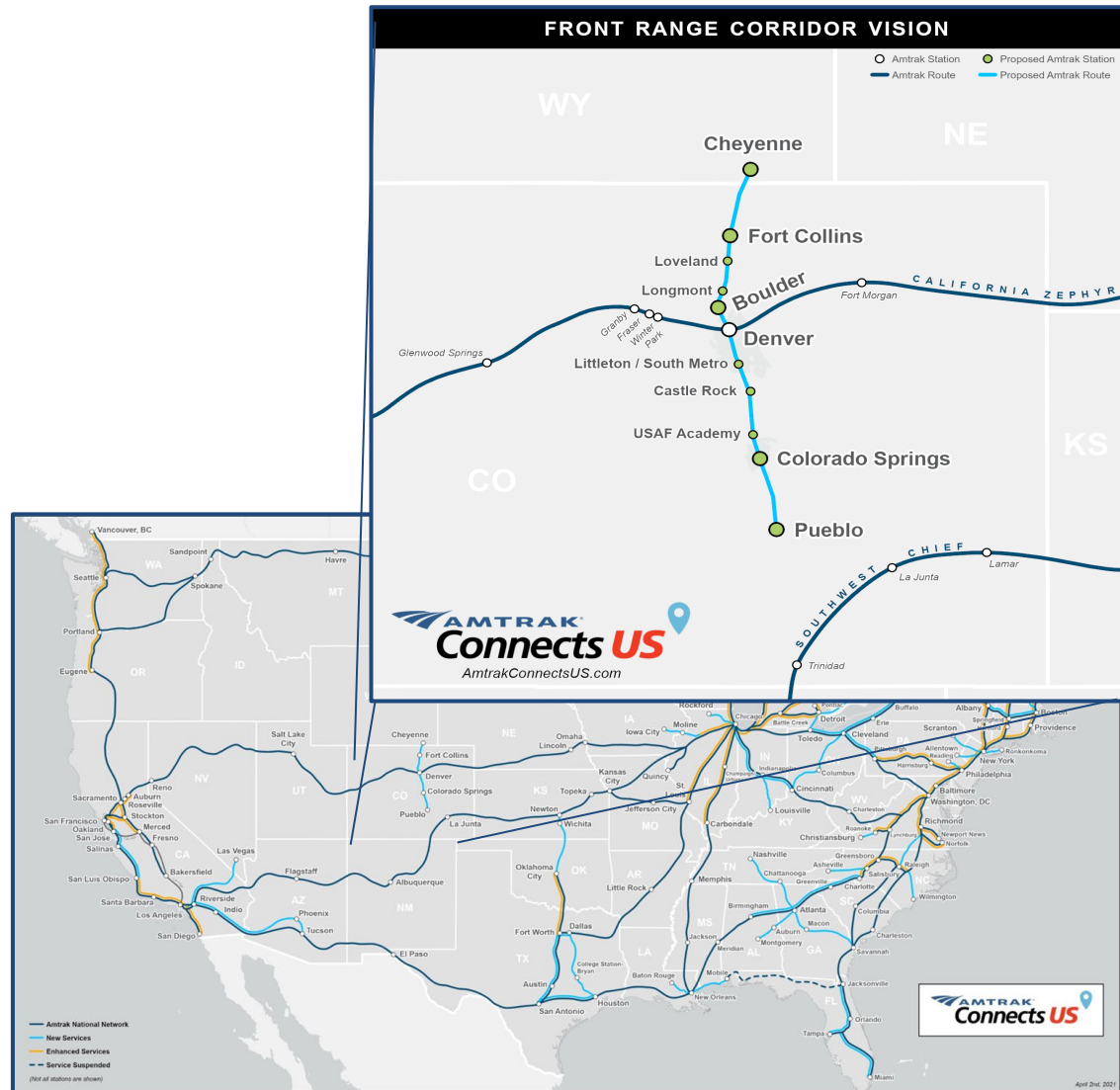
USAFA and Fort Carson

Amtrak Plan: Expansion of Services

Consideration in Federal Infrastructure Plan

Amtrak's Initial Assumptions:

- Three daily trips from Fort Collins to Pueblo, One daily trip extending to Cheyenne
- 196,000 estimated ridership (2035)
- Amtrak is non-voting Rail Commission member, and the future Rail District
- Potential Operator for State Run Service



ATTACH I

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
September 15, 2021	Informational Item	13

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

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

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

The September 2021 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 (September 2021)

ADDITIONAL INFORMATION

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

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

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

Date: September 15, 2021

SUMMARY

- Per the DRCOG Board-adopted [2020-2023 TIP Policy](#), Administrative Modifications to the [2022-2025 TIP](#) are reviewed and processed by staff before 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 through this set of Administrative Modifications are listed below. The attached describes these modifications, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

- **2016-057: Region 1 RPP Pool**
 - Increase funding and add one pool project
- **2018-015: I-25/SH-119 Interchange and Park-N-Ride Improvements**
 - Advance funds to earlier fiscal year
- **2020-008: High Line Canal Trail: East Colfax Ave. to I-70**
 - Adjust scope per subregional forum recommendation
- **2020-025: Evergreen Lake Trail Improvements**
 - Increase funding and adjust scope
- **2020-077: Community Mobility Planning and Implementation Set-Aside**
 - Add 15 new pool projects
- **New Project: Region 1 Revitalizing Main Streets Pool**
 - Create new pool

ATTACHMENT 1

Administrative Modifications – September 2021

2022-2025 Transportation Improvement Program

2016-057: Add one new pool project for the Denver Encampment Project. Add \$1,000,000 in FY 22 Transportation Commission Contingency funds

Existing

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/closets		\$8,000	I-70 System-Level Traffic Study	E-470 to Strasburg	\$500	local agency contributions	various	\$11,810
I-270	Interchange Study (TIP ID 2016-047)	\$1,000	SH-121 and Morrison Rd	Intersection Improvements	\$700	I-70 Noise Walls, Phase 2	\$6,100 in RPP in TIP# 2020-098	\$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			
Local		\$0	\$0	\$0	\$0			
Total	\$0	\$17,500	\$17,500	\$17,500	\$17,500	\$0	\$70,000	

ATTACHMENT 1

Administrative Modifications – September 2021

2022-2025 Transportation Improvement Program

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Small projects/consultants/closures		\$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-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			
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	

2018-015: Advance FY 2023 funding to FY 2022. Project funding remains the same

Existing

Title: **I-25/SH-119 Interchange and Park-N-Ride Improvements**

Project Type: **Transit Passenger Facilities**

TIP-ID: **2018-015**

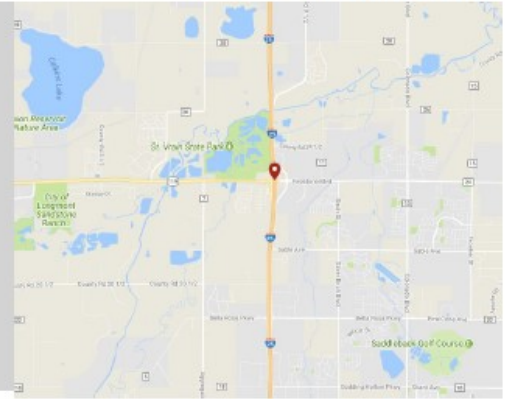
STIP-ID: **SSP4428**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Construct Bustang passenger stations and stops with appropriate pedestrian facilities, ADA ramps, and bus pullouts.



Affected County(ies)

Weld

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$2,000	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$6,723	\$0	\$2,000	\$0	\$0	\$0	\$8,723

Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$2,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$6,723	\$2,000	\$0	\$0	\$0	\$0	\$8,723

2020-008: Revise project scope per request from project sponsor and CDOT; request was approved by Adams County subregional forum. Project funding remains the same

Existing

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

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

TIP-ID: **2020-008**

STIP-ID:

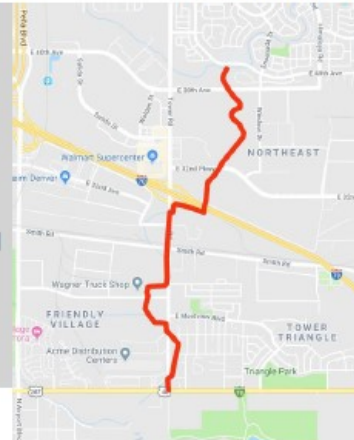
Open to Public: **2022**

Sponsor: **Aurora**

Project Scope

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

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



Affected Municipality(ies)

Aurora

Affected County(ies)

Adams

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (TAP)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$4,851	\$0	\$0	\$0	\$0	\$0	\$4,851

Revised

Project Scope

Construct a multi-use trail between East Colfax Ave. and I-70, including constructing a new pedestrian bridge overpass of I-70, eight at-grade roadway crossings improvements, one at-grade crossing of the UPRR tracks, three culvert/bridge crossings of the canal, and the I-70 overpass.

The project will connect to a 1.2-mile long “north” segment of the High Line Canal Trail between I-70 and Denver's Green Valley Ranch area completed in 2020.

2020-025: Add \$414,000 in Surface Transportation Block Grant funds and adjust scope to add Phase 2 enhancements selected during FY 2022 Community Mobility Planning and Implementation project selection. Final project selection pending Board approval in September 2021

Existing

Title: **Evergreen Lake Trail Improvements**

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

TIP-ID: **2020-025**

STIP-ID:

Open to Public: **2023**

Sponsor: **Evergreen Park and Rec**

Project Scope

Reconstruct and improve the existing trail on the north side of Evergreen Lake. The upper track (near road level) is an off-street, hard surface accessible trail and the lower track (lake level) is a pedestrian-only natural surfaces/wooden boardwalks trail. The project will include improvements to drainage, roadway characteristics, and support infrastructure at and near the project site.



Affected Municipality(ies)
Unincorporated

Affected County(ies)
Jefferson

Project Phases	
Year	Phase
2022	Initiate Construction

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

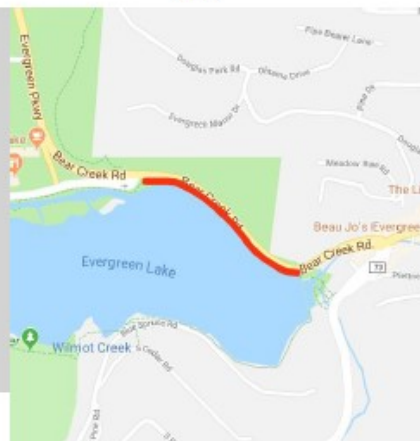
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$330	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
Local		\$579	\$0	\$0	\$0		
Total	\$2,855	\$909	\$0	\$0	\$0	\$0	\$3,764

RevisedTitle: **Evergreen Lake Trail Improvements**Project Type: **Bicycle and Pedestrian Projects (New)**TIP-ID: **2020-025**

STIP-ID:

Open to Public: **2023**Sponsor: **Evergreen Park and Rec****Project Scope**

Reconstruct and improve the existing trail on the north side of Evergreen Lake. The upper track (near road level) is an off-street, hard surface accessible trail and the lower track (lake level) is a pedestrian-only natural surfaces/wooden boardwalks trail. The project will include improvements to drainage, roadway characteristics, **safety and accessibility improvements**, and support infrastructure at and near the project site.



Affected Municipality(ies)

Unincorporated

Affected County(ies)

Jefferson

Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$744	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
Local		\$665	\$0	\$0	\$0		
Total	\$2,855	\$1,409	\$0	\$0	\$0	\$0	\$4,264

2020-077: Add 15 new pool projects selected in FY 2022/2023 Call for Projects and increase local match for new projects. Final project selection pending Board approval in September 2021

Existing

Title: **Community Mobility Planning and Implementation Set-Aside**

Project Type: **Roadway/Transit Studies**

TIP-ID: **2020-077**

STIP-ID:

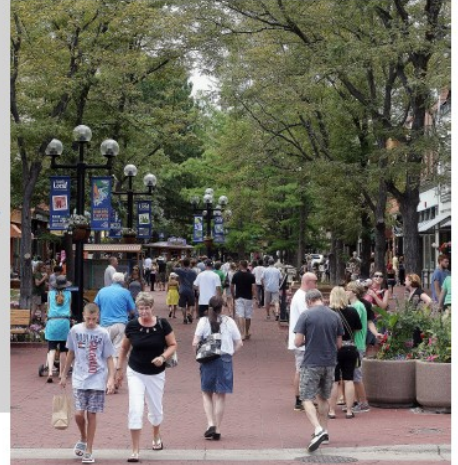
Open to Public:

Sponsor: **DRCOG**

Project Scope

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

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



Affected County(ies)

Regional

Performance Measures

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

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

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

ATTACHMENT 1

Administrative Modifications – September 2021

2022-2025 Transportation Improvement Program

Revised

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Castle Rock	Downtown Alley Master Plan (FY20)	\$180	Boulder	Enhanced Pedestrian/Bicyclist Crossings (FY21)	\$230	Superior	McCaslin Underpass Feasibility Study (FY22)	\$83
West Colfax BID	Colfax Viaduct Planning Study (FY20/21)	\$200	Aurora	25th Ave. Pedestrian Improvements (FY20)	\$391	Denver	Westwood-Athmar Park Transportation Management Program (FY23)	\$300
Edgewater	Sheridan Corridor Master Plan: Sloan's Lake (FY20)	\$140	Thornton	Trail Wayfinding Signage (FY20)	\$250	Lone Tree	RidgeGate Crosswalks, Phase 2 (FY23)	\$150
Thornton	Eastlake Streetscape Conceptual Plan (FY21)	\$145	Denver	Mobility Choice Network (FY21)	\$247	Evergreen Parks & Rec District	Evergreen Lake Trail, Phase 2 Enhancements (FY22)	\$0
Adams County	SW County Sidewalk Community Prioritization Planning (FY20)	\$35	Boulder County	North Foothills Bikeway Feasibility Study (FY22)	\$331	RTD	University of Denver Station Bike Shelter (FY22/23)	\$124
Boulder	Curbside Management Policy and Program (FY21)	\$248	Denver	Permanent Outdoor Expansion (FY22)	\$207	Castle Rock	Castle Rock Downtown Pedestrian Lighting Improvements (FY22/23)	\$480
Lakewood	Alameda Corridor Shared-Use Path (FY20/21)	\$336	Arvada	Little Dry Creek Trail Grade Separation (FY23)	\$83	Superior	Superior Wayfinding (FY22)	\$100
Denver	Passenger Amenity Program (FY20)	\$200	Boulder	Speed Limit Setting and Signing Framework (FY23)	\$103	Thornton	Thornton Transit Study (FY22/23)	\$137
Westminster	US-36/Church Ranch Station Multimodal Access Improvements (FY20)	\$83	Lakewood	40 West ArtLine Framework Plan (FY22/23)	\$112	Unprogrammed		\$37
Sheridan	Safe Stops Through Sheridan (FY20)	\$158	Sheridan	S. Federal Blvd. Plan - Safe Streets through Sheridan (FY23)	\$76			
Littleton	Downtown Raised Pedestrian Crossings (FY20/21)	\$214	Westminster	72nd Avenue Corridor Study and Plan (FY22)	\$190			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG)		\$1,250	\$1,226	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$265	\$289	\$0	\$0		
Total	\$4,280	\$1,515	\$1,515	\$0	\$0	\$0	\$7,310

New Project: Add new pool for statewide Revitalizing Main Streets Program projects selected in Region 1

New Project

Title: **Region 1 Revitalizing Main Streets Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

In support of Colorado's state COVID-19 Recovery Plan, investments support local communities as they find innovative ways to reuse public spaces and help businesses reopen safely, while improving multimodal safety and accessibility along urban arterials.



Affected County(ies)

Regional

Performance Measures

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

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Aurora	Northwest Aurora Intersection Pedestrian Safety Enhancement	\$1,800	Edgewater	25th Avenue Streetscape Project	\$841	Wheat Ridge	Wadsworth Pedestrian and Streetscape Facilities, Phase 1	\$1,360

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$3,801	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$3,801	\$0	\$0	\$0	\$0	\$3,801