

Summary of Materials MVIC, January 15, 2014

1. Currently adopted Metro Vision Goals and Policies (Attachment A)

This information is to inform the MVIC discussion on inclusion of Metro Vision goals/policies as criteria used to score transportation projects (TIP criteria).

Note: The included goals and policies are a sample of key goal and policy statements currently in Metro Vision that may potentially have a relationship to TIP project evaluation criteria. All adopted Metro Vision 2035 transportation policies are included. To review the entire Metro Vision plan, including all goals and policies, please click [here](#).

2. Progress on Quantifiable Metro Vision goals (Attachment B)

This material represents very reliable, quantifiable data (as available) about progress on Metro Vision goals.

3. Map and list of existing urban centers (Attachment C)

This information lists the currently approved urban centers and helps demonstrate the geographic distribution and wide-ranging characteristics of the region's urban centers.

4. Currently adopted TIP criteria (Attachment D)

This table represents a summary of project types and scoring criteria most recently adopted by the DRCOG Board. To review the full TIP Preparation document, please click [here](#).

5. List of projects in current TIP (Attachment E)

This table lists all DRCOG "selected" projects in the most recently adopted TIP.

Note: (1) Very Small Communities includes all communities with a population of less than 12,500 or employment as defined in Table 3 of the current TIP Preparation [document](#). (2) Under Equity County is one where its estimated percentage of programmed expenditures (i.e. funds in the TIP) is less than its computed percentage of contributions (based on population, gross vehicle miles traveled, and transportation-related sales tax). Please see #6 for the most recent TIP expenditures by county.

6. TIP expenditures by county (Attachment F)

These spreadsheets depict DRCOG, RTD, and CDOT TIP expenditures by county from 2003 through 2015, the final year of the current TIP.

Key 2035 Metro Vision Goal and Policy Statements*

Excerpted from [Metro Vision 2035](#) (Adopted Feb. 2011)

**Goals and policies detailed below are a sample of key goal and policy statements currently in Metro Vision that may potentially have a relationship to TIP project evaluation criteria. To review the entire Metro Vision plan, including all goals and policies, please see the link above.*

Note: All adopted Metro Vision 2035 transportation policies are included below.

Extent of Urban Development

Growth Boundary/Area. The urban growth boundary/area defines where urban development will take place in the region over the next 25 years. The boundary/area encompasses 980 square miles of urban development, which is intended to achieve at least a 10 percent increase in the region's overall density between 2000 and 2035.

Compact Development. Metro Vision promotes smaller lot sizes and multifamily housing to achieve a more compact development pattern. At the same time, it is recognized that density doesn't need to increase everywhere within the urban area and there is a need to accommodate varied housing opportunities, such as multifamily and single-family detached residential.

Infill and Redevelopment. Metro Vision encourages local governments to use overlooked vacant parcels and under-developed parcels for infill and redevelopment. Infill and redevelopment can absorb significant population growth and use existing infrastructure more efficiently.

Infrastructure. Metro Vision seeks to direct future urban growth within the urban growth boundary area into areas where infrastructure already exists. In newly urbanized areas, development will be planned to provide infrastructure and services efficiently and cost-effectively. Regional transportation systems should be provided in a way that will most effectively encourage the desired future development.

Urban Centers

Regional Advocacy and Investment. DRCOG will take a proactive role in identifying opportunities, providing resources and directing investment toward programs and infrastructure improvements that help local governments and the private sector develop successful urban centers.

Location. Metro Vision encourages the development of urban centers at infill and redevelopment sites within the UGB/A throughout the metro area, while recognizing the unique significance of the Denver central business district. Metro Vision prioritizes urban centers around existing or proposed rapid transit stations or with high-frequency bus service.

Multimodal Connectivity. Urban centers will have high levels of internal connectivity and will be well connected to the region at large.

Housing Options. Urban centers will support housing suitable for a wide range of incomes and the full spectrum of life stages and physical abilities, providing good links to jobs, services and other opportunities and reducing the combined cost of housing and transportation.

Freestanding Communities

Regional Growth. Metro Vision encourages a significant portion of future regional population growth within recognized freestanding communities.

Transportation. Multimodal transportation systems will be developed in each freestanding community. These systems include pedestrian and bicycle facilities, and internal and external transit services. Communities will be linked to the larger metropolitan area with rapid transit and highway facilities.

Rural Town Centers

Regional Growth. New development in the rural portion of the region is encouraged to occur within rural town centers where necessary infrastructure, including central water and sewer, can be provided more efficiently.

Development Pattern. New development within rural town centers is encouraged to be compact, so the infrastructure necessary to serve the new development can be provided cost-effectively. Compact development also helps differentiate between developed and undeveloped areas, provides for pedestrian accessibility and maintains community identity. Rural town centers are encouraged to promote infill and redevelopment activity within their existing boundaries for compact development and the use of existing infrastructure.

Large-Lot Development

Regional Growth Target. Limit the total amount of semi-urban development in 2035 to a proportion that does not exceed the current (2006) proportion of semi-urban households, estimated to be approximately three percent.

Infrastructure Investment. The priority for investing regional funds in transportation infrastructure and other services is the urbanized area within the urban growth boundary/area. Regional funds should, in general, not be expended to serve large-lot development.

Community Design

Housing Options, Location and Affordability. Allow and encourage a diversity of housing types and a mix of housing densities to accommodate residents throughout the various stages of their lives, including Accessory Dwelling Units (ADUs). Locate housing to maximize access to employment, services, shopping, volunteer and educational opportunities, entertainment and cultural venues. Increase access to, and availability of, affordable rental and for-sale units that meet the region's present and future housing demands.

Density. Promote development densities that make walking, bicycling or taking transit viable options to reduce reliance on the automobile and enhancing the independence of people who prefer not to drive or are unable to because of age, income or ability.

Distance to Transit. Allow for transit use and increase the mobility of transit-dependent populations by promoting higher-density development, including housing that is suitable for people of all ages, incomes and abilities, within a half-mile walking distance of transit.

Development Patterns. Promote human-scaled (as opposed to auto-oriented) development patterns that are easy to navigate, enhance multimodal connectivity and maximize the ability of all people to access opportunities. Create pedestrian and bicycle friendly environments by providing sidewalks, narrowed street crossings (distance across street), curb ramps, adequate crosswalk signal timing, medians as midway stopping points, traffic calming measures, bicycle and pedestrian access to transit facilities, and improved bike paths and trail systems. Establish “level-of-service” standards for pedestrian and bicycle facilities.

Transportation

***Goal:** Provide safe, environmentally sensitive, efficient, and sustainable mobility choices for people and goods; and integrate with and support the social, economic and physical land use development of the region and state while supporting Metro Vision goals.*

System Preservation. Assure existing and future transportation facilities are maintained and preserved.

Transit. Provide increased transit service and facilities to accommodate an increasing share of daily travel, encourage transit-oriented developments and provide mobility options.

Roadways. Provide a sustainable roadway system to enable safe and efficient travel by automobiles, trucks, buses, and bicycles.

Management and Operations. Make the best use of existing and future transportation facilities by implementing measures that actively manage and integrate systems to optimize system performance and safety, provide accurate real-time information and reduce per capita vehicle miles traveled (VMT)

Rights-of-Way Preservation. Reserve adequate rights-of-way in newly developing and redeveloping areas for pedestrian, bicycle, transit and roadway facilities.

Denver Central Business District. Improve and maintain efficient transportation access by all modes to downtown Denver.

Safety. Develop and maintain a safe transportation system for all users.

Security. Develop and maintain a transportation system that provides increased security for all users.

Bicycle and Pedestrian. Provide robust bicycle and pedestrian accessibility throughout the region.

Interconnections. Provide efficient interconnections of the transportation system within modes, among different modes, and between the metropolitan area and the rest of the state and nation.

Transportation-Efficient Housing and Business Developments. Design new developments within communities to allow the efficient movement of pedestrians, bicyclists, buses and motor vehicles within, to and through the area.

Land Use Integration. Implement transportation system components that support Metro Vision's urban growth boundary/area, urban centers, open space and associated concepts.

Transportation for the Disadvantaged. Provide a transportation system that considers the needs of and impacts on minority, low-income, elderly and disabled persons.

Environmental Quality. Develop and maintain a sustainable transportation system that protects and enhances air quality, energy efficiency, and the overall environment.

Parks and Open Space

Goal: Establish an integrated, linked, permanent parks and open space system that will include a variety of open space and make appropriate open space accessible to all of the region's population. A minimum of 880 total square miles of parks and open space should be protected by 2035.

Trails Network. Metro Vision calls for an area-wide trails network to link open space and provide access. This network should take full advantage of all potential connections, including road and railroad rights-of-way, floodplains, ditch service roads and utility corridors.

Water Conservation

Goal: Reduce regional per capita municipal and industrial water use by working with municipalities, counties, water providers and other stakeholders within the next six to 12 months to identify a specific numeric target or measurable benchmark against which to measure progress.

Efficient Land Development. Compact development, infill and redevelopment consistent with DRCOG's urban growth boundary/area and urban centers policies will help reduce water demand and related infrastructure costs.

Water Quality

Wastewater Service. Development should only be allowed in areas where sewer service is already available, where new wastewater facilities can be established consistent with state-adopted stream standards and the Clean Water Plan, or in areas where on-site or individual sewage disposal systems are deemed appropriate.

Nonpoint Sources. Local actions will reduce pollution from stormwater and other nonpoint sources. All development in the region should follow adopted grading, erosion and sediment control ordinances to minimize sediment and other pollutant runoff into the region's waters.

Air Quality

Mobile Sources. Metro Vision calls for reducing growth in mobile-source air pollution emissions by providing travel alternatives, improving the efficiency of the regional transportation network and changing key features of the development pattern. In combination, these will help achieve national, state and regional air quality objectives.

Wind Erosion. Metro Vision encourages local governments to review and modify their development regulations to include controls for wind erosion resulting from grading, construction, recreation or poor land management practices, such as overgrazing.

Accessibility. Metro Vision encourages local communities to modify their local comprehensive plans and zoning ordinances to improve community accessibility and to provide additional pedestrian, bicycle and transit travel opportunities.

Noise

Location and Mitigation. Metro Vision calls on the region to ensure new or expanded regional transportation facilities are located and designed to maintain acceptable noise levels. That includes considering adjacent land uses and using appropriate mitigation measures (e.g., landscaping, noise barriers, traffic control and other noise-attenuating techniques).

Retrofit. Where practical, Metro Vision encourages retrofitting existing facilities to mitigate noise impacts on adjacent, noise-sensitive land uses.

ATTACH B

Progress on Quantifiable Metro Vision Goals

(January 15, 2014)

Goals:

- Urban Centers will accommodate 50% of new housing and 75% of new employment between 2005 and 2035:
 - Urban centers captured 21% of regional housing growth between 2005 and 2010 compared to just 10% between 2000 and 2004. Between 2008 and 2010 34% of housing growth occurred in urban centers. (right direction)

- Reduce the percent of trips to work by SOV to 65% by 2035 (per US Census):
 - Decreased from 77% in 2005 to 75% in 2012 (right direction)

- Reduce the regional per capita VMT by 10% by 2035;
 - Decreased by ~2% between 2005 and 2012 (right direction)

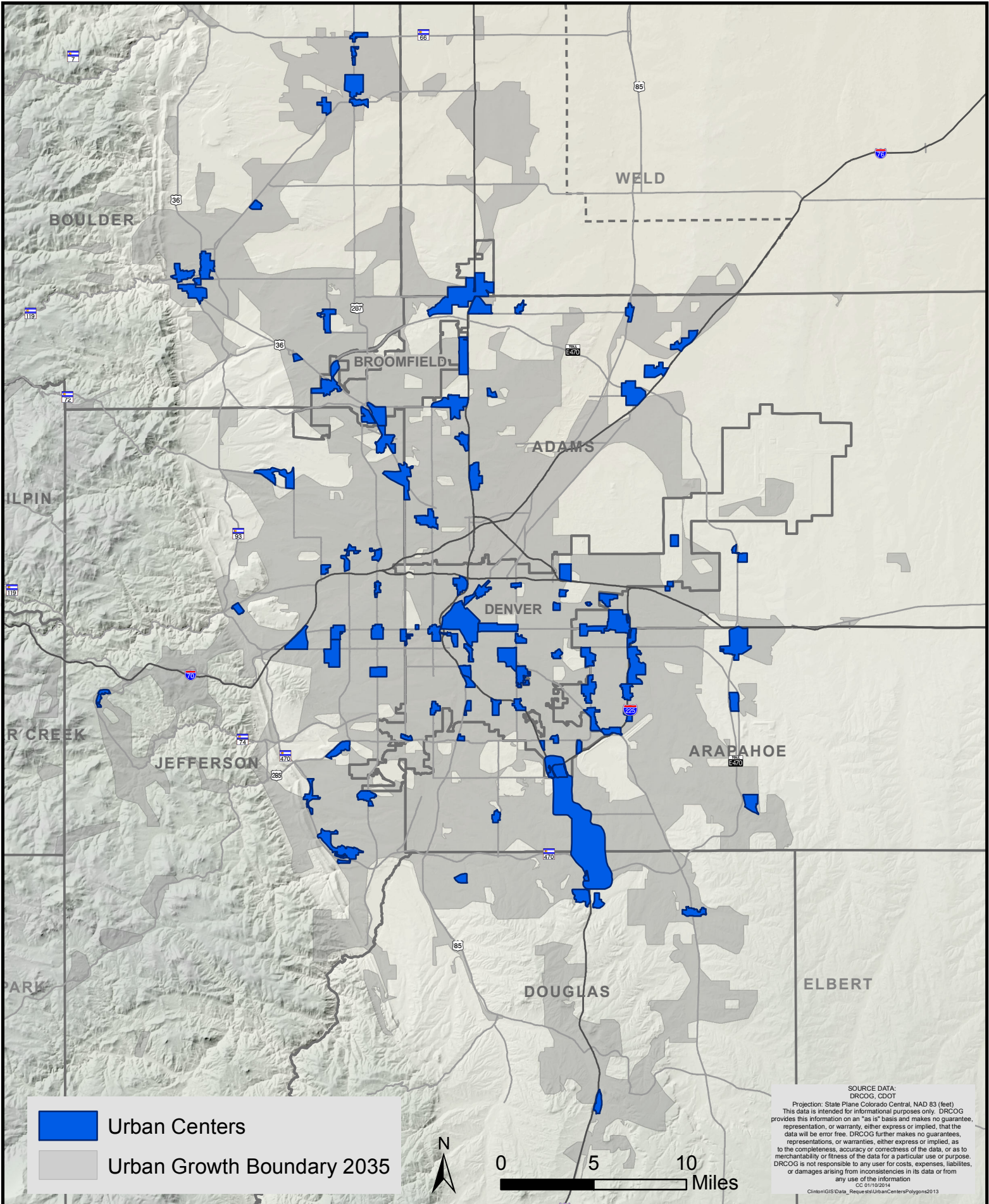
- Reduce the annual per capita greenhouse gas emissions from the transportation sector by 60% by 2035:
 - Decreased by ~4% between 2002 and 2010 (right direction)



- Reduce the rate of fatal crashes to 0.60 per 100 million VMT:
 - Decreased from 0.97 in 2005 to 0.60 in 2010 (goal is being met)
 - Note: 233 fatal crashes in 2005; 152 in 2010

- Increase urban household density by 10% by 2035:
 - Increased by 19% between 2000 and 2010 (goal is being met)

- Increase amount of protected open space to 880 square miles by 2035
 - Increased by nearly 200 square miles between 2006 and 2013 (right direction)

ATTACH C



 Urban Centers
 Urban Growth Boundary 2035



0 5 10 Miles

SOURCE DATA:
DRCOG, CDOT
Projection: State Plane Colorado Central, NAD 83 (feet)
This data is intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no guarantee, representation, or warranty, either express or implied, that the data will be error free. DRCOG further makes no guarantees, representations, or warranties, either express or implied, as to the completeness, accuracy or correctness of the data, or as to merchantability or fitness of the data for a particular use or purpose. DRCOG is not responsible to any user for costs, expenses, liabilities, or damages arising from inconsistencies in its data or from any use of the information.
CC 01/10/2014
Clinton/GIS/Data_Request/UrbanCentersPolygons2013

**Urban Centers Designated in Metro Vision
(As of January 2014)***

Urban Center Name	Jurisdiction	Size (Acres)
Candelas	Arvada	631
Olde Town/New Town	Arvada	158
Ralston Fields	Arvada	257
13th Avenue	Aurora	179
1st Avenue Center	Aurora	339
56th Avenue	Aurora	203
Airport Gateway	Aurora	40
Aurora City Center	Aurora	868
Buckingham Center	Aurora	414
Colfax Avenue	Aurora	336
E-470 / I-70	Aurora	1043
Fitzsimons	Aurora	821
Florida	Aurora	248
Hampden Town Center	Aurora	105
I-225/Parker Road	Aurora	209
Iliff	Aurora	186
Iliff Avenue Center	Aurora	315
Jewell Avenue	Aurora	294
Peoria - Smith	Aurora	266
Smoky Hill	Aurora	375
28th/30th Streets (BVRC)	Boulder	634
Downtown Boulder	Boulder	382
Gunbarrel Activity Center	Boulder	138
University Hill	Boulder	542
Adams Crossing Activity Center	Brighton	779
Bromley Park Activity Center	Brighton	393
Downtown Brighton Activity Ctr	Brighton	178
Prairie Center Activity Center	Brighton	436
I-25 & SH 7 Activity Center	Broomfield	2086

**Urban Centers Designated in Metro Vision
(As of January 2014)***

Urban Center Name	Jurisdiction	Size (Acres)
Interlocken Loop Activity Center	Broomfield	586
Original Broomfield TOD	Broomfield	469
Urban Transit Village	Broomfield	250
Downtown Castle Rock	Castle Rock	214
Southglenn	Centennial	146
10th & Osage Station	Denver	171
29th Ave. Town Center	Denver	90
38th and Blake TOD	Denver	238
41st and Fox TOD	Denver	311
62nd and Pena TOD	Denver	161
Alameda Station	Denver	201
Bear Valley	Denver	83
Belleview Station	Denver	75
Broadway	Denver	142
Broadway Station TOD	Denver	145
Central Business District	Denver	1705
Central Park TOD	Denver	63
Cherry Creek	Denver	603
Colorado Blvd and Smith Road	Denver	78
Colorado Blvd Health Care Dist	Denver	137
Colorado Station	Denver	171
Decatur - Federal TOD	Denver	282
Denargo Market	Denver	112
Denver Technology Center	Denver	287
DU Campus Urban Center	Denver	204
East Colfax Main Street	Denver	559
Evans Station TOD	Denver	113
Federal and Evans	Denver	155
Lowry Town Center	Denver	122

**Urban Centers Designated in Metro Vision
(As of January 2014)***

Urban Center Name	Jurisdiction	Size (Acres)
MLK Town Center	Denver	27
Pena & 40th	Denver	50
Sheridan Station	Denver	168
Southmoor Park TOD	Denver	50
St. Anthony's Urban Center	Denver	30
Stapleton North Regional Cen	Denver	331
Tamarac & Hampden	Denver	79
Highlands Ranch Town Center	Douglas County	165
Englewood City Center	Englewood	62
Glendale City Center	Glendale	353
Golden Downtown	Golden	132
Bergen Park	Jefferson County	149
Bowles	Jefferson County	264
C-470 Corridor	Jefferson County	826
Fehring Ranch	Jefferson County	334
Southwest Plaza	Jefferson County	293
Denver West/CO Mills Center	Lakewood	546
Lakewood Center	Lakewood	288
Oak Street	Lakewood	287
Union Center	Lakewood	639
Wadsworth Boulevard	Lakewood	294
Lincoln Station TOD	Lone Tree	61
RidgeGate City Center	Lone Tree	195
RidgeGate West Village	Lone Tree	375
CBD of Longmont	Longmont	591
Ken Pratt Extension	Longmont	158
North Main Street AC	Longmont	122
SH66 Mixed Use Corridor	Longmont	159
Twin Peaks Activity Center	Longmont	240

**Urban Centers Designated in Metro Vision
(As of January 2014)***

Urban Center Name	Jurisdiction	Size (Acres)
Downtown Louisville	Louisville	357
I-25 Corridor	Multiple	5932
Northglenn City Center	Northglenn	252
Greater Downtown District (Par	Parker	280
Superior Town Center	Superior	81
Eastlake	Thornton	99
I-25 / Hwy 7 Activity Center	Thornton	502
North End Station	Thornton	127
Thornton City Center	Thornton	491
North I-25 Activity Center	Westminster	561
S Westminster Activity Center	Westminster	232
West 120th Ave Activity Ctr	Westminster	591
Westminster Ctr Activity Ctr	Westminster	622
Westminster Promenade Act Ctr	Westminster	538
Northwest TOD Wheat Ridge	Wheat Ridge	119
Wadsworth Wheat Ridge	Wheat Ridge	112

** Downtown Littleton recommended by Board for modeling in November 2013*

ATTACH D

2012-2017 TIP Criteria by Project Type

Project Type	Specific Criteria	Max Points (to be finalized by MVIC for new TIP)
Roadway Capacity	Current congestion	10
	Crash reduction - crashes reduced	5
	Crash reduction - Current weighted crash rate	
	Cost-effectiveness (e.g., cost per PMT)	10
	Condition of major structure (e.g., bridges)	5
	Long range plan (2035 RTP) score / rank	12
	Transportation system management (e.g., access, ITS, medians)	5
	Multimodal connectivity (13 items , e.g., bus pads, bike lanes, ped connections, sidewalks)	15
Roadway Operations	Current congestion	12
	Crash reduction - crashes reduced	5
	Crash reduction - Current weighted crash rate	
	Delay reduction	12
	Cost-effectiveness (e.g., cost per PMT)	10
	2035 MVRTP emphasis corridors	3
	Transportation system management (e.g., access, ITS, medians)	5
	Multimodal connectivity (13 items , e.g., bus pads, bike lanes, ped connections, sidewalks)	15
Roadway Reconstruction	Pavement condition	20
	Crash reduction - crashes reduced	5
	Crash reduction - weighted crash rate/crash range	
	Cost-effectiveness (e.g., cost per PMT)	10
	Usage (e.g., AWDT/lane)	7
	Transportation system management (e.g., access, ITS, medians)	5
	Multimodal connectivity (13 items , e.g., bus pads, bike lanes, ped connections, sidewalks)	15
Transit Passenger Facilities	Predicted Usage (i.e., persons served)	30
	Air quality benefits (e.g., daily pounds reduce)	8
	Multimodal connectivity (# of modes served)	24
Bus Service (New or Expanded)	Usage (e.g., projected daily boardings)	13
	Cost-effectiveness (subsidy per passenger)	13
	Long term funding	15
	Connectivity	8
	Air quality benefits (daily pounds reduced)	13
Bicycle/Pedestrian Facility	RTP priority corridors (e.g., project location)	5
	Safety - relevant recent crashes	10
	Safety - conflicts (speed limit)	
	Safety - lighting	
	Connectivity - gap closure	19
	Connectivity - access	
	Connectivity - barrier elimination	
	Connectivity - transit	
	Connectivity - location	4
	Multiple enhancements (width, bike spaces)	
	Air quality (daily pounds reduced)	
	User base (i.e. modeled trip ends)	
	Cost-effectiveness (e.g., cost per PMT)	
Criteria for ALL projects	Environmental justice	3
	Overmatch - (Proposed for Elimination)	9
Metro Vision Criteria		
Project-Related Metro Vision	- location to urban center	6
	- features of urban center	4
	- location UGB/A	3
	- location to DIA	1
	- location to strategic corridors	4
Sponsor-Related Metro Vision	- adopted MV design policy	1
	- implemented alt. mode plans	1
	- signed Mile High Compact	2
	- PM10 commitment	4

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DRCOG Selected Projects in the 2012-2017 TIP

Sponsor	Project Title	TIP-ID	Project Type	FY 12 - 15 DRCOG Federal (\$1,000's)	Very Small Community	Under Equity County	Selected 2nd Phase
Adams County	Clay Community Trail: Zuni Street to 60th Avenue	2012-005	Bike/Ped - New	\$1,054		Yes	Yes
Adams County	North West Rail South Westminster Ped Bridge	2012-083	Bike/Ped - New	\$500		Yes	
Adams County	North Metro Rail: Welby Rd Extension	2012-084	Capacity	\$984		Yes	
Arapahoe County	I-25 & Arapahoe Rd. Interchange Reconstruction - Design	2012-043	Studies - Cap/Ops	\$4,200		Yes	Yes
Arapahoe County	Arapahoe Rd/Yosemite St. Intersection Operational Improvement	2012-087	Operational	\$3,000		Yes	Yes
Arvada	Kipling Pkwy Underpass: Van Bibber Trail Ext 56th Place to Grandview Ave	2012-045	Bike/Ped - New	\$1,600		Yes	Yes
Arvada	Ridge Road Bike/Ped Project	2012-052	Bike/Ped - New	\$800		Yes	Yes
Arvada	W. 57th Ave. Bike/Ped Project	2012-092	Bike/Ped - Up/Recon	\$546		Yes	Yes
Aurora	Tollgate Creek/Tollgate Elementary School Bike/Ped Bridge and Trail	2012-004	Bike/Ped - New	\$1,214		Yes	Yes
Aurora	Peoria-Smith Commuter Rail Station Bike/Ped Access Improvements	2012-050	Bike/Ped - New	\$397		Yes	Yes
Aurora	Nine Mile Station: Bike/Ped Access Improvements	2012-071	BikePed-Up/Recon	\$476		Yes	Yes
Aurora	Colfax Ave. Bike/Ped Improvements; Fitzsimons Pkwy to Peoria St.	2012-091	Bike/Ped - Up/Recon	\$485		Yes	Yes
Aurora	Parker Road/Quincy Ave. Intersection Operational Study	2012-093	Studies-Cap/Ops	\$239		Yes	Yes
Boulder	Wonderland Creek Underpass at 28th St.: Kalmia Ave. to Winding Trail	2012-053	Bike/Ped-New	\$900		Yes	
Boulder	Pearl Pkwy Multi-Use Path: 30th Street to Foothills Pkwy/SH157	2012-001	Bike/Ped - New	\$4,000		Yes	
Boulder	Wonderland Underpass & Multiuse Path: Foothills Pkwy to 30th St	2012-002	Bike/Ped - New	\$2,000		Yes	
Boulder	Diagonal Hwy (SH 119) Reconstruction: 28th/US 36 to East of 30th St	2012-039	Reconstruction	\$2,800		Yes	
Boulder	Foothills Parkway/SH 157 Operational Improv. - Diagonal Hwy to Valmont	2012-040	Operational	\$600		Yes	
Boulder	Baseline Rd Bike/Ped Underpass: Broadway/SH 93 to 28th/US 36	2012-046	Bike/Ped - New	\$4,046		Yes	
Boulder	28th St/US36 Multiuse Path/Bike Improv: Iris Ave to Yarmouth Ave	2012-055	Bike/Ped - New	\$1,224		Yes	
Boulder County	BOLT Transit Service Enhancement: Longmont to Boulder	2012-016	Expanded Bus Service	\$555		Yes	Yes
Boulder County	Enhanced Bus Service: Boulder, Longmont, and Lyons	2012-017	Expanded Bus Service	\$414		Yes	Yes
Boulder County	US 36 Final Mile Study: Boulder to Westminster	2012-029	Studies - Station	\$85		Yes	
Boulder County	SH-119/Airport Road Underpass	2012-058	Bike/Ped-New	\$915		Yes	
Broomfield	120th Avenue Connection, final phase: new SH 128 to 120th Ave	2007-029	Capacity	\$20,800			
CDOT	North I-25 Interim Managed Lanes; US36-120th Ave.	2012-073	Capacity	\$5,000		Yes	Yes
CDOT Region 1	I-25: 20th St to Speer Blvd Operational Improvements	2007-040	Operational	\$2,711			Yes
CDOT Region 4	Trucks and Anti-Ice Trailers (US-36, I-25, SH-119)	2012-076	Air Quality	\$400		Yes	Yes
CDOT/HPTE	US 36: Boulder to I-25 Managed Lanes (Phase 1 & 2)	2008-114	Capacity	\$34,000		Yes	Yes
Centennial	Smoky Hill Rd./Himalaya St. Intersection Operational Improvement	2012-090	Operational	\$475		Yes	Yes
Commerce City	72nd Ave South Station Area Master Plan : E. 72nd Ave and Colorado Blvd.	2012-028	Studies - Station	\$100		Yes	
Commerce City	Commerce City Northern Range to Denver CBD	2012-088	New Bus Service	\$444		Yes	Yes
Denver	Confluence Bike/Ped Ramps: So Platte Greenway	2012-003	Bike/Ped - Up/Recon	\$2,765			
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	Air Quality	\$4,800			
Denver	Speer / Colfax / Auraria Next Steps Plan	2012-020	Studies - Station	\$80			
Denver	Northeast Downtown Next Steps Plan	2012-022	Studies - Station	\$150			
Denver	Golden Triangle Area Plan	2012-023	Studies - Station	\$150			
Denver	So Broadway Reconstruction: Kentucky Ave to south of Tennessee	2012-035	Reconstruction	\$2,692			
Denver	Peoria St / Smith Rd / RR Grade Separation	2012-044	Operational	\$25,000			Yes
Denver	Blake Street Bike/Ped Station Access (40th Ave to 38th/Blake Station)	2012-056	Bike/Ped - New	\$1,224			Yes
Denver	NM Rail: Stockshow Station trails	2012-082	Bike/Ped-New	\$1,639			
Douglas County	C-470/Lucent Station Area Master Plan	2012-026	Studies - Station	\$90		Yes	
Douglas County	Quebec/C-470 Ped/Bike Bridge: County Line Rd. to Park Meadows Dr.	2012-059	Bike/Ped-New	\$500		Yes	
Douglas County	I-25: Ridgeway to County Line Road Lane Balancing and Widening	2012-096	Capacity	\$10,400		Yes	Yes
DRCOG	Transportation Model Network Enhancements Study	2012-095	Studies-DRCOG	\$100			Yes
Englewood	Englewood, Oxford, and Bates Station Area Master Plan	2012-027	Studies - Station	\$120		Yes	
Federal Heights	Adams County West Side Park and Ride	2012-019	New Bus Service	\$496	Yes	Yes	Yes
Federal Heights	US 287 (Federal)/92nd Avenue Intersection Operations Improvements	2012-072	Operational	\$3,970	Yes	Yes	Yes
Golden	West Corridor End of Line Bike/Pedestrian Overpass	2012-008	Bike/Ped - New	\$1,220		Yes	Yes
Golden	Golden Circulator Bus: West Corridor end of line to Golden Downtown	2012-015	New Bus Service	\$1,237		Yes	Yes
Greenwood Village	Greenwood Plaza Blvd Sidewalk: Berry Ave. to Dorado Pl., Marin Dr. to Long Ave.	2012-006	Bike/Ped - New	\$871		Yes	Yes
Greenwood Village	Belleview Ave and Quebec St Intersection	2012-038	Operational	\$1,053		Yes	
Greenwood Village	Village Center & Goldsmith Gulch Trail Extension: Fair Drive to Yosemite Street	2012-047	Bike/Ped - New	\$1,536		Yes	Yes
Lakewood	Lakewood City Center Connectivity and Urban Design Study	2012-025	Studies - Station	\$100		Yes	
Lakewood	Wadsworth Roadway Capacity Project: Highland Drive to 10th Ave	2012-089	Capacity	\$5,400		Yes	Yes
Lakewood	Wadsworth Roadway Capacity Project: 10th Ave to 14th Ave	2012-036	Capacity	\$6,240		Yes	
Longmont	Dry Creek Underpass: Hover south of Bent Way	2012-049	Bike/Ped - New	\$1,616		Yes	Yes
Longmont	SH119 - Diagonal Highway: South of Hover Underpass	2012-051	Bike/Ped - New	\$965		Yes	Yes
Longmont	Main St/US287: Ken Pratt Blvd to 3rd Ave Reconstruct	2012-057	Reconstruction	\$1,890		Yes	Yes
Louisville	Downtown Louisville NW Rail Station- Next Steps	2012-030	Studies - Station	\$80		Yes	Yes
Lyons	US 36 - Lyons Streetscape Beautification: Stone Canyon Rd. to 3rd Ave	2012-009	Other Enhancements	\$1,781	Yes	Yes	Yes
Nederland	Nederland Sidewalks Phase 2	2012-061	Bike/Ped - New	\$486	Yes	Yes	Yes
RAQC	Advanced Fleet Technology	2012-012	Air Quality	\$6,121			
RAQC	Air Quality and Transp. Outreach & Education through Ozone Aware	2012-013	Air Quality	\$1,663			
RTD	Belleview Call-n-Ride	2012-014	New Bus Service	\$827		Yes	
RTD	Eagle P-3 FasTracks Corridors (Gold/East) - previous 2nd Commitment for East	2008-111	Rapid Transit	\$24,111			Yes
Sheridan	West Oxford Ave.: S. Clay St. to S. Federal Blvd. Reconstruct	2012-060	Reconstruction	\$600	Yes	Yes	Yes
Thornton	Thornton City Center Urban Center Study	2012-024	Studies - Station	\$120		Yes	
Thornton	104th Ave. Station TOD Master Planning Study	2012-031	Studies - Station	\$120		Yes	
Thornton	88th Ave. Station TOD Master Planning Study	2012-032	Studies - Station	\$120		Yes	
Thornton	144th Ave. Station TOD Master Planning Study	2012-033	Studies - Station	\$120		Yes	
Thornton	NM Rail: Ped/Bike Access to 4 Stations	2012-081	Rapid Transit	\$1,539		Yes	
Thornton	NM Rail: Welby Rd Realignment	2012-085	Operational	\$930		Yes	
Univ of Colorado	STAMPEDE Bus Service Enhancements	2012-018	Expanded Bus Service	\$426		Yes	Yes
Westminster	120th Ave/Federal Blvd Operational Improvements	2012-041	Operational	\$3,421		Yes	
Westminster	Little Dry Creek Trail: Federal Blvd. to Lowell Blvd.	2012-048	Bike/Ped - New	\$324		Yes	Yes
Wheat Ridge	32nd Avenue Widening: Wright Court to Braun Court Operational Improvement	2012-042	Operational	\$2,924		Yes	
Wheat Ridge	Kipling Multi-Use Path: 32nd Avenue to 44th Avenue	2012-054	Bike/Ped - New	\$2,473		Yes	Yes
Wheat Ridge	Wadsworth Widening PEL Study: 35th Ave. to 46th Ave.	2012-094	Studies-Cap/Ops	\$636		Yes	Yes
TOTAL				\$222,090			

Other Set-Asides and Pools

DRCOG	Traffic Signal System Program	1997-045	Operational	\$16,647			
DRCOG	Regional TDM Pool (30+ projects)	1999-097	TDM	\$5,925			
DRCOG	Regional ITS Pool (4 projects with 12/13 funds)	2005-026	Operational	\$3,751			
DRCOG / RTD	First FasTracks Commitment to RTD	2007-044	Transit Operational	\$24,000			
DRCOG	STAMP/Urban Center Pool (12 projects)	2007-089	Studies - Station	\$1,985			
DRCOG	Regional TDM Program: DRCOG (Way To Go)	2012-064	TDM	\$7,200			
TOTAL				\$59,508			

Notes:
- 3 projects (scoring eligible)not funded from original 2010 Call for Projects
- 13 projects (scoring eligible) not funded in the 2012 "Special" Call for Projects

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Table 1

TIP Expenditures by County 2003-2015 (Fed. + State + RTD \$s)
TIP Expenditures vs. County Contributions

(all figures in \$1,000s)								
TIP Expenditures (DRCOG, CDOT, & RTD projects)	Adams	Arapahoe	Boulder	Broomfield	Denver	Douglas	Jefferson	Regional Total
Total Expenditures:	\$1,296,482	\$1,298,272	\$594,206	\$216,301	\$3,714,814	\$488,434	\$1,416,720	\$9,025,228
Expenditures as a % of the Regional Total	14.4%	14.4%	6.6%	2.4%	41.2%	5.4%	15.7%	100%
Revenue Contributions as a % of the Regional Total (population, VMT, transp. sales taxes)	16.8%	22.3%	9.5%	2.3%	20.4%	10.0%	18.7%	100%
Expenditure % / Contribution %	85%	65%	69%	104%	202%	54%	84%	

Table 2

TIP Expenditures by County 2003-2015 (DRCOG \$s Only)
TIP Expenditures vs. County Contributions

(all figures in \$1,000s)								
TIP Expenditures (DRCOG projects only)	Adams	Arapahoe	Boulder	Broomfield	Denver	Douglas	Jefferson	Regional Total
Total Expenditures:	\$103,196	\$104,808	\$104,321	\$65,968	\$146,833	\$14,626	\$72,329	\$612,081
Expenditures as a % of the Regional Total	16.9%	17.1%	17.0%	10.8%	24.0%	2.4%	11.8%	100%
Revenue Contributions as a % of the Regional Total (population, VMT, transp. sales taxes)	16.8%	22.3%	9.5%	2.3%	20.4%	10.0%	18.7%	100%
Expenditure % / Contribution %	100%	77%	179%	468%	118%	24%	63%	