

AGENDA
TRANSPORTATION ADVISORY COMMITTEE
Monday, December 19, 2022 1:30 p.m.
1st Floor Aspen & Birch Conference Room
***In-Person Meeting with Virtual Option for Public (via Zoom)**

1. Call to Order
2. Public Comment
3. November 14, 2022 TAC Meeting Summary
(Attachment A)

ACTION ITEMS

4. Election of Officers
(Attachment B) Jacob Riger, Manager, Multimodal Transportation Planning
5. FY 2022 First Year Transportation Improvement Program (TIP) Project Delays
(Attachment C) Todd Cottrell, Program Manager, Project and Program Delivery
6. Transportation Advisory Committee (TAC) Committee Guidelines
(Attachment D) Jacob Riger, Manager, Multimodal Transportation Planning
7. Transportation Planning Framework
(Attachment E) Matthew Helfant, Senior Transportation Planner

INFORMATIONAL BRIEFING

8. Annual Report on Traffic Congestion in the Denver Region
(Attachment F) Robert Spotts, Program Manager, Mobility Analytics
9. Regional Transportation Operations and Technology (RTO&T) Plan
(Attachment G) Greg MacKinnon, Program Manager, Transportation Operations

INFORMATIONAL ITEM

10. FY 2022 Annual Listing of Obligated Projects (ALOP)
(Attachment H) Josh Schwenk, Planner

ADMINISTRATIVE ITEMS

11. Member Comment/Other Matters
 - AMP Working Group Update
12. Next Meeting – January 23, 2023
13. Adjournment

ATTACH A

ATTACHMENT A
MEETING SUMMARY
TRANSPORTATION ADVISORY COMMITTEE WORK SESSION
Monday, November 14, 2022
In-Person Meeting with Virtual Option for Public (via Zoom)

MEMBERS (OR VOTING ALTERNATES) PRESENT:

Christopher Montoya (Alternate)	Adams County – City of Brighton
Long Nguyen (Alternate)	Adams County
Ron Papsdorf	Denver Regional Council of Governments
David Gaspers	Denver, City & County
Justin Begley	Denver, City & County
Justin Schmitz	Douglas County – City of Lone Tree
Art Griffith	Douglas County
Bryan Weimer	Arapahoe County
Jeff Dankenbring	Arapahoe County – City of Centennial
Jean Sanson (Alternate)	Boulder County – City of Boulder
Phil Greenwald	Boulder County – City of Longmont
Sarah Grant (Vice Chair)	Broomfield, City & County
Steve Durian (Chair)	Jefferson County
Debra Baskett	Jefferson County – City of Westminster
Kevin Ash	Weld County – Town of Frederick
Bill Sirois	Regional Transportation District
David Sabados	Regional Air Quality Council
Rick Pilgrim	Environment Special Interest Seat
Carson Priest	TDM/Non-Motorized Special Interest Seat
Lisa Nguyen (Alternate)	Aviation Special Interest Seat
Hilary Simmons	Senior Special Interest Seat
Frank Bruno	Non-RTD Transit Special Interest Seat
Marissa Gaughan (Alternate)	CDOT DTD
Jim Eussen (Alternate)	CDOT R4
Jessica Myklebust	CDOT R1

OTHERS (NON-VOTING OR VIRTUAL) PRESENT:

Rachel Hultin (Alternate)	TDM/Non-Motorized Special Interest Seat
Mike Whiteaker (Alternate)	Jefferson County – City of Lakewood
Doug Rex (Alternate)	Denver Regional Council of Governments
Heather Paddock	CDOT R4
Wally Weart	Freight Special Interest Seat
Jan Rowe (Alternate)	CDOT DTD
Mac Callison (Alternate)	Arapahoe County – City of Aurora
Aaron Bustow (Alternate)	FHWA (ex-officio)

Public: Nancy York, Carols Hernandez, Steve Nguyen, Miguel Aguilar, Bridget Hart, Danny Herrmann, Shawn Poe, Jordan Rudel, Megan Davis, Josie Thomas, Christin

Brandow, Natalie Shishido, Deanna McIntosh, William Keenan, Jennifer Bartlett, Chris Chovan

DRCOG staff: Cam Kennedy, Erik Braaten, Todd Cottrell, Nora Kern, Kalie Fallon, Melinda Stevens, Sheila Lynch, Greg MacKinnon, Pete Jordan, Robert Spotts, Matthew Helfant, Ala Alnawaiseh, Lawrence Tilong, Jacob Riger, Sang Gu Lee

Call to Order

Chair Steve Durian called the meeting to order at 1:30 p.m.

Public Comment

Mr. Jacob Riger introduced two new/returning alternates to TAC. Jean Sanson has returned as the alternate for the City of Boulder and Curt Upton is a new alternate for the City and County of Denver.

Ms. Nancy York from Jefferson County Open Space provided public comment about the Peaks to Plains Trail which is one of the projects that is recommended for funding in TIP Call #3. Ms. York stated that the 65-mile trail passes through four counties and seven cities and in 2016 then-Governor Hickenlooper termed the trail as one of the 16 highest priority trail projects in the state. Ms. York urged TAC to support funding for this trail project.

September 19, 2022 TAC Meeting Summary

The summary was accepted.

ACTION ITEMS

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

Todd Cottrell, Project and Program Delivery Program Manager, reported that DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) on an as-needed basis. Ten proposed amendments to TIP projects were presented to the TAC. The proposed amendments to the *FY 2022-2025 Transportation Improvement Program* have been found to conform with the State Implementation Plan for Air Quality.

Mr. Art Griffith MOVED to recommend to the Regional Transportation Committee the project amendments to the *2022-2025 Transportation Improvement Program (TIP)*. The motion was seconded and passed unanimously.

FY 2022-2027 Transportation Improvement Program (TIP) Call #3 Recommendations (FY 2024-2027 TIP Regional Share)

Todd Cottrell, Project and Program Delivery Program Manager, presented that DRCOG issued the third of four calls for projects that together will ultimately program \$466,423,000 in available funds for federal fiscal years 2022 through 2027. Call #3, with \$49,195,000 available, is a Regional Share call for a new TIP being developed covering

FY 2024-2027. This call, along with the upcoming call #4, is utilizing two tracks: one for Air Quality and Multimodal (AQ/MM) projects using four funding sources (federal Congestion Mitigation/Air Quality, Transportation Alternatives, and Carbon Reduction Program, and state Multimodal Transportation and Mitigation Options Funds) and another track specifically using Surface Transportation Block Grant (STBG) funding.

A dozen DRCOG staff evaluated and scored each of the 19 applications on a scale of 0 to 5 (5 being the highest) and an average weighted score was calculated for each project and turned over to a Regional Share TIP Project Review Panel. The panel recommendation and the draft wait list was outlined in Attachment 1.

Ms. Debra Baskett inquired about the Regional Share waitlist after Call #3. Mr. Cottrell responded that DRCOG anticipates that some projects not recommended for funding in Call #3 will apply for funding in the upcoming Call #4 (Subregional Share). Ultimately, projects not funded in Call #3 and not funded out of Call #4, will become the Call #3 waitlist.

Ms. Sarah Grant MOVED to recommend to the Regional Transportation Committee allocating Regional Share funds to eight projects to be included in the new FY 2024-2027 Transportation Improvement Program. The motion was seconded and passed unanimously.

Corridor Planning Program & Community Based Transportation Planning Program Updates

Jacob Riger, Manager, Multimodal Transportation Planning, presented two new planning programs to help advance the 2050 Metro Vision Regional Transportation Plan's project and program investment priorities: a Corridor Planning Program and a Community-Based Transportation Planning Program.

DRCOG is piloting a multimodal transportation corridor planning program through which it will lead initial planning efforts for regional corridors identified in the 2050 RTP. This program will focus on corridors that involve multiple jurisdictions, or for which regional coordination is needed. The purpose of this program is to support regional coordination to achieve a shared vision for the corridors and to help identify multimodal investments that can be advanced toward implementation.

DRCOG is also developing a community-based transportation planning program to proactively identify and address mobility challenges for low-income and historically marginalized communities in the DRCOG region. The goal of this program is to work to improve mobility options by developing community-based transportation plans for communities that face transportation inequities, barriers, and challenges.

A question was asked about the four corridors for which DRCOG received Letters of Interest. Mr. Riger responded that DRCOG received proposals for South Boulder Road

(multiple jurisdictions), 38th Ave. (Denver and Wheat Ridge), Speer Corridor (Denver), and St. Vrain Greenway (Lyons). Mr. Riger also noted this is a pilot program with the current intention to start with two corridors and reflect on lessons learned during this pilot program phase before institutionalizing the program as a TIP set-aside.

Ms. Baskett inquired about the BRT corridors that were advanced during the GHG planning work and whether they are accounted for in this program. Mr. Riger responded that yes, they are accounted for through regional stakeholder coordination to move those corridors forward, but the near-term BRT corridors are not the focus of this corridor planning program.

Mr. Bryan Weimer asked how the several corridors identified for funding in the 2050 RTP fit into this program, and whether they take priority for future consideration. Mr. Riger responded that the commitment in the 2050 RTP still stands for those specific corridors (such as Parker Rd., Santa Fe Drive, and US-285 that have or will have PEL or other studies) to take them to the next step, but this Corridor Planning program is geared towards RTP corridors and projects that need “first steps” attention to start the planning process. Overlap is possible between projects identified in the 2050 RTP and the Corridor Planning Program, depending on how far along certain projects are in development.

Ms. Jean Sanson inquired about the next step of this program. Mr. Riger replied that staff wants to get two corridors going in this pilot program and is expecting to take between 9-12 months for each of these corridors to go through the process once DRCOG staff procures a consultant. Ms. Sanson also inquired if a project was submitted but wasn't selected for 2023, will it have to be resubmitted or is it already kept on a waiting list? Mr. Riger said it will need to be resubmitted but there will be future opportunities for corridors not initially selected.

Ms. Baskett and Mr. Bill Sirois stated their support for the Community Based Transportation Planning Program and provided a comparison to their own organizations' work on equity initiatives.

Transportation Planning Framework and TAC Committee Guidelines

Jacob Riger, Manager, Multimodal Transportation Planning, and Matthew Helfant, Senior Transportation Planner presented to the committee that staff has been working with RTD and CDOT to update the *Transportation Planning in the Denver Region* document to respond to updated federal and state requirements and changes to each agency's planning process since the document was last updated in 2016. Staff discussed the draft *Transportation Planning Framework* document and proposed updates to the TAC Committee Guidelines.

Ms. Grant inquired why there would potentially be three members from the City and County of Denver and most other metro counties but only one from the City and County of Broomfield. Mr. Riger responded that county population has been the primary determinant of TAC representation.

Mr. Weimer asked if the expansion of members would mean the expansion of alternates as well or could each jurisdiction have alternates-at-large to help cover attendance. Mr. Riger responded that both options are possible, and that is something that can be discussed further.

Mr. Rick Pilgrim inquired about the reason behind making the aviation seat specific to DEN rather than keeping it as an aviation interest seat with the potential for different representation. Mr. Riger responded that within roughly the last three years there have been four different aviation representatives and it has been sometimes challenging for those individuals to consistently participate. The most consistent representation has been from DEN and that the airport is incredibly vital to the Denver metro region.

Mr. Pilgrim also asked about the proposal to change the Non-RTD Transit special interest seat to Via Mobility specifically. Mr. Frank Bruno responded the position does not need to be filled by Via necessarily, but Via has grown to become a large presence in the region and has taken on a lot of responsibilities within the last several years. Via is now the predominant non-RTD transit provider in the region.

Ms. Sanson suggested a proposal by Mr. Alex-Hyde Wright, who couldn't attend today, about adding a new position of a transit advocate.

Mr. Weimer mentioned if DEN became the permanent representative for aviation could that become one of Denver's three potential member seats? Ms. Lisa Nguyen stated that DEN is comfortable with either option since DEN does communicate regularly with local and regional airports.

Ms. Hilary Simmons inquired if this framework would combine the senior interest seat with a new equity/vulnerable population seat since older adults' interests deserve to have their own position at the table. Mr. Riger responded that staff would consider keeping it as a separate seat.

Ms. Baskett stated her support of the idea of reforming the appointment process so the forums could select both members and alternates for TAC. Mr. Weimer echoed Ms. Baskett's statement.

Mr. Riger thanked everyone for their comments and viewpoints and stated that staff will bring back an updated version of these proposed changes based on today's conversation to the December TAC. Mr. Riger also invited additional comments to be submitted by the end of the week.

United States Department of Transportation Discretionary Grant Applications

Ron Papsdorf, Division Director, Transportation Planning and Operations, informed the committee that the U.S. Department of Transportation (USDOT) has recently published Notices of Funding Opportunity (NOFOs) to apply for Fiscal Year 2022 discretionary grant funding. An informational form was distributed to all local governments and partner agencies on September 27 seeking information from project sponsors that may be considering applying for the three most recent grant opportunities. Staff received five responses back by the deadline summarizing anticipated applications from the City of Thornton, CDOT, DRCOG, the City of Aurora, and the City and County of Denver.

INFORMATIONAL ITEM

Regional Transportation Operations and Technology (RTO&T) Strategic Plan

Greg MacKinnon, Program Manager, Transportation Operations, included the RTO&T Strategic Plan in the TAC packet for review. It will be presented at the December TAC meeting.

ADMINISTRATIVE ITEMS

Member Comment/Other Matters

- AMP Working Group update

Mr. Carson Priest informed the committee that the AMP Working Group met earlier this month and heard informational briefings from Seattle DOT regarding their current management strategy and CDOT's Office of Innovation Mobility on grant opportunities focused on TDM and electrification. Lastly, RTD provided an update on the Reimagine RTD process.

Chair Durian announced he is leaving Jefferson County after eight years for a position with the City of Aurora, meaning this will be his last TAC meeting both as a member and as the Chair. Chair Durian thanked the committee for the opportunity to serve as Chair and stated his appreciation for everyone on TAC for all that the committee does for the region.

Mr. Papsdorf took the opportunity to thank Chair Durian and commend him for the great work he has done for Jefferson County, TAC, DRCOG, and the region, and wished him well in his new position. Mr. Riger echoed the sentiment of Mr. Papsdorf and mentioned with Chair Durian leaving, a new Chair and potentially a new Vice Chair will be needed. Mr. Riger called for a nominating panel to be formed and several members volunteered to assist to prepare for elections at the December TAC meeting.

Ms. Baskett inquired about if the TAC committee guidelines are amended and new members are added, what would be the timeline for those changes to go into effect. Mr. Papsdorf responded that those revisions would occur within the first quarter of 2023.

Next Meeting – December 19, 2022

Transportation Advisory Committee

November 14, 2022

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Adjournment

There were no additional comments from members. The meeting adjourned at 3:02 p.m.

ATTACH B

ATTACHMENT B

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning
303-480-6751 or jriger@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 19, 2022	Action	4

SUBJECT

Election of officers for the remainder of the 2022-2023 term.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends TAC elect a Chair to fill a vacancy for the remainder of the current term and a Vice-Chair if necessary.

ACTION BY OTHERS

N/A

SUMMARY

Due to the departure of Chair Steve Durian from TAC, the Committee needs to elect a new Chair for the remainder of the current term through December 2023. A nominating panel comprised of Debra Baskett, Alex Hyde-Wright, Kent Moorman, Jessica Myklebust, and Rick Pilgrim was formed to help solicit and propose nominations for TAC Chair, and for Vice Chair as needed.

DRCOG staff emailed the entire TAC membership seeking expressions of interest to serve as Chair and Vice Chair. This resulted in an expression of interest for Chair by Sarah Grant (TAC's current Vice Chair). There were initially no expressions of interest for Vice Chair. The nominating panel discussed several potential candidates for Vice Chair and obtained an expression of interest from Phil Greenwald.

The nominating panel is recommending the following candidates for officers of the Transportation Advisory Committee for the remainder of the current term through December 2023:

- Chair: Sarah Grant, City and County of Broomfield
- Vice Chair: Phil Greenwald, City of Longmont

Nominations from the floor are also welcomed. TAC members present, and TAC alternates present representing absent members, will be eligible to vote.

PREVIOUS DISCUSSIONS/ACTIONS

[November 14, 2022](#) – Nominating Panel formed.

PROPOSED MOTION

Move to elect officers of the Transportation Advisory Committee for the remainder of the 2022-2023 term.

ATTACHMENT

N/A

ADDITIONAL INFORMATION

Should you have any questions, please contact Jacob Riger, Manager, Multimodal Transportation Planning, at 303-480-6751 or jriger@drcog.org.

ATTACH C

ATTACHMENT C

To: Chair and Members of the Transportation Advisory Committee

From: Todd Cottrell, Project and Program Delivery Manager, tcottrell@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 19, 2022	Action	5

SUBJECT

FY 2022 First Year Transportation Improvement Program (TIP) Project Delays

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of proposed corrective actions regarding FY 2022 first year TIP project delays.

ACTION BY OTHERS

NA

SUMMARY

Timely initiation of TIP projects and project phases is an important objective of the Board. Delays, regardless of the reason, tie up scarce federal funds that could have been programmed to other projects. The [Policies for TIP Program Development](#) document identifies expectations for project initiation and policy for addressing delays for TIP projects and project phases.

At the end of FY 2022, DRCOG staff reviewed the implementation status of DRCOG-selected projects and project phases with CDOT and RTD. DRCOG staff met with project sponsors to discuss the delays and identify action plans demonstrating the sponsor's commitment to timely initiation.

The TIP Project Delays Report for FY 2022 summarizes the reasons for each delay and actions proposed by sponsors to get the project or phase(s) initiated. The report includes DRCOG staff recommendations for committee and Board consideration.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the actions proposed by DRCOG staff regarding TIP project delays for Fiscal Year 2022.

ATTACHMENT

1. TIP Project Delays Report for FY 2022

ADDITIONAL INFORMATION

If you need additional information, please contact Todd Cottrell, Project and Program Delivery Manager, Transportation Planning and Operations Division at 303-480-6737 or tcottrell@drcog.org.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2022

A. POLICY

The FY2022 TIP Project Delays Report reviews project phases of TIP projects originally funded out of two possible TIPs; the previous 2020-2023 TIP and the current 2022-2025 TIP. For the first-year delayed projects, the report is based on procedures established in the *Policies for TIP Program Development*, adopted January 19, 2022. The policy states that “a delay occurs when a project phase...has not been initiated in the identified year” and “if a delay is encountered (project phase being analyzed has not been initiated by September 30), DRCOG, along with CDOT or RTD, will discuss the project and the reasons for its delay with the sponsor. The result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board.”

The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of spending DRCOG-allocated funds.

B. PROCESS

To implement the policy, the following steps were taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requested CDOT and RTD to conduct a comprehensive review of all DRCOG-selected projects receiving TIP funds in FY2022.
2. CDOT and RTD reviewed all such project phases, identifying those that have not been initiated, and therefore delayed.
3. In late October, DRCOG staff notified first year delayed project/phase sponsors and requested a discussion regarding the delay. These projects are discussed in Section C.

A summary of each project delayed is included below.

FY22 First Year Delays Summary			
Project Sponsor	Project Name	Project Phase Delayed	Anticipated Initiation of Phase
1. Arapahoe County	Dry Creek Rd. Operational Improvements	Construction	June 2023
2. Arapahoe County	Inverness Dr. West Shared Path	Construction	February 2023
3. Aurora	Signal System Upgrade	Construction	March 2023
4. Boulder	28th St. BAT Lanes	Construction	December 2022
5. Boulder County	North Foothills Bikeway Feasibility Study	Design	March 2023
6. Broomfield	Transit Needs Assessment and Pilot Project	Study	July 2023
7. Castle Rock	SH-86/5th St. and Founders Pkwy/Ridge Rd Intersection Ops Imps	Construction	February 2023
8. Castle Rock	Downtown Pedestrian Lighting Improvements	Design	April 2023
9. CDOT Region 1	Traffic Camera Expansion	Procurement	December 2022
10. Commerce City	ATSPM System	No Longer Delayed	
11. Denver	Broadway Station and I-25 Safety and Access Improvements	No Longer Delayed	
12. Douglas County	ATSPM System	Construction	April 2023
13. Jefferson County	JC-73: SH-74 to Buffalo Park Rd Operational Improvements	Construction	May 2023
14. Littleton	Santa Fe Dr. and Mineral Ave. Operational Improvements	ROW	July 2023

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2022

FY22 First Year Delays Summary			
Project Sponsor	Project Name	Project Phase Delayed	Anticipated Initiation of Phase
15. Lochbuie	I-76 and Baseline Rd. Interchange Improvements	Project withdrawn and funds returned	
16. Lochbuie	Greenway Trail: CR-37 to Stagecoach Ave	Construction	April 2023
17. Longmont	St. Vrain Greenway, Phase 13: SH-119 to St. Vrain State Park	Construction	November 2023
18. Lyons	St. Vrain Trail Extension	Construction	July 2023
19. Lyons	US-36 Multimodal Improvements	Construction	December 2022
20. Parker	Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln.	Construction	February 2023
21. RTD	DU Station Bike Shelter	Procurement	March 2023
22. Thornton	Transit Study	No Longer Delayed	

C. FIRST-YEAR DELAY (FY2022) PROJECTS SEEKING APPROVAL TO CONTINUE

Project sponsors listed below with phases NOT initiated by July 1, 2023, will be delayed for a second year and project sponsors will need to appear before the DRCOG Board in to continue.

1. Arapahoe County: Dry Creek Rd. Operational Improvements: I-25 to Inverness Dr. East (TIPID [2020-057](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- ROW and design delays

Current Status, Plan to Initiate Phase:

- Working to acquire ROW in three parcels, traffic signal design; working through project clearances
- Advertisement anticipated in June 2023

DRCOG Staff Recommendation:

- Approve the project to continue

2. Arapahoe County: Inverness Dr. West Shared Path (TIPID [2020-011](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- Right-of-way delays; waiting on CDOT comments

Current Status, Plan to Initiate Phase:

- ROW anticipated to be completed by December 2022
- Advertisement anticipated in February 2023

DRCOG Staff Recommendation:

- Approve the project to continue

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2022

3. Aurora: Signal System Upgrade (TIPIID [2016-004](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- Longer than anticipated CDOT and FHWA clearance process

Current Status, Plan to Initiate Phase:

- Working on final CDOT, FHWA, and local clearances
- Advertisement is anticipated to be in March 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

4. Boulder: 28th St. BAT Lanes (TIPIID [2020-085](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- Coordination delays with an adjacent local project

Current Status, Plan to Initiate Phase:

- Final reviews held
- Advertisement anticipated in December 2022

DRCOG Staff Recommendation:

- Approve the project to continue
-

5. Boulder County: North Foothills Bikeway Feasibility Study (TIPIID [2020-077](#))

Delayed FY2022 Phase: Design

Reason Phase was not Initiated by 9/30/22:

- Project initially not assigned to the correct CDOT department causing the need for an IGA amendment

Current Status, Plan to Initiate Phase:

- RFQ for design is out
- NTP anticipated for March 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

6. Broomfield: Transit Needs Assessment and Pilot Project (TIPIID [2020-072](#))

Delayed FY2022 Phase: Study

Reason Phase was not Initiated by 9/30/22:

- IGA still being developed with RTD
- Multiple delays since early 2020 (COVID, staffing, miscommunication)

Current Status, Plan to Initiate Phase:

- Broomfield to hand over final materials requested by RTD by January 2023
- IGA execution and study NTP anticipated by July 2023

DRCOG Staff Recommendation:

- Approve the project to continue

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2022

7. **Castle Rock: SH-86/5th St. and Founders Pkwy/Ridge Rd Intersection Ops Imps (TIPIID 2020-051)**

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- Working through ROW and design issues, comments, final reviews

Current Status, Plan to Initiate Phase:

- Final package to CDOT in December 2022
- Advertisement anticipated in February 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

8. **Castle Rock: Castle Rock Downtown Pedestrian Lighting Improvements (TIPIID 2020-077)**

Delayed FY2022 Phase: Design

Reason Phase was not Initiated by 9/30/22:

- Delayed due to concerns on how to deliver the project (design only or design/build)

Current Status, Plan to Initiate Phase:

- IGA awaiting final signatures
- Design RFP anticipated for April 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

9. **CDOT Region 1: Traffic Camera Expansion (TIPIID 2016-004)**

Delayed FY2022 Phase: Procurement

Reason Phase was not Initiated by 9/30/22:

- Funding gap due to updated price agreement

Current Status, Plan to Initiate Phase:

- Purchase order anticipated to be released in December 2022

DRCOG Staff Recommendation:

- Approve the project to continue
-

10. **Commerce City: ATSPM System (TIPIID 2016-004)**

Delayed FY2022 Phase: Construction

Since October 1, the project has been advertised and therefore is no longer delayed.

11. **Denver: Broadway Station and I-25 Safety and Access Improvements (TIPIID 2016-021)**

Delayed FY2022 Phase: Construction

Since October 1, the project has met all of the necessary steps and requirements to no longer be delayed (delivered/constructed with an alternative delivery method verses a traditional project advertisement)

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2022

12. Douglas County: ATSPM System (TIPIID [2016-004](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- Equipment anticipated to be purchased needed to be adjusted, necessitating testing to ensure a good fit

Current Status, Plan to Initiate Phase:

- Working through final testing phase and final clearances
- Anticipate purchasing in April 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

13. Jefferson County: JC-73: SH-74 to Buffalo Park Rd Operational Improvements (TIPIID [2020-066](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- Larger number of historical properties requiring additional clearances
- Complications with ROW and overall untimely plan reviews

Current Status, Plan to Initiate Phase:

- Final plans anticipated in December 2022
- Project advertisement anticipated for May 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

14. Littleton: Santa Fe Dr. and Mineral Ave. Operational Improvements (TIPIID [2020-060](#))

Delayed FY2022 Phase: ROW

Reason Phase was not Initiated by 9/30/22:

- Developer changes at project location caused cascading issues with design, ROW, utilities, and cost

Current Status, Plan to Initiate Phase:

- Working through all issues with developer and CDOT
- ROW plans into CDOT anticipated by July 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

15. Lochbuie: I-76 and Baseline Rd. Interchange Improvements (TIPIID [2020-054](#))

Delayed FY2022 Phase: Construction

Sponsor has canceled the project at this time due to cost escalations and nearby development changes. Funds to be redistributed by DRCOG for reprogramming.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2022

16. Lochbuie: Greenway Trail: CR-37 to Stagecoach Ave (TIPID [2020-028](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- Overall slower process than anticipated and staff changes

Current Status, Plan to Initiate Phase:

- Final project reviews by January 2023
- Project advertisement anticipated for April 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

17. Longmont: St. Vrain Greenway, Phase 13: SH-119 to St. Vrain State Park (TIPID [2020-027](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- ROW and environmental took longer to complete than originally anticipated
- Design and location changes due to project being located within a FEMA regulatory floodway

Current Status, Plan to Initiate Phase:

- Ongoing modeling to locate specific location(s) to place trail
- Project advertisement anticipated for November 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

18. Lyons: St. Vrain Trail Extension (TIPID [2022-013](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- Alignment conflict discovered in design and ROW process; cost increases

Current Status, Plan to Initiate Phase:

- Working through options for proper alignment and additional funding sources
- Project advertisement anticipated for July 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

19. Lyons: US-36 Multimodal Improvements (TIPID [2022-014](#))

Delayed FY2022 Phase: Construction

Reason Phase was not Initiated by 9/30/22:

- Final reviews took place in September

Current Status, Plan to Initiate Phase:

- Working through final approvals for anticipated advertisement in December 2022

DRCOG Staff Recommendation:

- Approve the project to continue
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2022

20. Parker: Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln. (TIPIID [2020-063](#))

Delayed FY2022 Phases: Construction

Reason Phase was not Initiated by 9/30/22:

- Process took longer than anticipated

Current Status, Plan to Initiate Phase:

- Working through ROW, final design comments, IGA update for maintenance, and utility coordination
- Project advertisement anticipated in February 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

21. RTD: DU Station Bike Shelter (TIPIID [2020-077](#))

Delayed FY2022 Phases: Procurement

Reason Phase was not Initiated by 9/30/22:

- Staffing changes for both parties

Current Status, Plan to Initiate Phase:

- Working through invitation for bids process; anticipated to be released in March 2023

DRCOG Staff Recommendation:

- Approve the project to continue
-

22. Thornton: Transit Study (TIPIID [2020-077](#))

Delayed FY2022 Phases: Study

Since October 1, the study has kicked off and therefore is no longer delayed.

ATTACH D

ATTACHMENT D

To: Chair and Members of the Transportation Advisory Committee

From: Jacob Riger, Manager, Multimodal Transportation Planning

Meeting Date	Agenda Category	Agenda Item #
December 19, 2022	Action	6

SUBJECT

Transportation Advisory Committee (TAC) Committee Guidelines

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the proposed updates to the TAC section of the DRCOG Committee Guidelines.

ACTION BY OTHERS

N/A

SUMMARY

The [DRCOG Committee Guidelines](#) outline committee membership, rules, and responsibilities for DRCOG committees, including TAC. This document was last updated in 2017. At the November TAC meeting, DRCOG staff discussed proposed changes to the TAC Committee Guidelines. The major proposed changes discussed in November were:

- Expanding the number of local government representatives on TAC.
- Using the DRCOG subregional transportation forums to identify and select local government members instead of the DRCOG Board Chair directly appointing them.
- Changing the types and representation for several of the “special interest” members and establishing a 2-year term for these members.

Based on discussion at the November TAC meeting and subsequent input from TAC members, staff is proposing the following additional revisions/clarifications:

- For counties with three local government representatives, one member would represent the County and two members would represent municipal jurisdictions within that county.
- The subregional transportation forums would appoint the local government members and alternates (instead of the current practice of members appointing their own alternates).
- Clarifying that Via Mobility would have standing TAC membership, replacing the Non-RTD Transit special interest seat, while aviation would continue to be a special interest seat.
- Adding a new provision for conducting an election whenever there is a TAC Chair or Vice Chair vacancy.
- Updating the requirements for a quorum and to carry an action.

PREVIOUS DISCUSSIONS/ACTIONS

[November 14, 2022](#) TAC Meeting

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee the proposed updates to the TAC section of the DRCOG Committee Guidelines.

ATTACHMENT

1. Proposed TAC Committee Guidelines updates

ADDITIONAL INFORMATION

If you need additional information, please contact Jacob Riger, Manager, Multimodal Transportation Planning, at 303-480-6751 or jriger@drcog.org.

TRANSPORTATION ADVISORY COMMITTEE

Type: Standing Committee

Authority: Memorandum of Agreement between DRCOG, the Colorado Department of Transportation and the Regional Transportation District adopted July 10, 2001 Board of Directors Action August 15, 2001. Revised July 2008, and September 21, 2016.

MEMBERSHIP

Transportation Advisory Committee Membership shall include:

- ~~Two-Three~~ local government members representing jurisdictions each from each of the following counties: Adams, Arapahoe, Boulder, Douglas and Jefferson, one of which represents each county, and two representing local jurisdictions within each county. ~~counties and~~
- One member from Weld County within the MPO boundary, ~~with at least three appointed from county government and at least seven from municipalities. Of the municipal representatives, at least two, but not more than three, shall represent communities with under 35,000 population;~~
- ~~Two-Three~~ members from the City and County of Denver and one member from the City and County of Broomfield;
- One local government member from the non-MPO area of the Transportation Planning Region representing Clear Creek and Gilpin Counties;
- Local government representatives shall be ~~city or county managers/administrators, public works, transportation, or planning directors, managers, or other senior level staff~~ transportation or planning directors or their equivalents;
- The Regional Transportation Directors from the Colorado Department of Transportation (CDOT) Regions 1 and 4, or their designee; the Director of CDOT's Division of Transportation Development ~~Division~~, or their designee; and the Director of CDOT's Division of Transit and Rail, or their designee;
- The Assistant General Manager for Planning of the Regional Transportation District, or their designee;
- The Director of Transportation Planning and Operations of DRCOG;
- ~~The Executive Director~~ A representative of the Regional Air Quality Council;
- A representative of Via Mobility.
- One representative of ~~each of~~ the following nine special interests related to transportation planning:
 - environmental ~~interests;~~
 - freight and goods movement interests;
 - transportation demand management;
 - ~~/non-motorized transportation interests;~~
 - ~~aviation interests;~~
 - business/economic development ~~interests;~~
 - ~~a non-RTD representative of transit interests;~~
 - senior/older adults interests

- equity populations (marginalized communities); and
- housing.
- In an ~~ex-officio~~ (non-voting) capacity, a representative of the Federal Highway Administration and of the Federal Transit Administration. ~~Ex-officio members are non-voting.~~

APPOINTMENT/SELECTION OF MEMBERS AND ALTERNATES

- Within the DRCOG MPO area (Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, and SW Weld Counties), the Subregional Transportation Forums shall select local government representatives and alternates.
- The non-MPO representative and alternate shall be selected by recommendation and consensus of the county managers from Clear Creek and Gilpin Counties.
- The special interest representatives shall be nominated by the DRCOG Board Chair and approved by the DRCOG Regional Transportation Committee (RTC) for 2-year terms. Each special interest seat representative will directly select their own alternate.
- The DRCOG Board Chair and RTC shall review TAC membership annually in the second quarter of the calendar year.

~~The Chair of the DRCOG Board of Directors shall make the 15 local government appointments. The seven special interests — Environment, Freight, TDM/Non-motorized, Aviation, Economic Development, Non-RTD Transit and Senior — shall be nominated by the DRCOG Chair and confirmed by the Regional Transportation Committee. The DRCOG Chair shall review membership annually in the second quarter of the calendar year. The DRCOG Chair can take into consideration such factors as issues to be addressed, continuity of the Committee, attendance, and turnover in reconfirming or determining new appointments and nominations.~~

USE OF ALTERNATES

It is the clear goal of the Committee to minimize the use of alternates. However, recognizing that there will be times when it is inevitable that members cannot attend, alternates will be allowed on the following basis:

- ~~The member will submit the name of their designated alternate in writing to the DRCOG Board coordinator~~ TAC coordinator (DRCOG's Multimodal Transportation Planning Manager).
- The member shall be responsible for briefing their alternate in advance on the Committee's format and issues so that the alternate is empowered to act on behalf of their agency or interest.
- The designated alternate will be allowed to vote in the member's place.

OFFICERS

Committee members shall elect a chair and vice chair to serve two-year terms. Elections

shall be held during the fourth quarter of odd-numbered years. Whenever a vacancy occurs for either chair or vice chair between regular elections, a special election will be held to fill the vacancy.

RESPONSIBILITIES

To assist the Board of Directors and the Regional Transportation Committee by reviewing the work of the transportation planning process, advising on methods of planning and implementation and working with staff to develop policy options and making recommendations to the Regional Transportation Committee. Specifically, the Committee shall:

- Establish a dialog on regional transportation issues among local government, regional agencies, the state and other transportation stakeholders;
- Review the transportation planning process;
- Provide advice and guidance on methods of planning and implementation;
- Assist in coordinating and facilitating implementation of Metro Vision through the transportation planning process;
- Facilitate coordination of regional plans and programs among local government, regional agencies and the state; and
- Provide advice and recommendations to the Regional Transportation Committee on transportation plans and improvement programs.

QUORUM/VOTING

~~Fifteen~~Twenty voting members, or designated alternates represents a quorum.; ~~as fifteen~~ Twenty affirmative votes are required to carry any action.
~~action.~~

ATTACHE

ATTACHMENT E

To: Chair and Members of the Transportation Advisory Committee

From: Matthew Helfant, Senior Transportation Planner

Meeting Date	Agenda Category	Agenda Item #
December 19, 2022	Action	7

SUBJECT

Transportation Planning Framework

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the Transportation Planning Framework.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG is the Metropolitan Planning Organization (MPO) and leads a [continuing, cooperative, and comprehensive](#) (3C) multimodal transportation planning process for the Denver region in cooperation with CDOT, RTD and numerous other stakeholders. DRCOG staff have been working with those stakeholders to update the Framework document (formerly *Transportation Planning in the Denver Region*) to respond to updated federal and state requirements and changes to each agency's planning process since the document was last updated in 2016. Staff provided an overview of the *Framework* at the November TAC meeting,

Based on the proposed updates to DRCOG's Committee Guidelines for TAC and for the Regional Transportation Committee (RTC), DRCOG staff has revised the section of the *Framework* describing the roles, responsibilities and membership of TAC and RTC to be consistent with the proposed updated Committee Guidelines. This is the only change to the *Framework* document since the November TAC meeting.

PREVIOUS DISCUSSIONS/ACTIONS

[November 14, 2022](#) TAC Meeting

PROPOSED MOTION

Move to recommend to the Regional Transportation Committee approval of the *Transportation Planning Framework* document.

ATTACHMENTS

1. [Draft Transportation Planning Framework document](#)
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Matthew Helfant, Senior Transportation Planner, at 303-480-6731 or mhelfant@drcog.org.

TRANSPORTATION PLANNING FRAMEWORK DOCUMENT

Transportation Advisory Committee
December 2022

Matthew Helfant, AICP

WHAT IS THE FRAMEWORK?



- Formerly known as *The Prospectus*
- Provides details how regional transportation planning in the Denver region is conducted
- Outlines roles in continuing, cooperative & comprehensive (3C) process
 - DRCOG
 - CDOT
 - RTD



FRAMEWORK PURPOSE



- Describes policies and procedures
- Details how DRCOG, CDOT, & RTD cooperate
- Identifies key regional transportation planning products
- Shows how the regional planning process fit together with
 - Individual processes of each of the three partners
 - Local governments
 - Air quality conformity
- Referenced in Memorandum of Understanding for DRCOG, CDOT, & RTD

ELEMENTS



- Policy direction
 - Federal & state laws and regulations
- DRCOG committees & public & stakeholder engagement
- Planning process products
- Coordination with other transportation processes
 - CDOT- e.g., interchange approval
 - RTD- e.g., mid-term financial plan
 - FTA- e.g., capital investment program
 - DRCOG- e.g., DRCOG toll facilities review

HIGHLIGHTS OF NEW TOPICS SINCE LAST UPDATE



- Colorado greenhouse gas planning standard
 - Air quality conformity – Regional Transportation Plan & TIP
- Senate Bill 21-260
 - Disproportionally impacted communities
 - New sources of dedicated funding & new state enterprises
 - RTAs
- Front Range Passenger Rail District Board
- Bipartisan Infrastructure Law (BIL)
 - Performance based planning
 - Consideration for housing in transportation planning

MINOR CHANGES TO REFLECT COMMITTEE GUIDELINES UPDATE



- DRCOG staff revised Framework section describing roles, responsibilities & membership of TAC & RTC to be consistent with the proposed updated Committee Guidelines.
- Only change to the Framework document since the November TAC meeting.

MEMORANDUM OF AGREEMENT (MOA)



- Next step after adoption of Framework
- Defines specific roles & responsibilities of DRCOG, RTD, & CDOT for metropolitan transportation planning
- Requirement for obtaining federal transportation funds
- References specific roles and responsibilities documented in the Framework



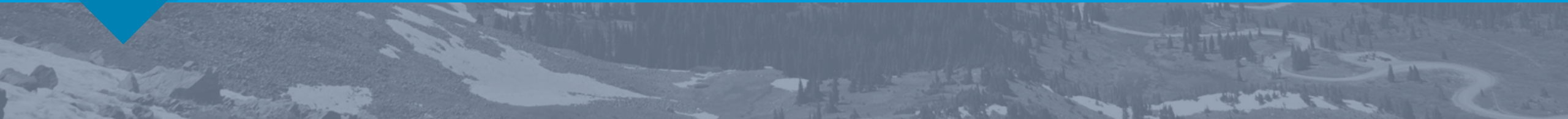
PROPOSED MOTION



- Move to recommend to the Regional Transportation Committee approval of the Transportation Planning Framework document.



Matthew Helfant, AICP
mhelfant@drcog.org



ATTACH F

ATTACHMENT F

To: Chair and Members of the Transportation Advisory Committee

From: Robert Spotts, Senior Transportation Planner
(303) 480-5626 or rspotts@drco.org

Meeting Date	Agenda Category	Agenda Item #
December 19, 2022	Informational Briefing	8

SUBJECT

Briefing on the *2021 Annual Report on Traffic Congestion in the Denver Region*

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

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

Staff will provide an overview of the *2021 Annual Report on Roadway Traffic Congestion in the Denver Region*. Topics include vehicle miles traveled in the region, the continued impacts of the COVID-19 pandemic on travel and congestion, travel projections for 2050, and highlights of recently completed congestion mitigation projects. A printed copy of the report will be made available at the meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2021 Annual Report on Roadway Traffic Congestion in the Denver Region
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Robert Spotts, Mobility Analytics Program Manager, at (303) 480-5626 or rspotts@drco.org.

2021 Annual Report on Roadway Traffic Congestion in the Denver Region

December 2022



Introduction

The Denver Regional Council of Governments' annual report on roadway traffic congestion in the Denver region has provided consistent analysis and monitoring of the performance of the region's roadways since 2006. In 2021, travel in the region was meaningfully influenced by the ongoing COVID-19 pandemic and the continued growth in the region. The pandemic, which began significantly affecting travel in the Denver region in March of 2020, disrupted long-standing travel behaviors, as well as how much and when the region's roadways are used.

This report provides a snapshot of regional travel that occurred in 2021, comparing to both 2020 and pre-pandemic 2019 conditions and addresses ongoing telework impacts, time of day of travel and variations of congestion in the region based on geographic area and trip purposes on different roads. It includes regional travel projections for 2050 associated with the network and growth forecasts assumed for the 2050 Metro Vision Regional Transportation Plan adopted in September 2022. The report concludes with thoughts on managing congestion in a growing region through local, regional and state planning efforts.

Vehicle miles traveled

Every year, DRCOG staff estimates the annual change in total vehicle miles traveled on the region's roadways during an average weekday. VMT is a calculated representation of every mile traveled by all cars, trucks, vans and buses on every roadway segment in the region. Total VMT is estimated by using travel demand models that are calibrated to match thousands of roadway traffic counts throughout the region. As an example of how VMT is calculated, if 10,000 vehicles travel along a two-mile-long roadway segment, the VMT would be 20,000 miles.

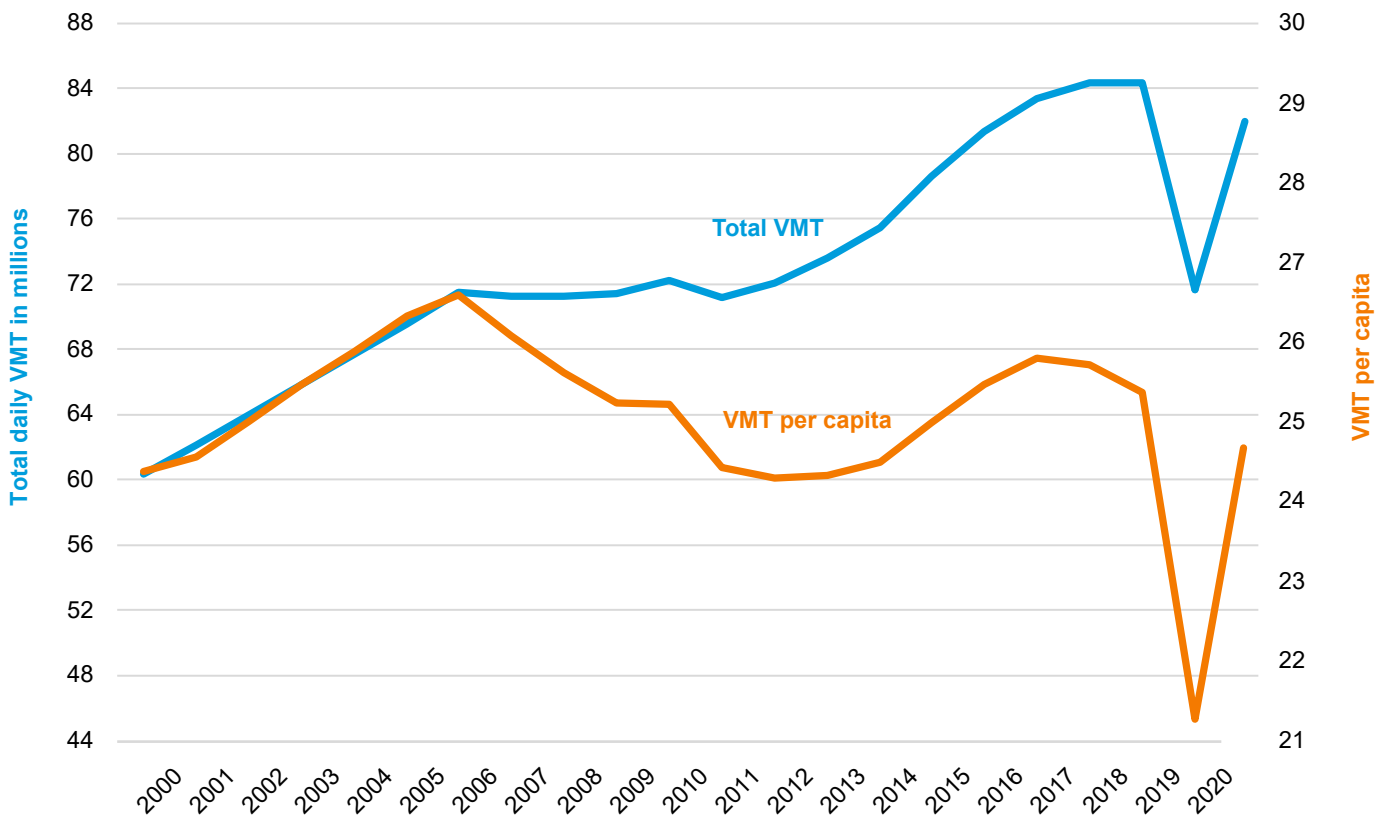
Seasonal variations and other disruptions commonly affect daily VMT throughout the year. Even in a typical year, no two days' VMT are exactly alike. Care is taken to incorporate several factors and sources to come up with the best estimate for the annual average weekday VMT.

For 2021, DRCOG staff estimates 82.5 million average daily VMT for the Denver region, approximately 3% less than in 2019. The 2021 VMT represents a 14% increase over 2020, when lockdowns and changes to travel behavior due to

the COVID-19 pandemic were at their most severe. Some have questioned how VMT could have rebounded so quickly, given the many office workers continue to work at home several days a week. One reason is that office worker commuting represents a relatively a small share of daily VMT. Many jobs are not located in offices amenable to telework options and well over half of daily VMT is not related to commuting at all. It is also important to note the population of the region increased by over 56,000 people between 2019 and 2021.

Figure 1 displays historic annual and per capita daily VMT values. From 2000 to 2018, daily VMT in the region increased approximately 40%. It then flattened just prior to the pandemic in 2020. During 2020, daily VMT dropped to values last seen between 2005 and 2011. In 2021, VMT bounced back to near pre-pandemic conditions while VMT per capita (24.5 miles) was just below the relatively consistent level seen between 2016 and 2019, despite continued population and job growth in the region.

Figure 1. Average daily vehicle miles traveled in the Denver region (2000-2021)



Travel trends in 2021

Differences by location compared to 2019

Traffic volumes on most of the region's roadways increased over the course of 2021 compared to 2020, but only returned to 2019 levels at some locations.

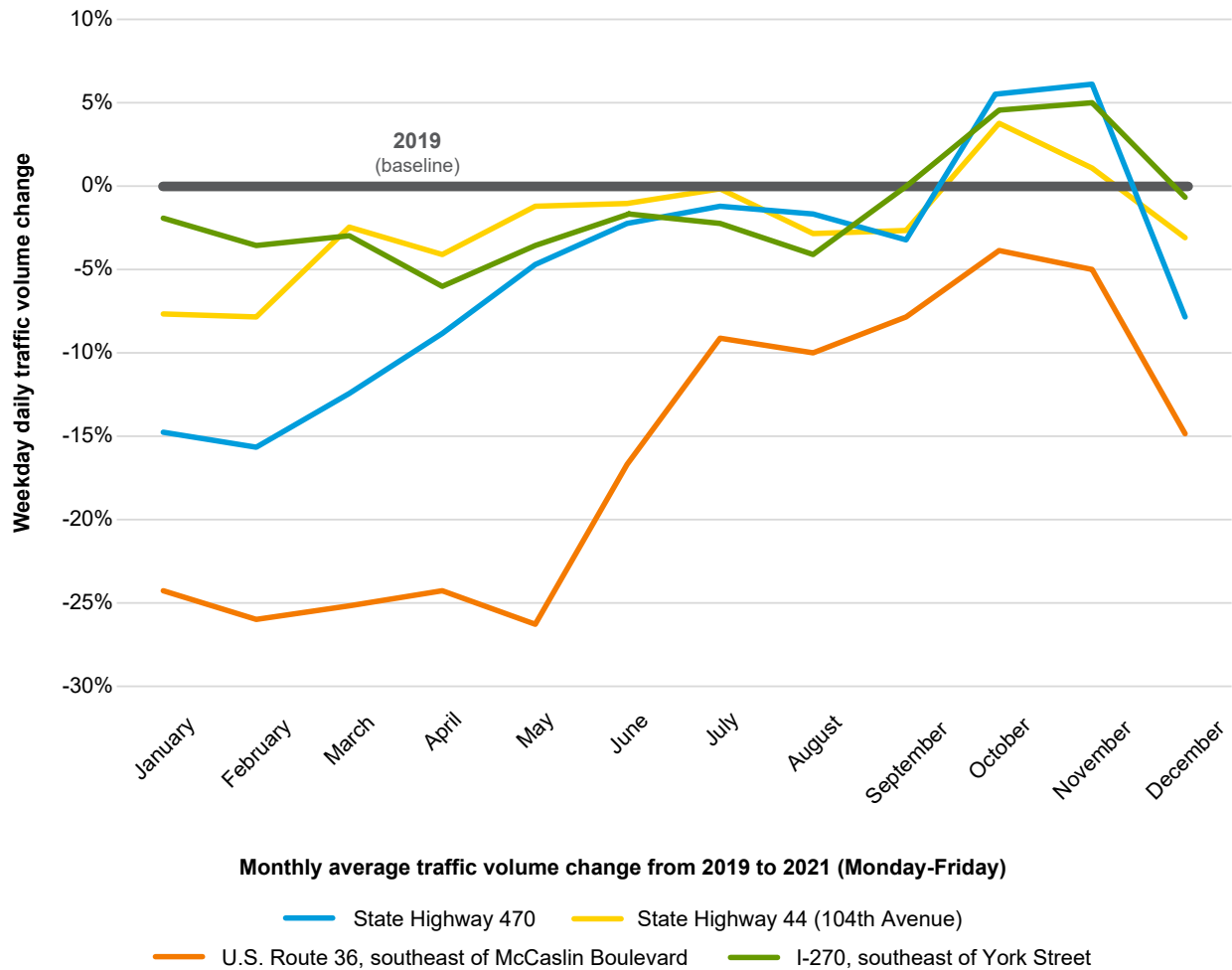
The amount of the change in traffic volumes varied significantly among specific locations across the region, based on common trip purposes on certain roadways and the trip generators and land use mixes that impact travel along different corridors. Figure 2 shows the differences in volumes at four locations with continuous automated traffic recorders across the region, comparing Monday through Friday volumes in 2019 and 2021.

On U.S. Route 36 southeast of McCaslin Boulevard, traffic reductions were much greater than at other locations. The relative decrease in volumes persisted

throughout the year, likely due to the high share of office and university commuters who use U.S. Route 36 and continued to frequently work and study from home throughout 2021. On the other end of the spectrum, traffic did not decrease as significantly on the I-270 location, where there is a higher share of commercial and freight activity. I-270 was the first location during the pandemic to have slightly more average weekday traffic than in 2019, though it leveled off through 2021. In October and November 2021, many locations throughout the region saw an increase in VMT compared to 2019 as many residents returned to more typical travel behavior, however, as the Omicron variant of COVID-19 became more widespread, VMT decreased in the region by December.



Figure 2: Comparing 2021 to 2019 volumes by month on various roadways across the region



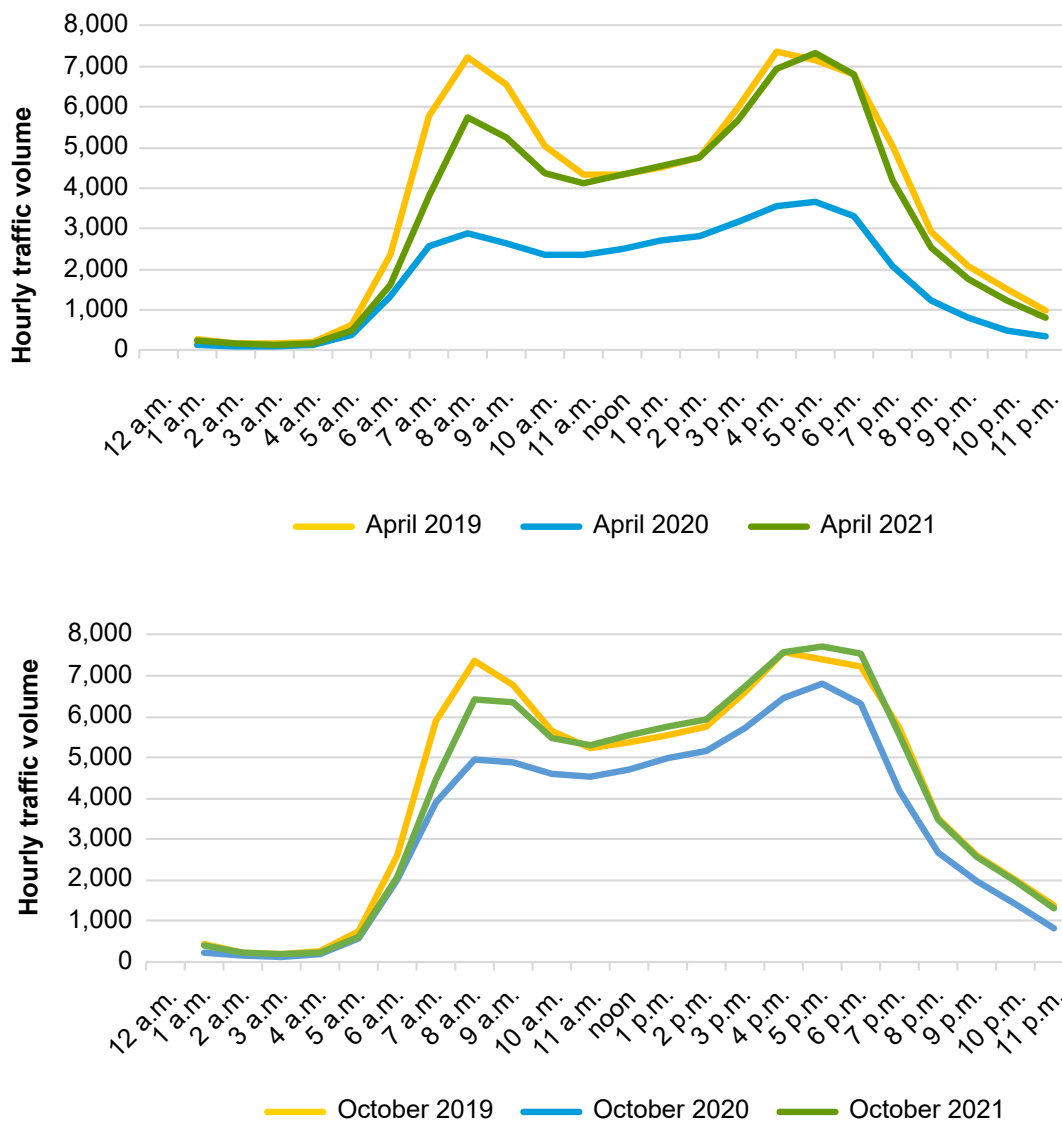
Source: Colorado Department of Transportation Automated Traffic Recorder Data

Differences by time of day

In response to the pandemic, many people changed the time of day they were traveling. Figure 3 shows hourly traffic volumes for State Highway 470 northwest of State Highway 8 (Morrison Road), comparing 2019, 2020 and 2021 for April and October. In 2020, peak hour trips decreased more

than mid-day trips, but the afternoon peak returned to 2019 levels while the morning peak remained consistently lower. By October of 2021, morning peak travel nearly returned to 2019 levels.

Figure 3: Daily traffic volume variation



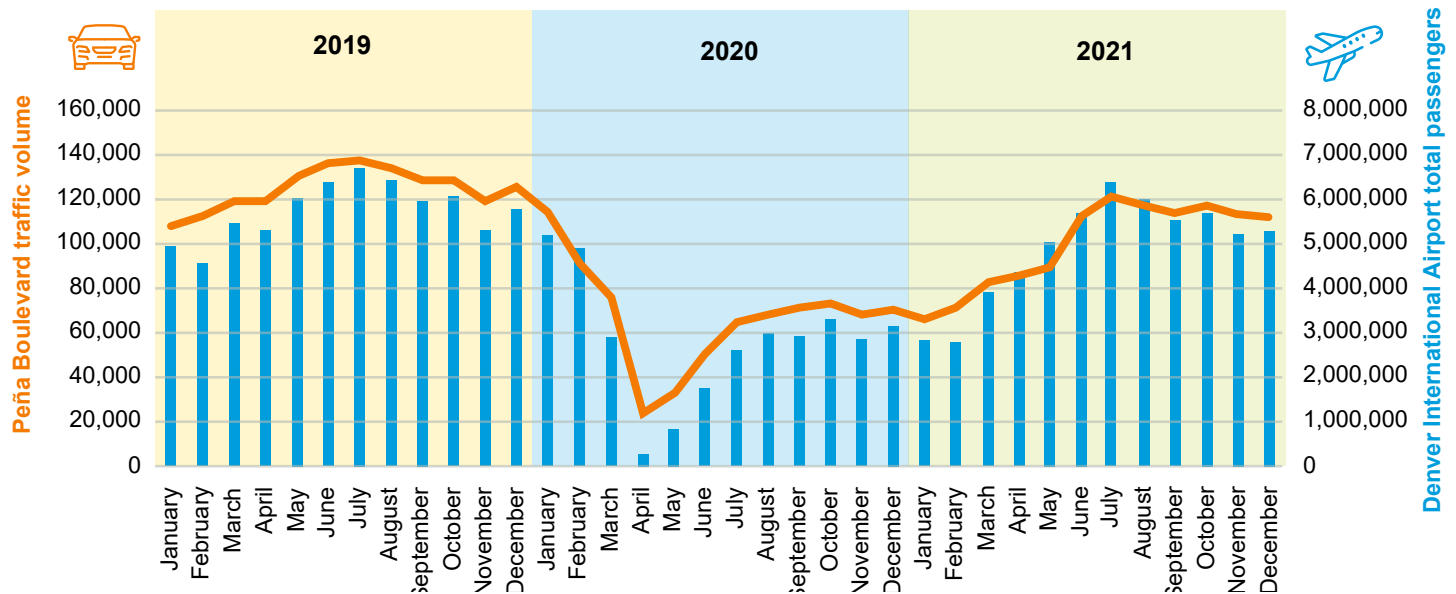
Source: Colorado Department of Transportation Automated Traffic Recorder Data.

Special case: Denver International Airport

Peña Boulevard is a unique roadway within the region, primarily carrying travelers, employees and freight associated with the airport. From 2019 through early 2020, traffic volumes on Peña Boulevard east of E-470 increased, reflecting the long-term trend of increasing activity at Denver International Airport. Because airline travel is a sector highly impacted by the pandemic, traffic volumes dropped drastically on

Peña Boulevard in 2020. As airline passenger travel rebounded over the course of 2021, so did traffic volumes on Peña Boulevard. Figure 8 shows Peña Boulevard’s average daily traffic volumes along with total Denver International Airport passenger averages month-to-month for 2019, 2020 and 2021. The data reveals the variations of travel before, during, and after the height of the pandemic.

Figure 4: Peña Boulevard and Denver International Airport total passengers by month



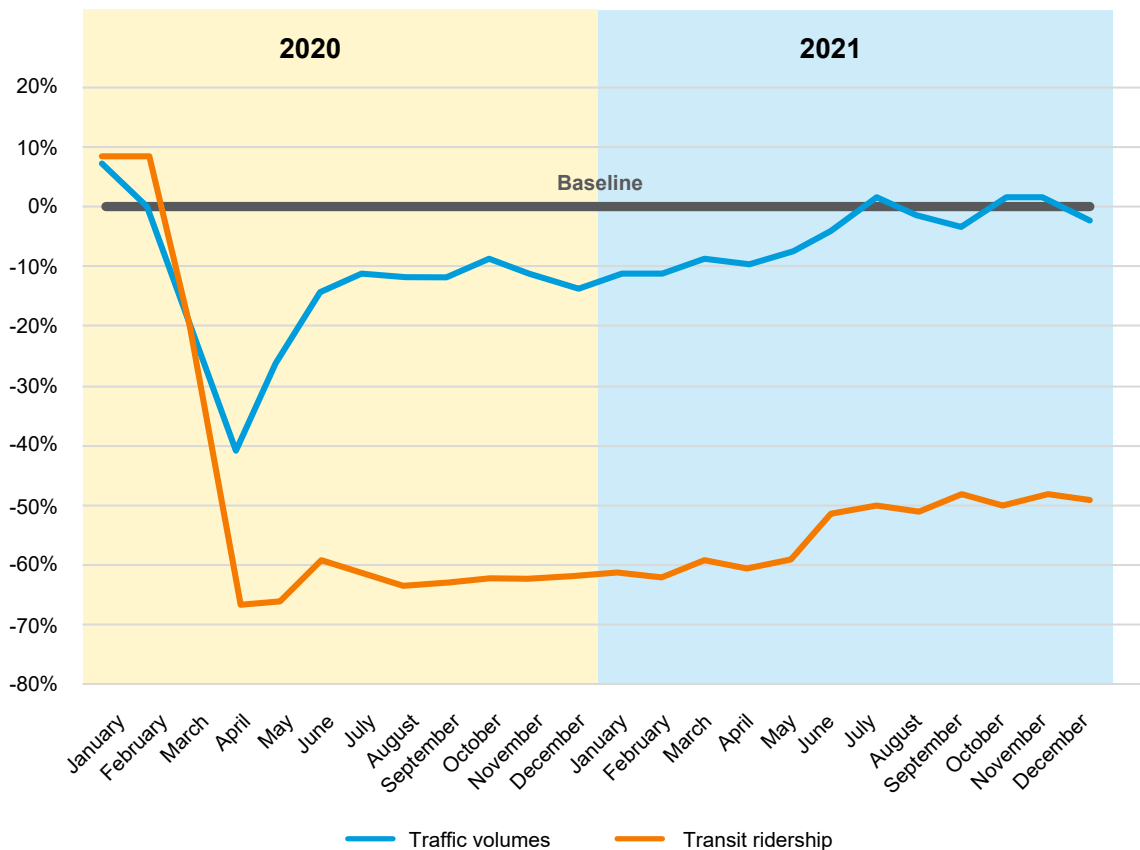
Source: Denver International Airport

2021 Regional Transportation District transit

While traffic volumes rebounded across the region in 2021, transit ridership has not yet returned to 2019 levels. Figure 5 shows that while transit ridership did increase compared to 2020, average daily ridership was still around 50% of 2019 ridership. Fewer daily workers in office buildings, increased telework, reduced transit service levels and ongoing health and safety concerns have all contributed to the sustained reduction in transit ridership. Like many transit agencies across the nation, the Regional Transportation District has also struggled to maintain scheduled transit service levels over the last

two years due primarily to staffing shortages. Despite that, RTD has been working through their “Reimagine RTD” effort to identify comprehensive strategies and service adjustments to better connect people to the places they want and need to go. RTD’s work, along with investments identified in the 2050 RTP, and partnerships with local stakeholders strive to result in significant ridership increase in the coming years.

Figure 5: RTD ridership comparison



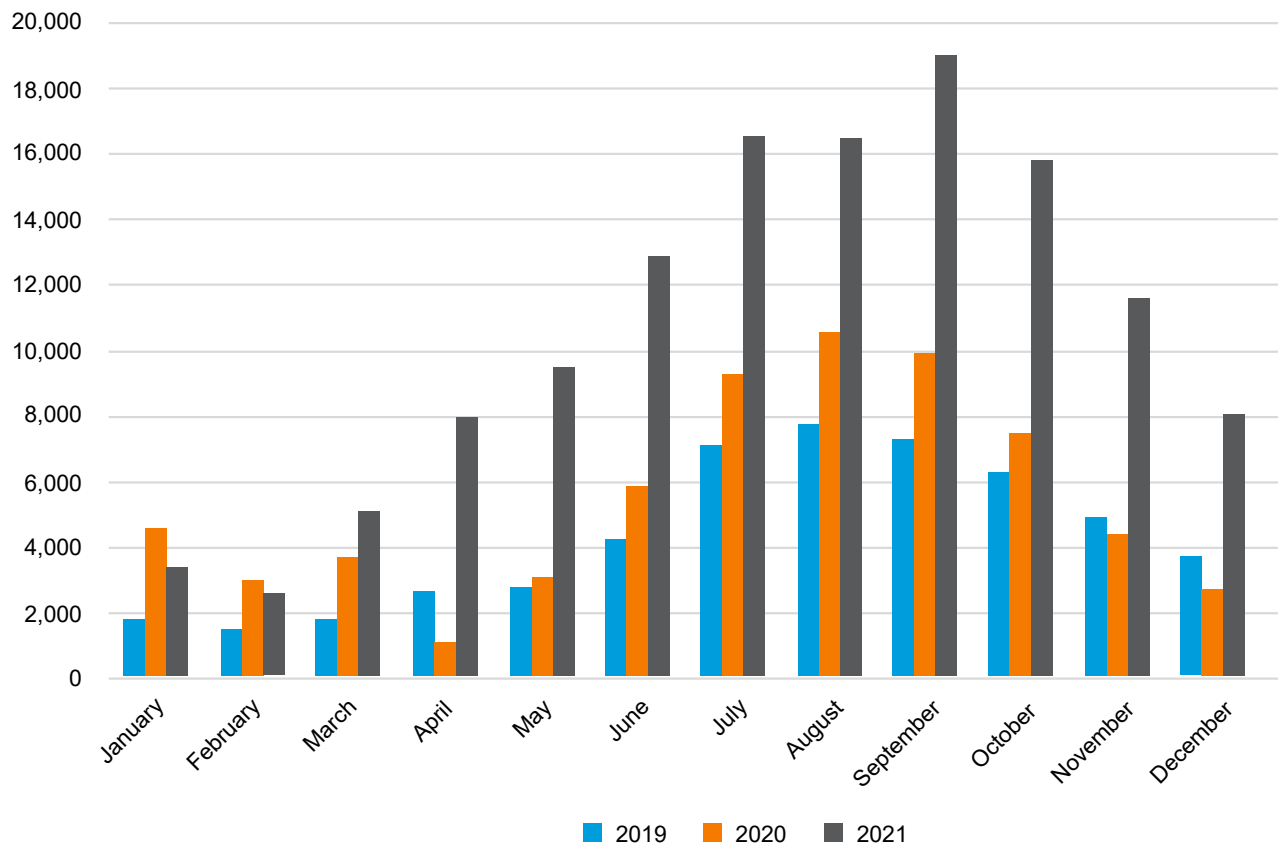
Source: National Transit Database

2021 shared micromobility

Over the last several years, shared micromobility has emerged as an important transportation option in certain areas of the Denver region. Shared micromobility refers to shared, small, human- and electric-powered transportation modes including station-based bikeshare and dockless e-bikes and e-scooters. These devices are typically available for short-term rentals and can be used in designated service areas. In the Denver region, shared micromobility services are primarily operated by private companies, though a few are operated by non-profits and local agencies.

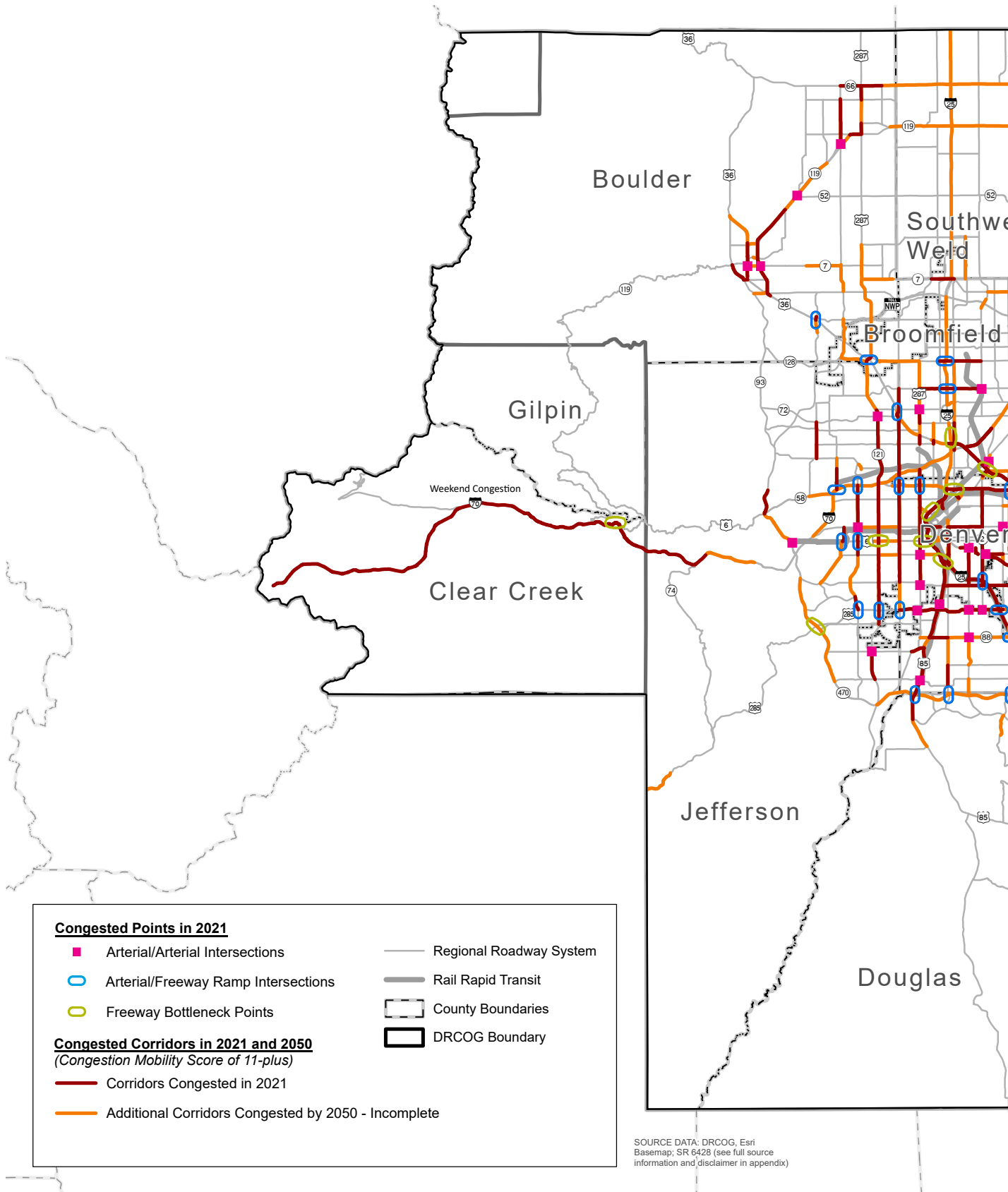
Figure 6 shows the number of shared micromobility trips made in the Denver region in 2019, 2020 and 2021. The number of trips is impacted by multiple factors including seasonality and weather, the pandemic and shutdowns, associated changes in travel behavior and costs, deployment in new areas, the number of total vehicles permitted/available and the social popularity among many demographic groups, especially younger travelers. There has been an increase in the number of vehicles available over the past few years as fleet sizes change and providers expand to new cities in the region. In 2021, there were around four million shared micromobility trips, which averaged eight minutes and just less than one mile.

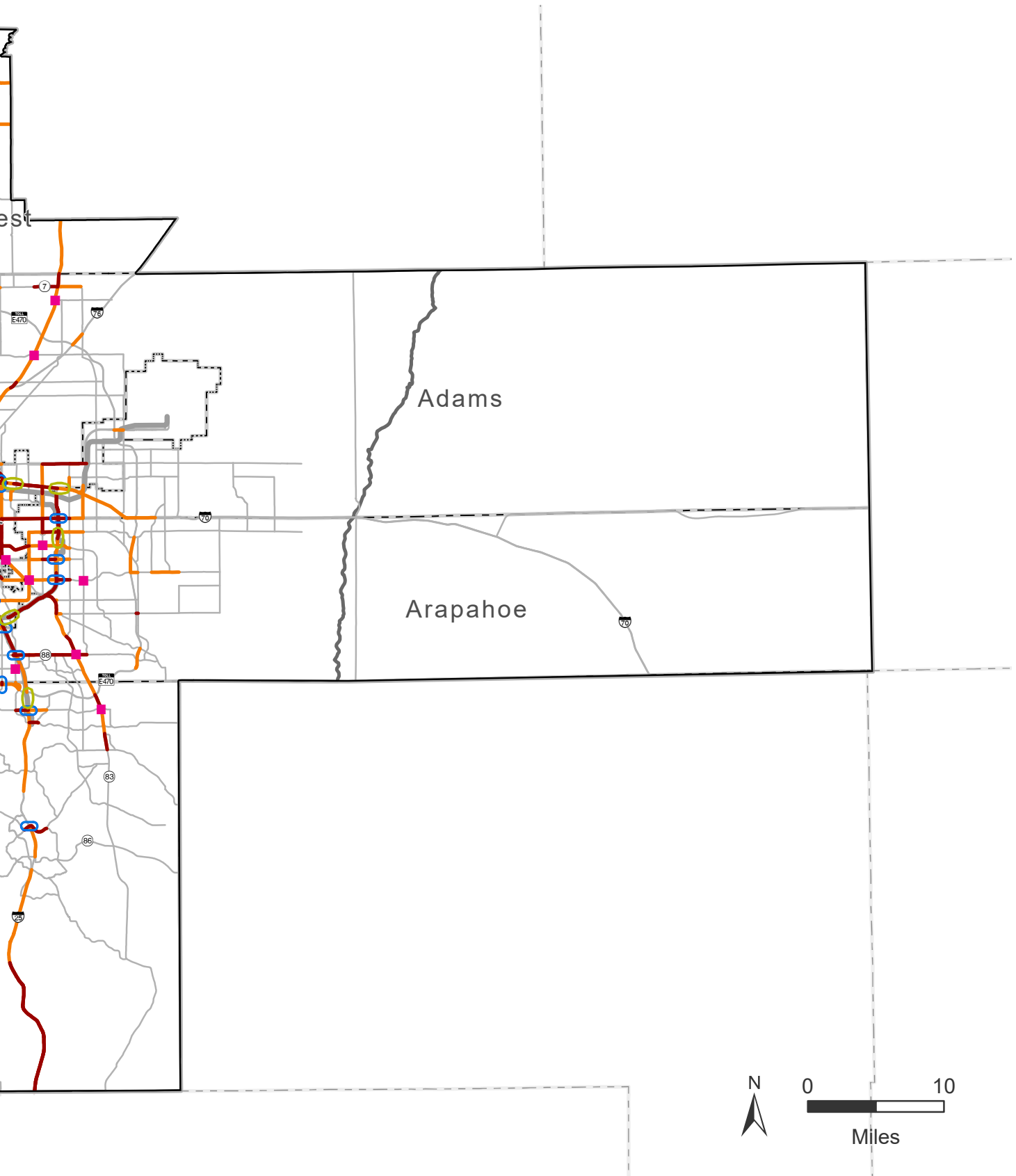
Figure 6: Average daily Denver region micromobility trips



Source: Ride Report

Figure 7: Key congested locations in 2021 and 2050





Congestion in 2050

The Denver region will change over the next thirty years and so will travel patterns and congestion. Based on forecasts from the Colorado Demography Office, DRCOG's staff anticipates the region will grow by more than one million people and add 600,000 new jobs by 2050. The transportation system will change with new facilities serving all travel modes and a significant expansion of transit service. Technological advancements will result in new travel modes, mobility services and safety systems, changing how and when people and freight move around the region.

The 2050 Metro Vision Regional Transportation Plan outlines how the region will continue to improve transportation infrastructure and services as population grows. Based on current estimates, the DRCOG travel model forecasts a 40% increase in daily VMT in the region by 2050. With limited new roadway capacity, the extra travel volume would result

in approximately a near tripling of vehicle hours of delay and over a doubling of lane miles congested for longer than three hours a day. In this scenario, congestion at 2 p.m. in 2050 is worse than it is at 5pm in 2021. Table 1 includes a summary of congestion measures between 2021 and 2050.

The map in Figure 7 compares the most congested segments from 2021 with 2050 and demonstrates how many additional roads will experience high levels of congestion in the future based on four key metrics:

- **Severity:** How bad does congestion get on the roadway during rush hour?
- **Duration:** How many hours per day is the roadway congested?
- **Magnitude:** How many people (traffic volume) are affected by congestion on the roadway?
- **Reliability:** How often do crashes or incidents occur on the roadway?



Table 1: Current and future congestion measures on Denver freeways and major roads

<i>Note: These measures are only for the designated Regional Roadway System.</i>	2021 Average weekday	2021 Annual total estimate	2050 Average weekday	2050 annual total estimate	Change between 2021 and 2050
Vehicle measures					
Vehicle miles of travel	63,347,000	21,411,251,000	88,447,000	29,895,066,000	40%
Vehicle hours of travel	1,355,000	457,891,000	2,118,000	715,974,000	56%
Vehicle hours of delay	167,000	56,399,000	472,000	159,545,000	183%
Travel delay per driven, registered vehicle (in minutes) ²	3.6	1,232	8.2	2,764	124%
Person measures					
Person miles of travel	86,931,000	29,382,794,000	122,540,000	41,418,394,000	41%
Person hours of travel	1,864,000	630,172,000	2,930,000	990,219,000	57%
Person hours of delay	231,000	77,998,000	650,000	219,817,000	182%
Travel delay per household (minutes per day and hours per year)	10.5	3,547	22.2	7,492	111%
Travel delay per resident (minutes per day and hours per year)	4.1	1,401	9.3	3,132	124%
Other congestion measures					
Percent of travel time in delayed conditions	12%	N/A	22%	N/A	N/A
Extra travel time (5 p.m. peak versus free flow)*	19%	N/A	31%	N/A	N/A
Extra travel time (2 p.m. peak versus free flow)	14%	N/A	23%	N/A	N/A
Lane miles of roads congested for more three-plus hours	1,281	N/A	2,802	N/A	119%
<i>(Percent of total lane miles)</i>	<i>17%</i>		<i>34%</i>		<i>N/A</i>
Economic travel delay costs					
Commercial vehicles (three)	\$1,128,000	\$381,311,000	\$2,742,000	\$926,685,000	143%
Passenger vehicle persons (three)	\$3,248,000	\$1,097,834,000	\$5,110,000	\$1,727,316,000	57%
Total cost of delay	\$4,376,000	\$1,479,144,000	\$7,852,000	\$2,654,000,000	79%

Technical notes:

1) Annual total estimate is "Average weekday" total multiplied by 338

2) Assumption of 1,850,267 driven registered vehicles in 2021 and 2,429,296 in 2050.

3) Cost calculations incorporate \$12 per hour per adult in car, \$48.30 per hour per light commercial vehicle operator and \$71 per hour for heavy commercial.

Managing congestion in a growing region

The modeled values shown in Table 2 and Figure 7 describe one scenario of how the region's transportation system might function and how severe congestion may be in 2050. However, DRCOG and the region's decision makers have the opportunity to change the trajectory of the region. Through the 2050 Metro Vision Regional Transportation Plan, DRCOG, the Colorado Department of Transportation, RTD and local governments are looking to provide many more travel options to reduce the need for so many miles driven, and the associated unreliable traffic congestion. The opportunity exists to create a better transportation future in the region.

Managing congestion and making progress toward Metro Vision goals depends on DRCOG and its partners helping people avoid and adapt to congestion, while implementing strategies to alleviate congestion. Many mitigation strategies have layered benefits. For example, choosing to bike or take transit instead of drive allows residents to avoid congestion themselves, while alleviating congestion for others by taking one more car off the road.

The 2022 update to the 2050 RTP moves the long-range plan further in this direction, by investing in projects that help people avoid and adapt to

congestion. In the process of updating the RTP to reduce VMT and comply with the state's Greenhouse Gas Transportation Planning Standard, it became clear that the region must invest in a diverse and extensive portfolio of transportation projects and initiatives to effectively reduce emissions and congestion. The following is a highlight of recently completed projects and how they work toward reducing congestion in the region.

Bustang intercity bus service

CDOT's Bustang bus service serves commuters and travelers along the I-25 Front Range and I-70 Mountain Corridors. Special service is also provided to ski areas in the winter (Snowstang) and Estes Park in the summer. By linking major local transit systems together, the Bustang service responds to demand from the traveling public to have a reliable transit alternative along the highest traveled corridors in the state.

By providing a new, long-range service, Bustang provides an opportunity for people travelling long distances throughout the front-range or into the mountains to avoid congestion on long trips while reducing the number of vehicles on the road.



High Line Canal Trail underpass – Colorado Boulevard and Hampden Avenue

Historically, the High Line Canal Trail left pedestrians and people on bikes at Colorado Boulevard and Hampden Avenue, a busy intersection that was intimidating to cross on foot or on a bike. This project, funded in part with DRCOG Transportation Improvement Program project funds, built two underpasses to reroute the trail under the busy arterial street to create a safer, more convenient connection for people walking and riding bikes. In

addition, between the two underpasses, Denver added a new, 10-foot-wide multi-use trail along the north side of Hampden Avenue.

Major improvements such as this remove barriers, decrease travel time, increase comfort and improve safety. They can have a significant impact on people considering switching from driving to bicycling for a trip, decreasing congestion on the roadway.



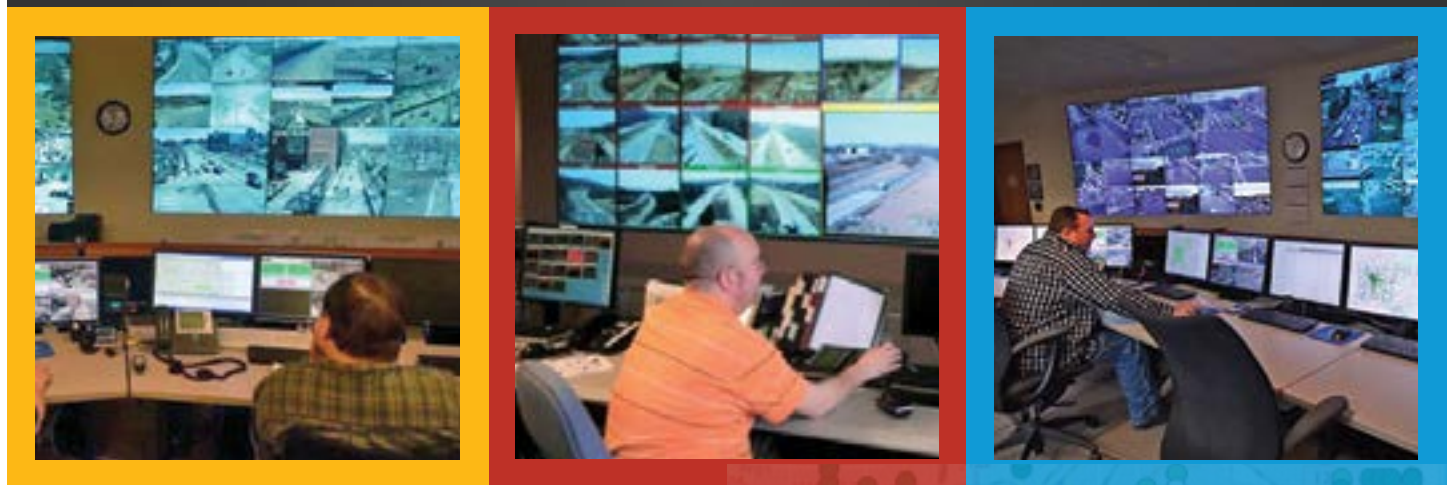
Photo and map courtesy of the City and County of Denver.

Multi-jurisdictional monitoring and management project

The City and County of Denver, the City of Lakewood and CDOT interconnected their advanced traffic management system software servers to enhance interjurisdictional traffic signal monitoring and management. Specifically, the operators are provided access to a map covering each agency's system. The map illustrates the operating status of select traffic signals and details of current signal timing plans for each jurisdiction. It also produces diagrams illustrating the flow of traffic and quality of traffic signal synchronization across jurisdictional boundaries. Sharing this data improves operator situational awareness of both roadway and traffic signal conditions and creates a common understanding of traffic incident impacts. It also aids

in quickly troubleshooting traffic signal issues across jurisdictional boundaries. The project team estimates this coordinated effort will improve travel times and reduce travel delays by about 5% over the life cycle of the project.

By sharing data and awareness across agencies, vehicles moving through these key regional corridors reduce idling, stop delays and the associated congestion and emissions. By improving incident management, crashes can be cleared from the road more quickly, alternate routes can be prepared for diversions and secondary crashes can be avoided, improving safety.



Other current projects to mitigate congestion

DRCOG supports local governments, CDOT and RTD to complete projects which can mitigate congestion impacts. Table 1 shows a list of example transportation projects addressing congestion and mobility completed or underway in 2020 and 2021. This list is not comprehensive of all efforts but shows several categories of congestion mitigating projects. Interchange and roadway projects address key bottleneck points in the region. Transit, bicycle and pedestrian projects expand and enhance non-roadway facilities that provide additional travel options, allowing people to avoid congestion.

In addition to location specific projects, there are also programmatic investments throughout the region aimed at reducing congestion or helping people avoid or adapt to congestion. This includes the mobility services of DRCOG's Way to Go program and its partnership with transportation management associations throughout the Denver region.

Congestion management co-benefit: Greenhouse gas reductions

As DRCOG staff and partners aim to reduce congestion, the effort is largely aimed at reducing vehicle miles traveled on the region's roadways. The 2020 Annual Report on Traffic Congestion explains how a small reduction in traffic volumes on a road can have a large impact on vehicle delay. Beyond the relationship with congestion, vehicle miles traveled is also closely correlated with fuel use and greenhouse gas emissions. Reducing VMT and the corresponding congestion is critical in efforts to reduce greenhouse gas emissions and ozone precursor pollutants in the region. Many of the strategies adopted in the 2022 updated 2050 RTP have the benefit of reducing congestion.



Table 2: Example recent projects addressing congestion and mobility

Interchange and roadway projects:	Status
C-470 from Wadsworth Boulevard to I-25: new managed lanes	completed
Federal Boulevard from 6th Avenue to Holden Place: widening	completed
I-25 from Crystal Valley Pkwy to the El Paso County Line: new managed lanes	completed
I-70 from I-25 to Chambers Road: new managed lanes	underway
I-70 WB from Twin Tunnels to Empire Junction: new peak period shoulder lanes	completed
Martin Luther King Jr Blvd from Havana St to Peoria St: new road and widening	completed
US-85 from Louviers Ave to Mile marker 192: widening	underway
Rapid transit projects	Status
North Metro Rail Line (Denver Union Station to Eastlake-124th Station) commuter rail	completed
Bicycle/pedestrian projects:	Status
Parker Road overpass for High Plains Trail	underway
C-470 multi-use trail: grade separation at Yosemite St	underway
30th Street and Colorado Avenue bicycle and pedestrian underpasses	underway
High Line Canal Trail underpass at Hampden Ave and Colorado Blvd	completed
State Highway 157 Foothills Pkwy bike/ped underpass	completed
North Metro Rail: 72nd Ave and Colorado Blvd Station sidewalks	completed

Conclusion

The growth in population and jobs in the Denver region requires thoughtful management of transportation system resources. In addition to regional growth, new technologies and the effects of the pandemic will continue to influence travel behaviors. As demand for the limited resources of the transportation system becomes more intense, transportation demand management partners, transit agencies and new mobility technologies will be essential to mitigating congestion. Such mitigations can improve air quality, the economy and residents' quality of life. Providing the region with dynamic, flexible and safe multimodal travel options will be more important than ever. DRCOG takes seriously the responsibility of creating partnerships to monitor performance measure data and mitigate the most severe negative effects of congestion.

As 2050 approaches, congestion in the region is expected to worsen significantly. In a growing region, an increase in congestion is to be expected. To mitigate major increases in congestion, while supporting economic growth and reducing greenhouse gas emissions, agencies throughout the Denver region will need to rely on effective planning, partnerships and innovation. DRCOG is committed to partnering with state, regional and local agencies to keep people, goods and services moving efficiently across all modes.



Visit DRCOG's partner agency websites for more information:

Colorado Department of Transportation | codot.gov

Regional Transportation District | rtd-denver.com

Colorado Department of Transportation Traveler Information | cotrip.org

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

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

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



1001 17th St.
Suite 700
Denver, CO 80202

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



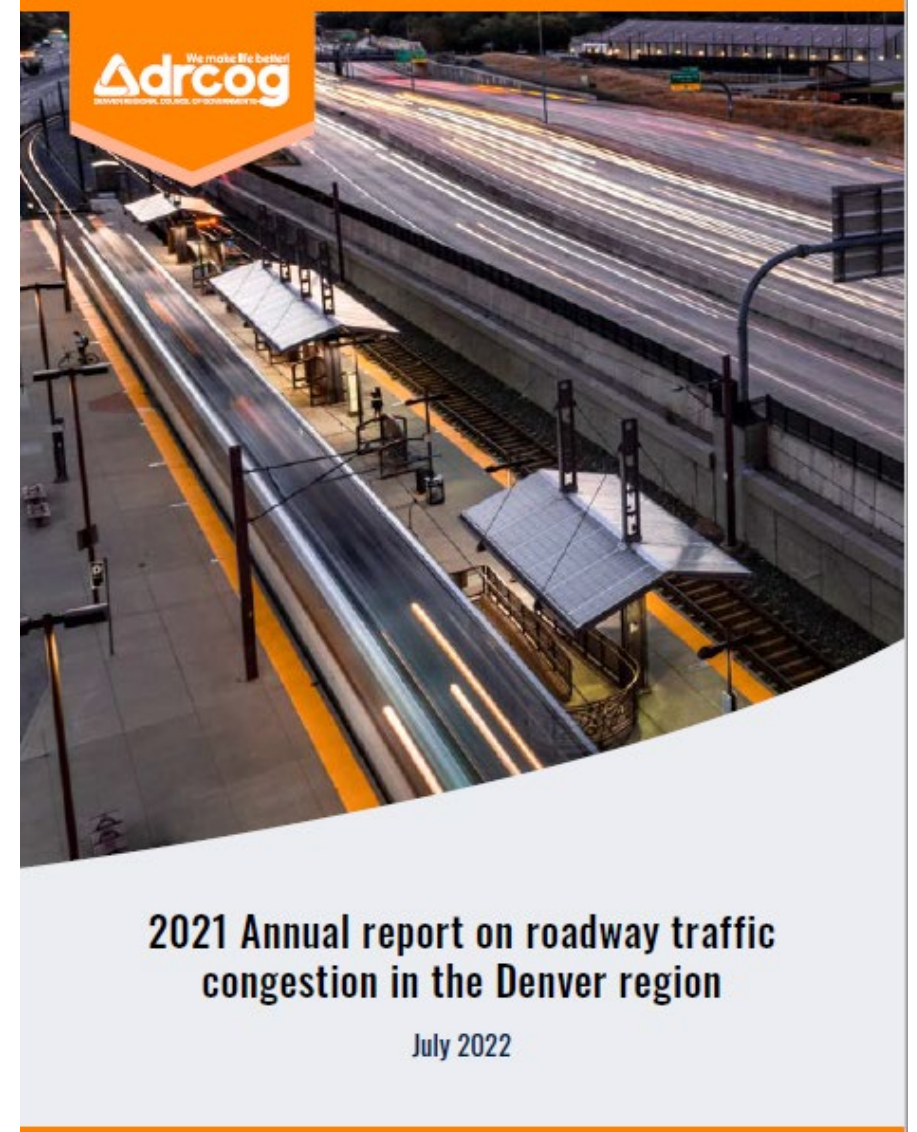
2021 ANNUAL REPORT ON TRAFFIC CONGESTION IN THE DENVER REGION

Robert Spotts, Mobility Analytics Program Manager | December 2022

AGENDA



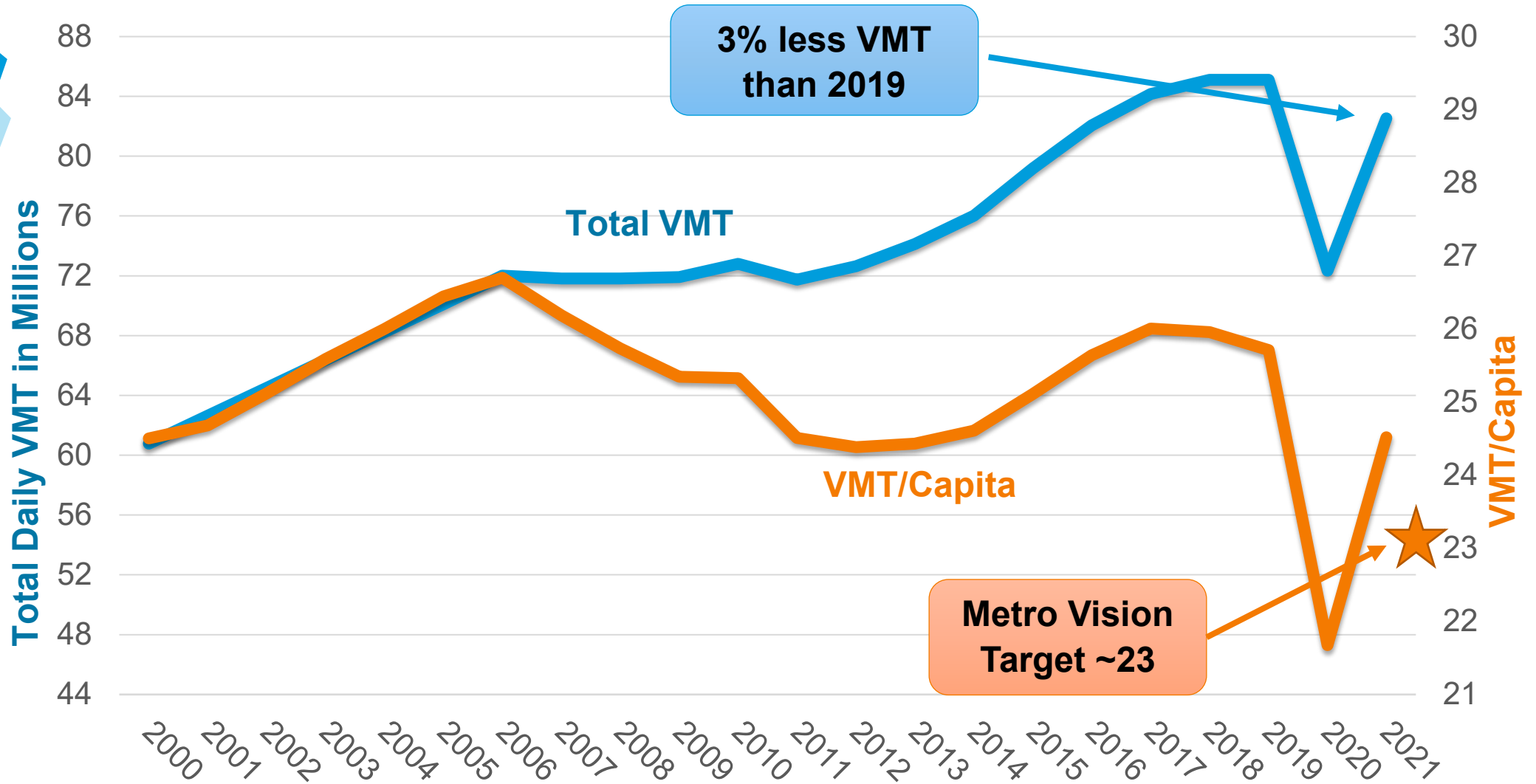
1. 2021 Traffic Volumes and Observations
2. 2050 Congestion Projections
3. Congestion Mitigation Approaches





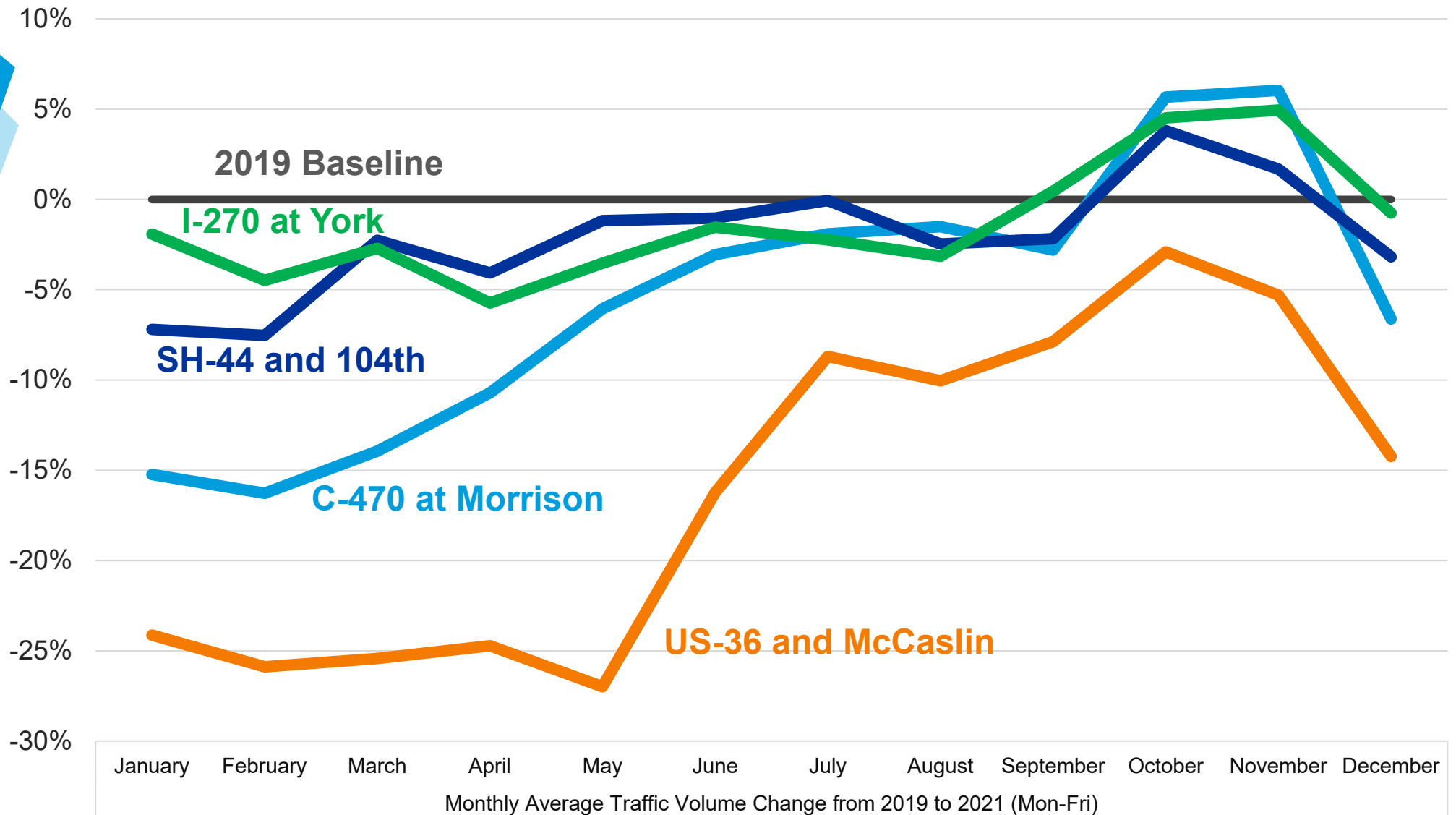
2021 TRAFFIC VOLUMES AND OBSERVATIONS

AVERAGE DAILY VEHICLE MILES TRAVELED (2000-2021)



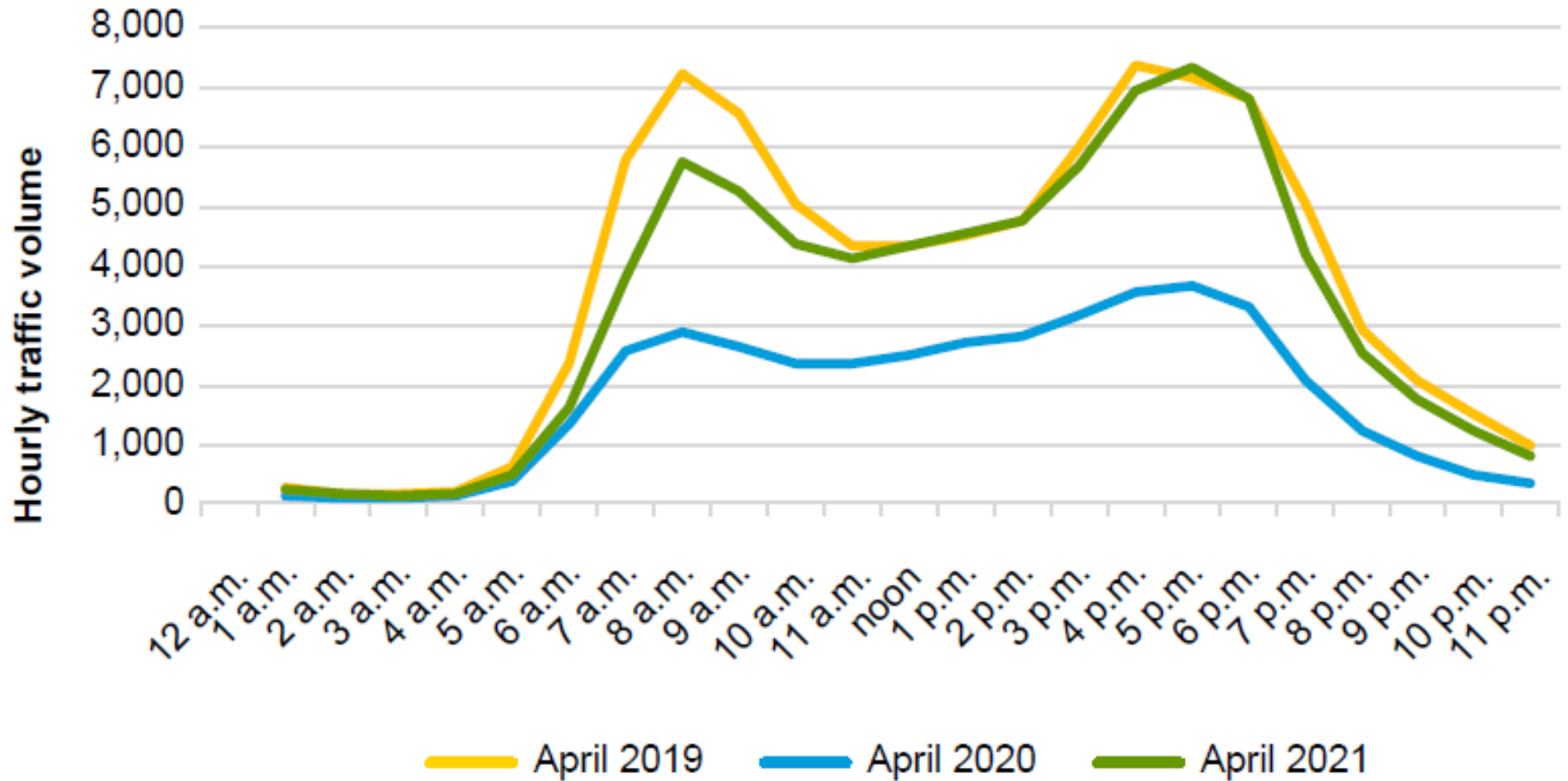
Source: DRCOG

2019 TO 2021 TRAFFIC VOLUME CHANGES BY LOCATION



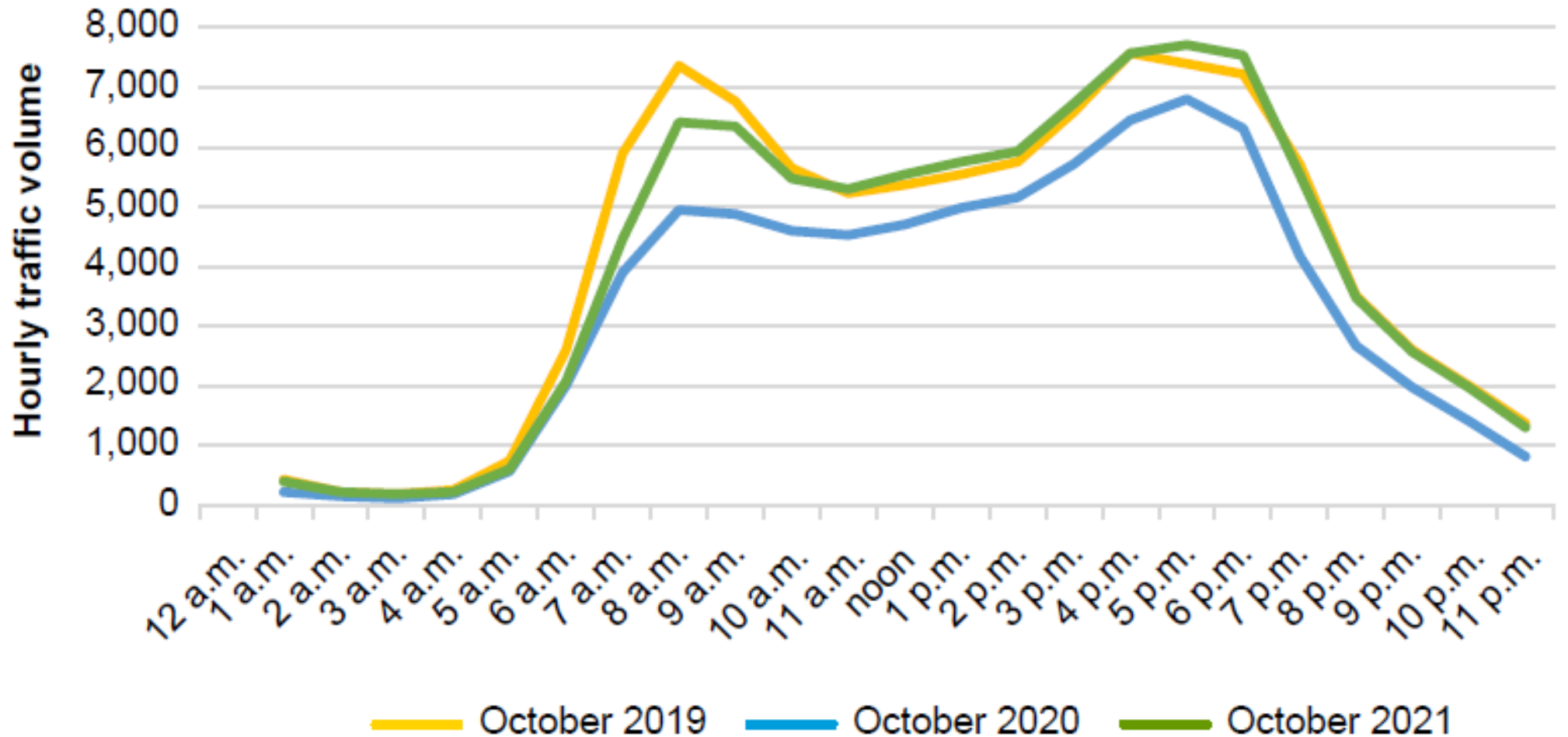
Source: Colorado Department of Transportation Automated Traffic Recorder Data

DIFFERENCES BY TIME OF DAY (APRIL)

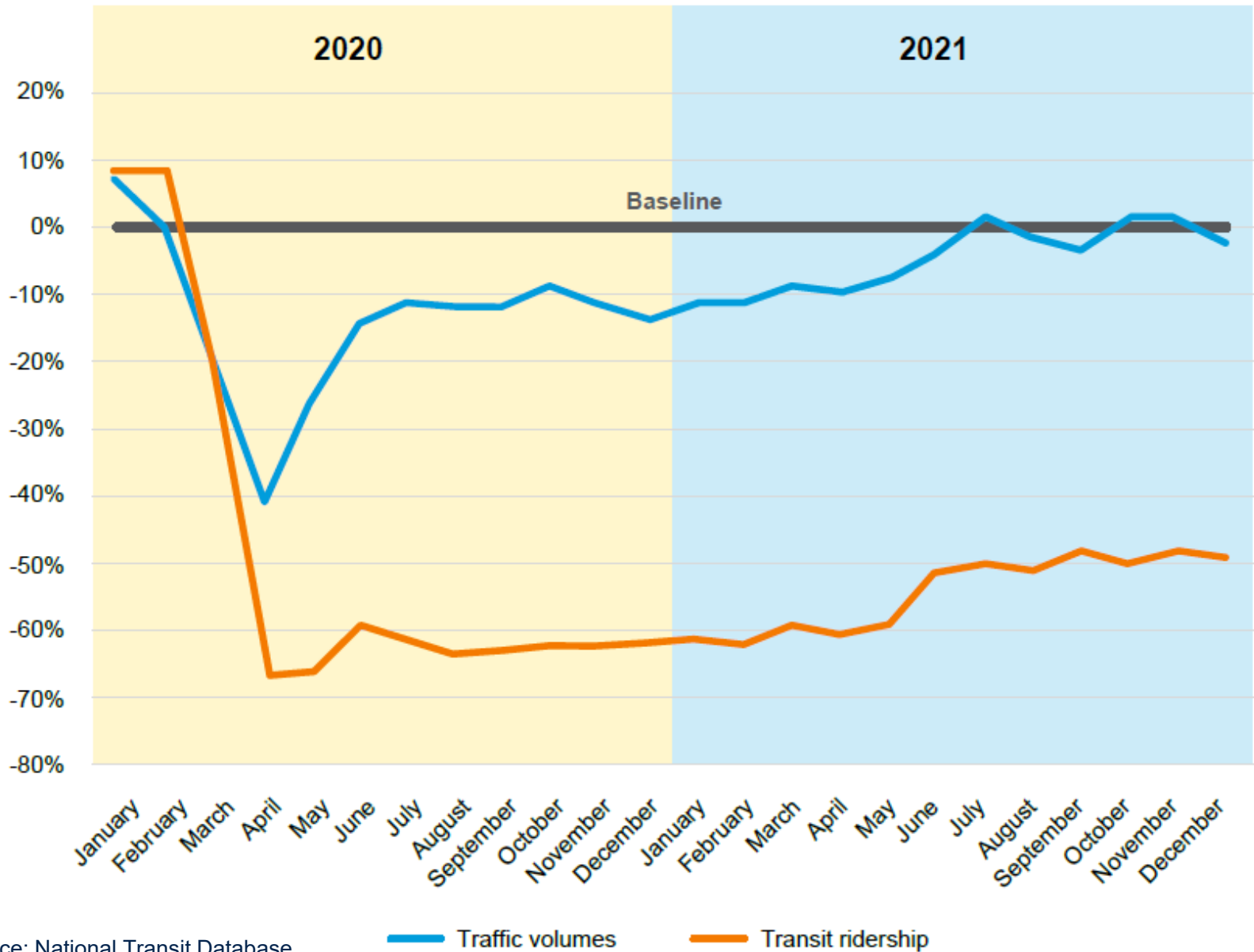


Source: Colorado Department of Transportation Automated Traffic Recorder Data

DIFFERENCES BY TIME OF DAY (OCTOBER)

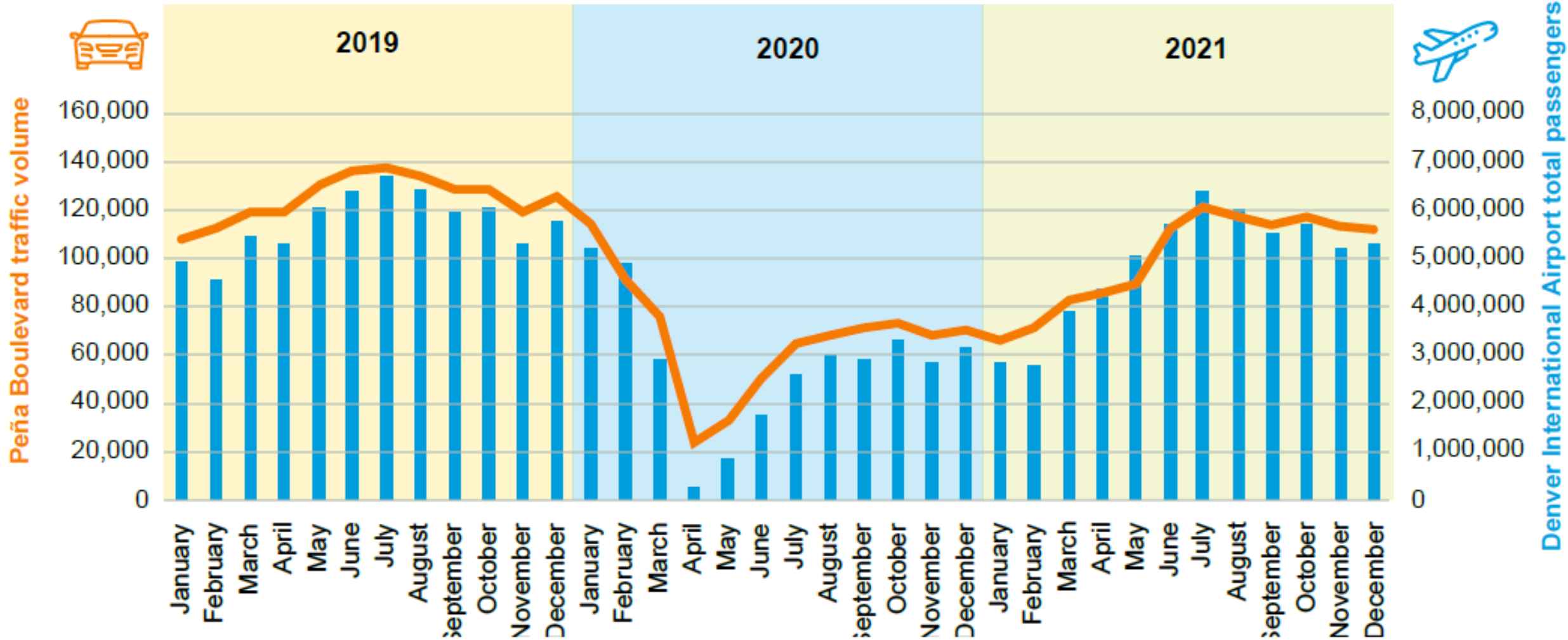


2020-2021 RTD TRANSIT RIDERSHIP COMPARED TO 2019



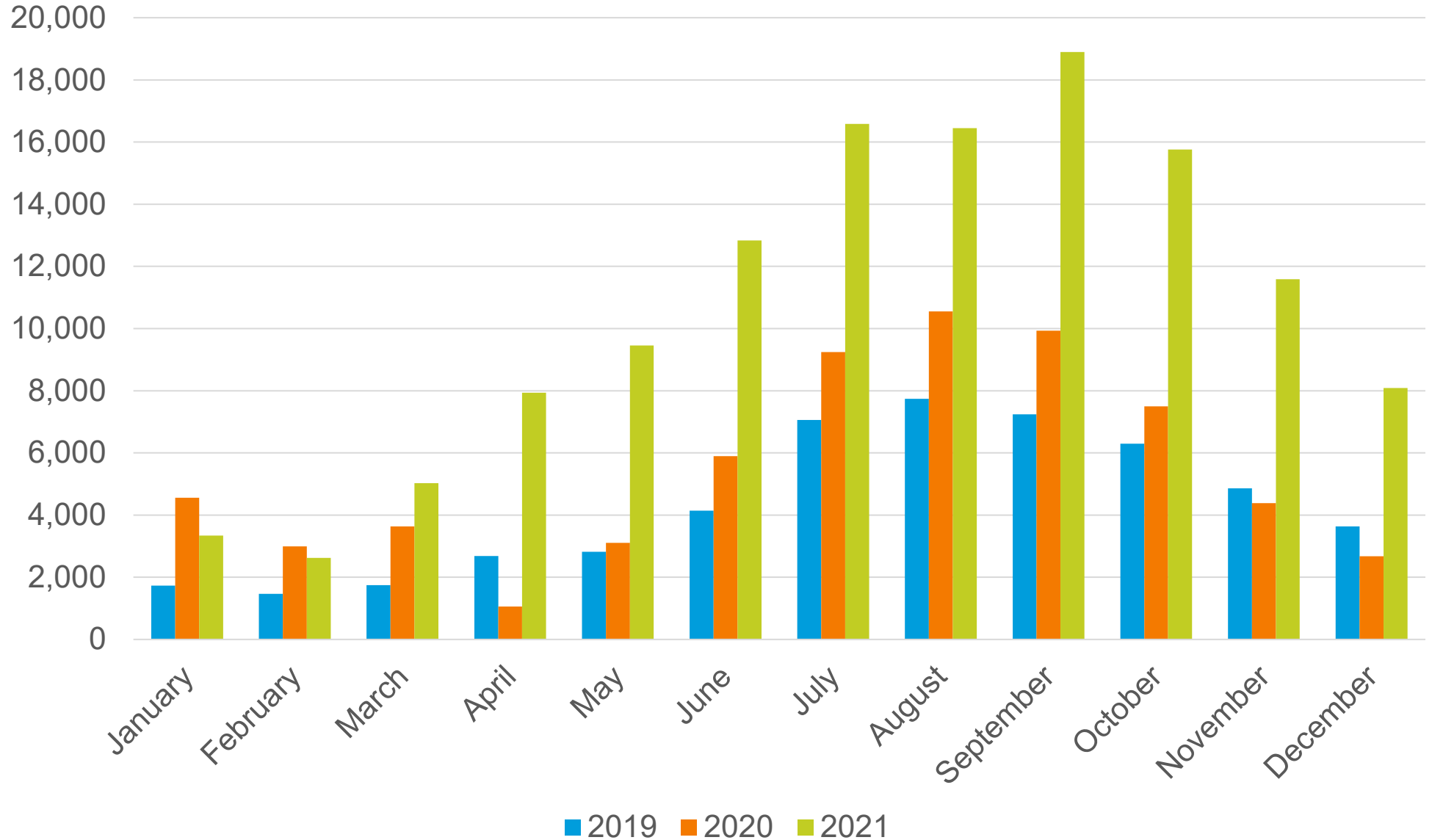
Source: National Transit Database

PEÑA BOULEVARD TRAFFIC VOLUME



Peña Boulevard east of E-470 Traffic and Denver International Airport total passengers by month in 2019, 2020 and 2021. Source: Denver International Airport data.

AVERAGE DAILY DENVER REGION MICROMOBILITY TRIPS





2050 CONGESTION PROJECTIONS

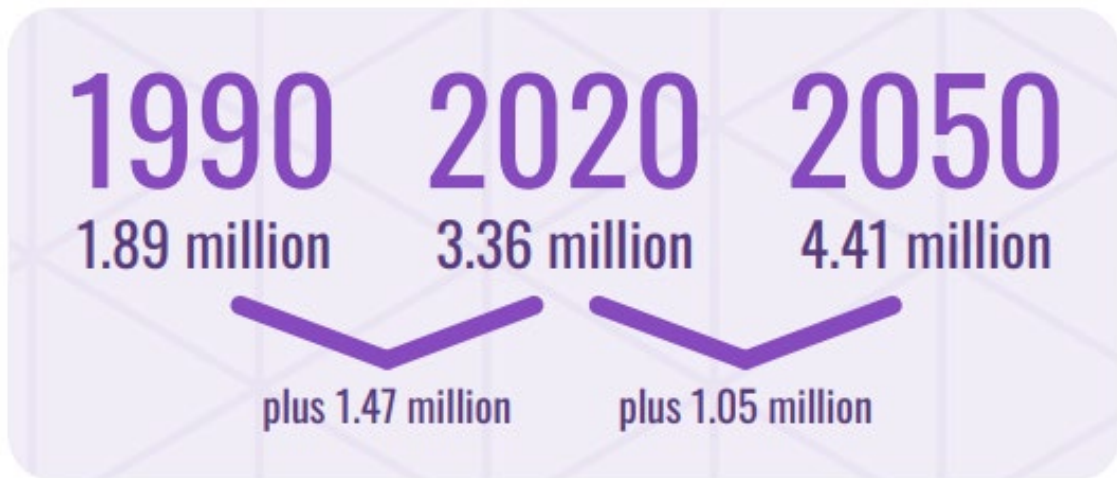
2050 POPULATION GROWTH AND CONGESTION



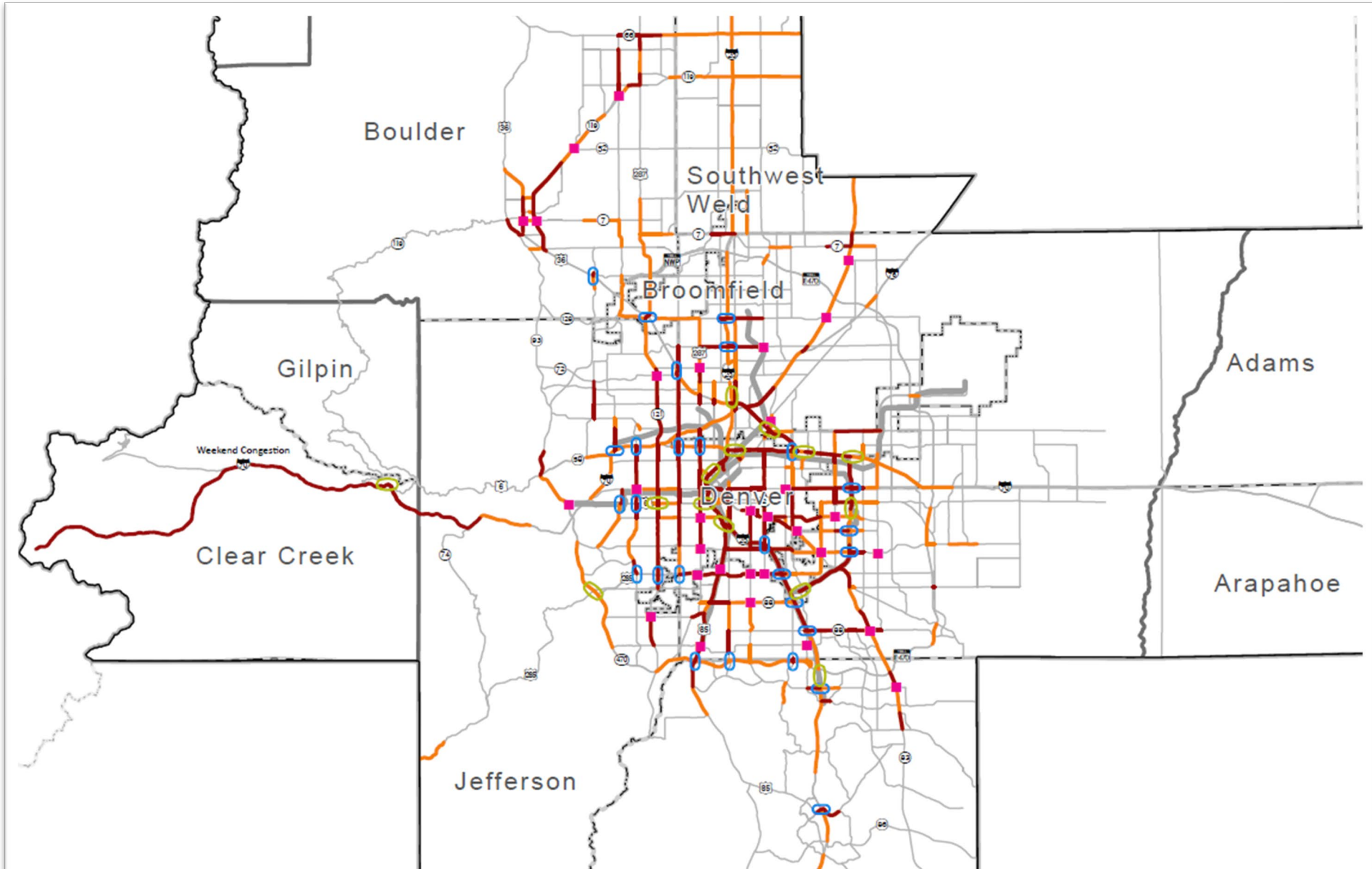
Congestion at
2 p.m.
in 2050



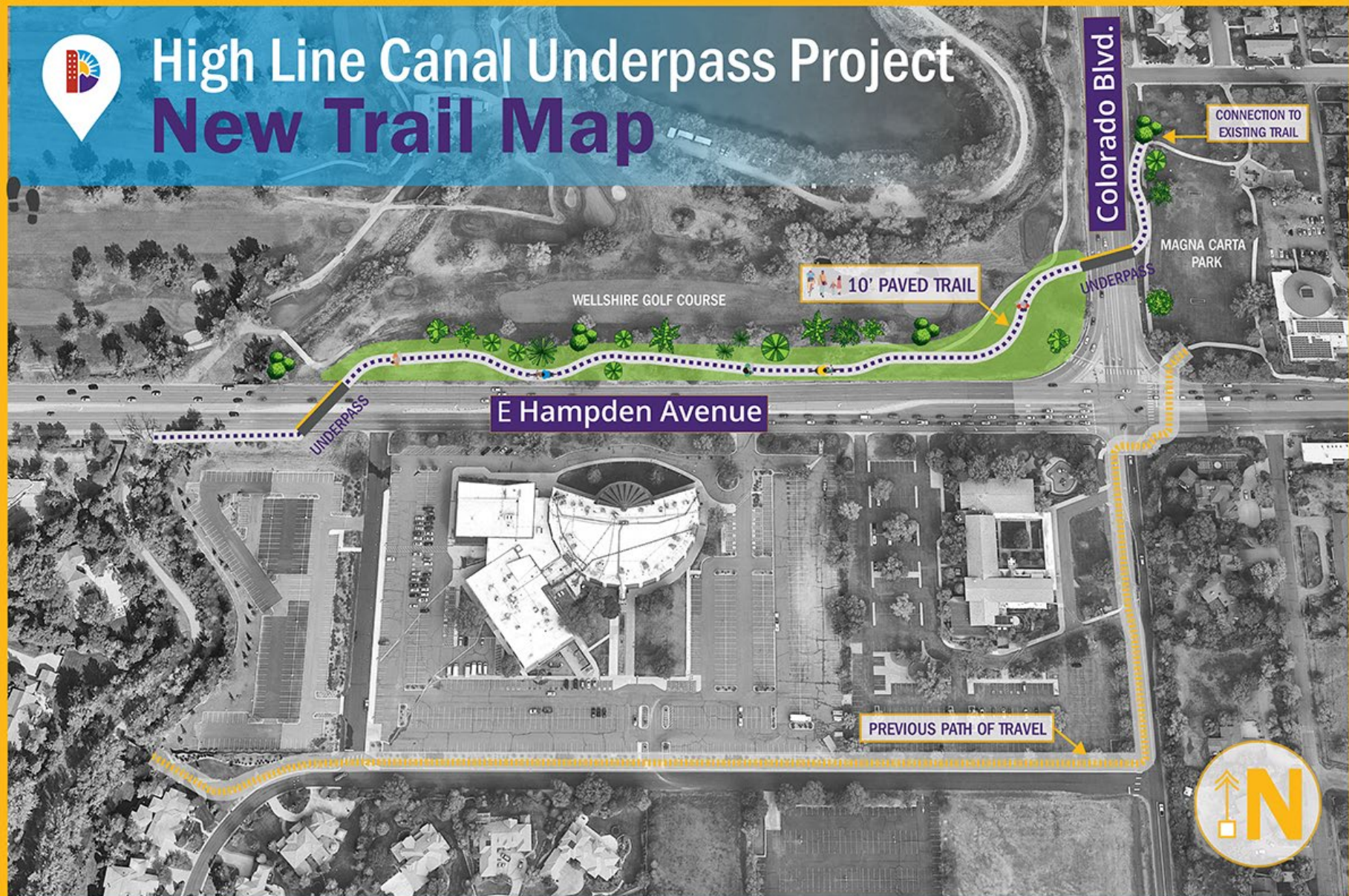
Congestion at
5 p.m.
in 2021



KEY CONGESTED LOCATIONS IN 2021 AND 2050

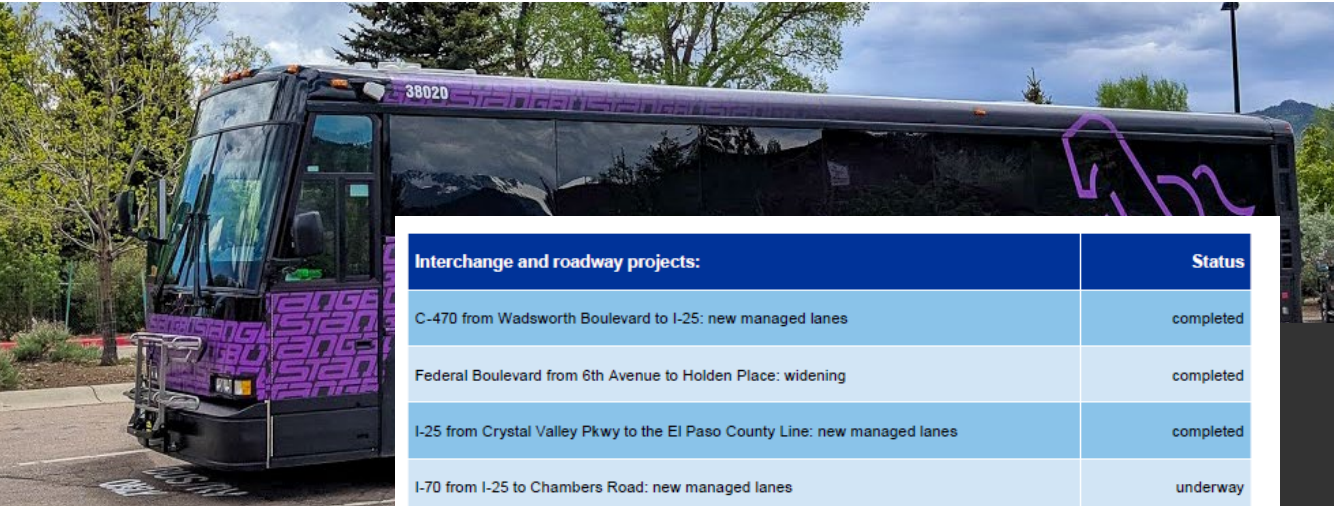


HIGH LINE CANAL TRAIL UNDERPASS – COLORADO BLVD AND HAMPDEN AVE

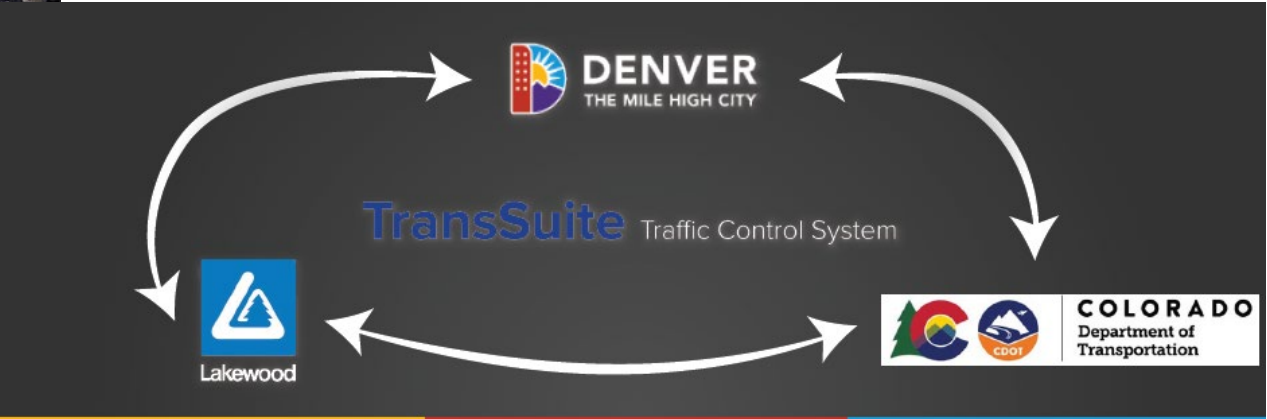




BUSTANG AND MULTI-JURISDICTIONAL MONITORING AND MANAGEMENT PROJECT

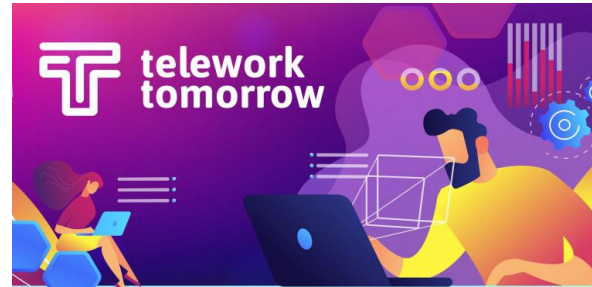


Interchange and roadway projects:	Status
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Federal Boulevard from 6th Avenue to Holden Place: widening	completed
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State Highway 157 Foothills Pkwy bike/ped underpass	completed
North Metro Rail: 72nd Ave and Colorado Blvd Station sidewalks	completed

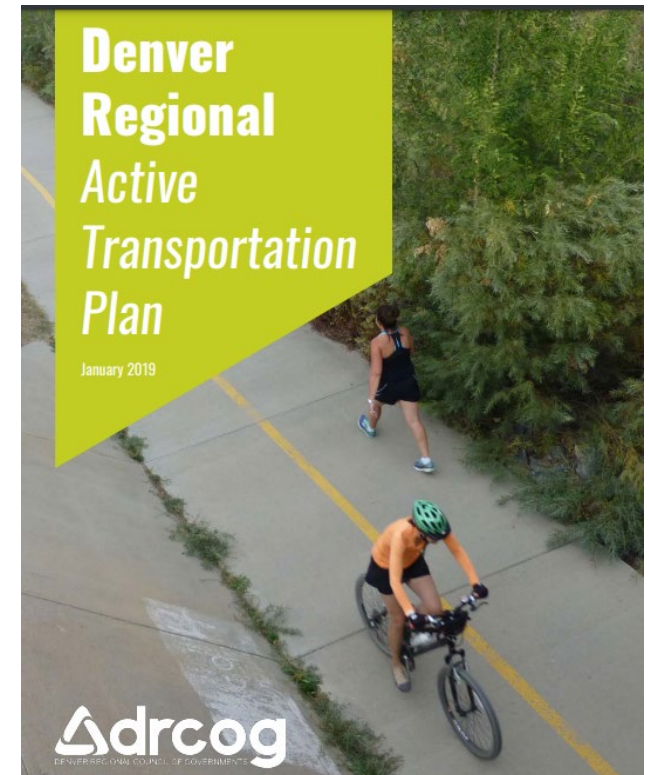


- Some growth in congestion is expected
- Mitigating major increases in congestion will require effective planning, partnerships, and innovation
- The 2022 update to the 2050 RTP invests in even *more* projects that help people avoid and adapt to congestion
- The GHG planning standard analysis made clear that a diverse and extensive portfolio of transportation projects and initiatives to effectively reduce emissions and congestion.

PROGRAMS FUNDED AND/OR OPERATED BY DRCOG TO REDUCE CONGESTION AND EMISSIONS



Traffic Signal System Improvement Program





THANK YOU!
QUESTIONS?

Robert Spotts
Mobility Analytics Program Manager
rspotts@drcog.org

ATTACH G

ATTACHMENT G

To: Chair and Members of the Transportation Advisory Committee

From: Greg MacKinnon, Program Manager Transportation Operations

Meeting Date	Agenda Category	Agenda Item #
December 19, 2022	Informational Briefing	9

SUBJECT

Regional Transportation Operations and Technology (RTO&T) Strategic Plan

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

DRCOG, working with stakeholders from across the region, has developed a draft *Regional Transportation Operations & Technology Strategic Plan*. The purpose of the plan is to guide the DRCOG region's near-term efforts to deploy technology tools and coordinated system procedures for the multimodal transportation system. These efforts will assist transportation operations staff in serving daily travel demands across the region.

The plan envisions transportation systems serving all travel modes across the DRCOG region that are interconnected and collaboratively operated, managed, and maintained to optimize safe, reliable, and efficient travel for all system users, contributing to the region's economic prosperity and high quality of life. Ten objectives lay out the desired improvements to be monitored and measured to ensure progress towards meeting the vision.

This is an aspirational plan that provides guidance for the implementation of operational infrastructure and services to further strengthen the connections between transportation systems and improve the reliability of travel across the region. There are three main sections in the plan:

1. Current State of Regional Transportation Operations – A summary description of general responsibilities of the transportation system agencies across the region and the infrastructure they operate and maintain. Because of the complexity of multiple systems, services and stakeholders, the description is arranged into natural focus areas relevant to daily real-time transportation management.
2. Regional Transportation Operations Needs – An analysis comparing the current state of regional transportation operations against the plan's vision, goals and objectives. Generally, it is evident that operations are not well-connected between jurisdictions, agencies and travel modes. New strategies, processes and tools are needed to facilitate coordination between stakeholders to achieve the outcomes envisioned in the DRCOG Metro Vision Plan and the Mobility Choice Blueprint.
3. Action Plan – A list of initiatives organized into three groups: primary, secondary, and tertiary. The primary initiatives are critical to establishing the desired regional

framework for operations data sharing upon which the secondary and tertiary initiatives can build.

This plan also provides guidance for the development of the upcoming call-for-projects for the RTO&T Set-Aside scheduled for early 2023.

PREVIOUS DISCUSSIONS/ACTIONS

[April 25, 2022](#) – TAC Informational Briefing

PROPOSED MOTION

N/A

ATTACHMENTS

1. [Draft Strategic Plan](#)
2. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Greg MacKinnon, Transportation Operations Program Manager, at 303 480-5633 or gmackinnon@drcog.org.

REGIONAL TRANSPORTATION OPERATIONS & TECHNOLOGY (RTO&T) STRATEGIC PLAN

DRCOG TAC

December 2022

Steve Cook, DRCOG
Greg MacKinnon, DRCOG

WHAT IS RTO&T?



- **Regional:** multiple agencies/jurisdictions and users/customers
- **Transportation:** multimodal facilities and services
- **Operations:** day-to-day real time and performance analytics
- **Technology:** established and emerging

WHY RTO&T?



Grand Total: 15 million person-trips



13 million person-trips
in motor vehicles



2 million pedestrian/bicycle trips



10 million vehicle trips
(86 mil. VMT)
(1.5 mil. CV trips)
(4 mil. gallons fuel)



200 crashes, 6 serious
injuries or fatalities



250,000+ hours of extra
congestion delay

REGION'S 2022 TECHNOLOGY FOUNDATION



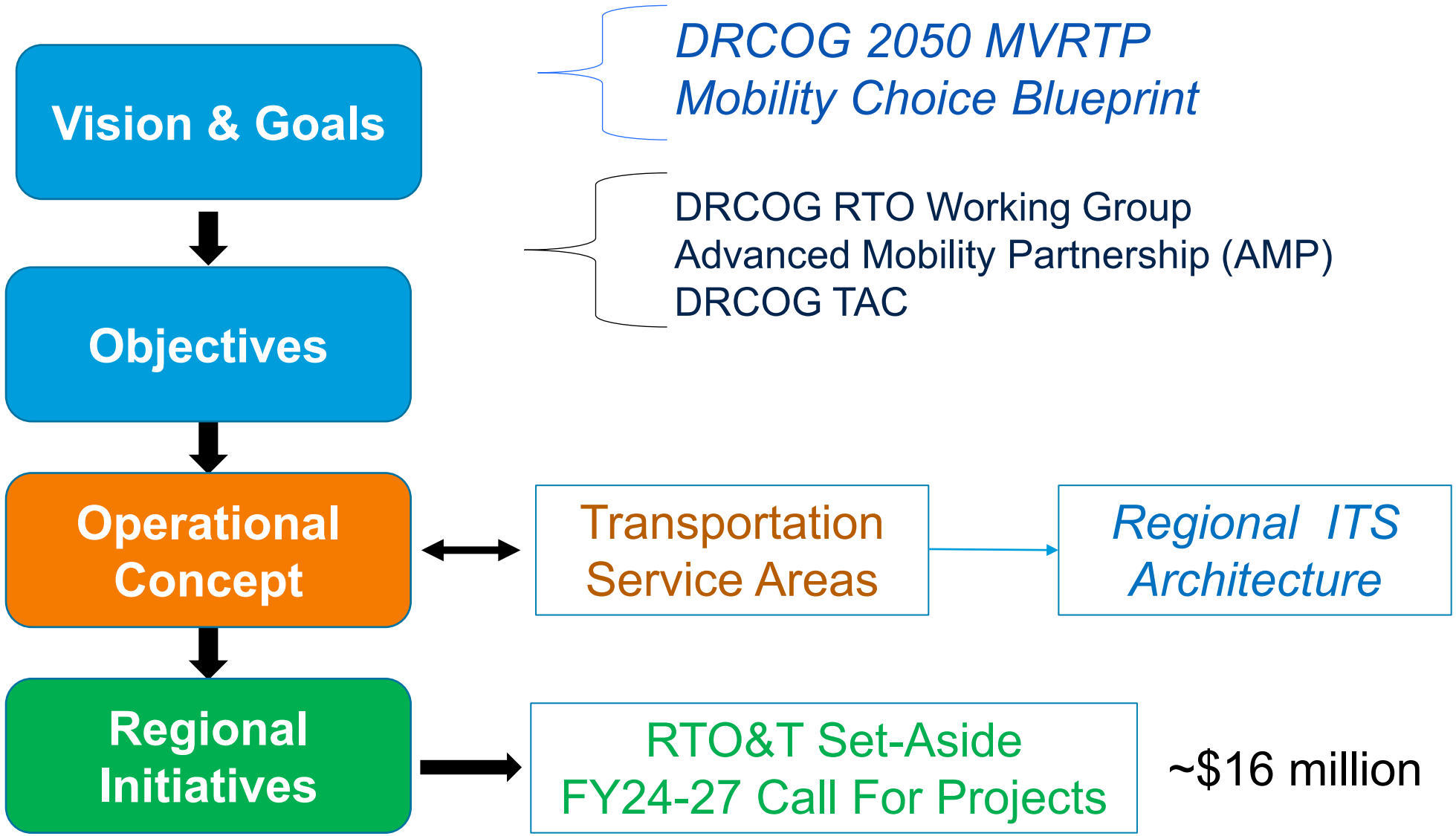
- ~4,000 signalized intersections; ~86% connected to control system
- 136,000 bus and rail service miles provided by RTD everyday
- Automatic vehicle location (AVL) devices on > 1,000 RTD vehicles
- ~1,700 traffic cameras
- Hundreds of miles of fiber optic networking
- Nearly 200 intersections with bicycle detection



RTO&T STRATEGIC PLAN – GUIDING ELEMENTS



Strategic Plan



RTO&T VISION



Transportation systems, serving all travel modes across the DRCOG region, are interconnected, and collaboratively operated, managed, and maintained to optimize safe, reliable, and efficient travel for all system users, contributing to the region's economic prosperity and high quality of life.

RTO&T GOALS



Safe Operations	Efficient, Seamless Travel	Trip Travel Time Reliability	Equitable Access	Environmental Sustainability
Physical and technological improvements and intentional operations management deployed to both reduce crashes and achieve zero fatalities.	Interconnected systems across jurisdictions and modes are actively and cooperatively managed to optimize operator situational awareness, provide accurate and timely traveler information, and allow collaborative transportation systems operation.	Multimodal travel times are monitored in real-time and operations are managed to limit disruptions affecting travel time reliability.	People of all ages, abilities, languages, backgrounds, and incomes have access to safe and reliable mobility options.	Apply technology, service and operations that reduce energy consumption, improved air quality, and reduced greenhouse gas emissions.

RTO&T OBJECTIVES



- Improve safety and reduce crashes, fatalities and injuries
- Improve transit operations performance
- Improve operator and traveler decision making capabilities
- Improve air quality and reduce transportation-related emissions
- Increase trip time reliability for all travelers

RTO&T OBJECTIVES (CONT)



- Minimize traveler delay due to system operations and disruptions
- Maximize operations infrastructure reliability and availability
- Reduce average incident duration and disruption
- Reduce occurrence of secondary incidents
- Reduce emergency responder struck-by incidents

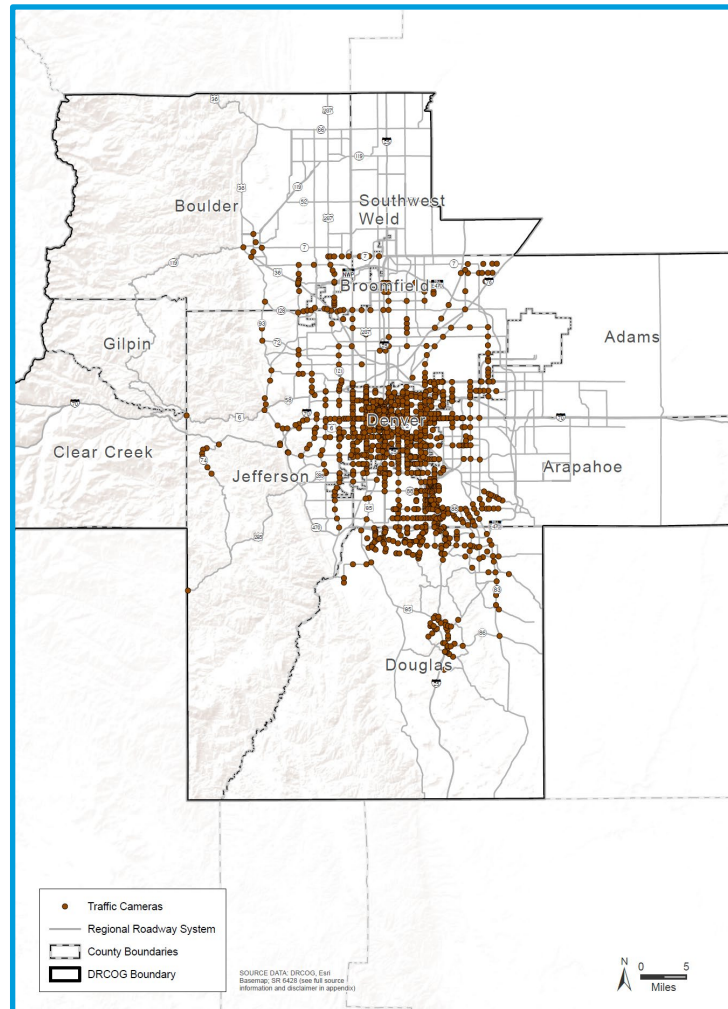


RTO&T CURRENT STATUS AND NEEDS ANALYSIS

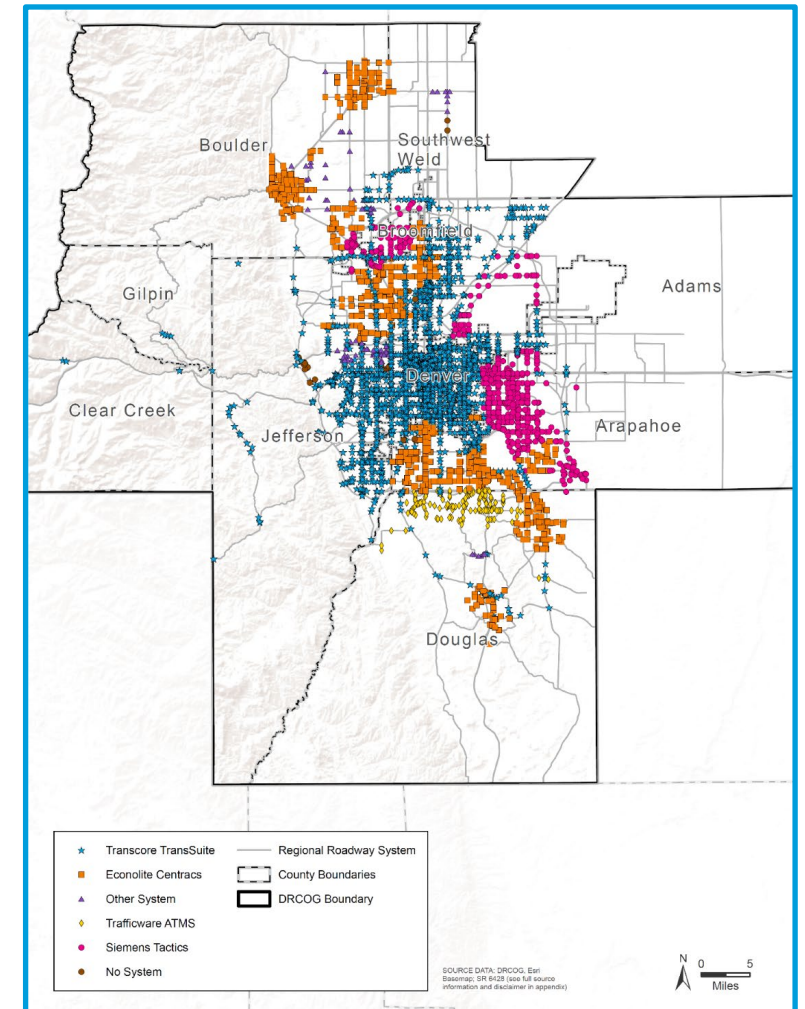


- Inventory of current infrastructure, services, gaps, needs

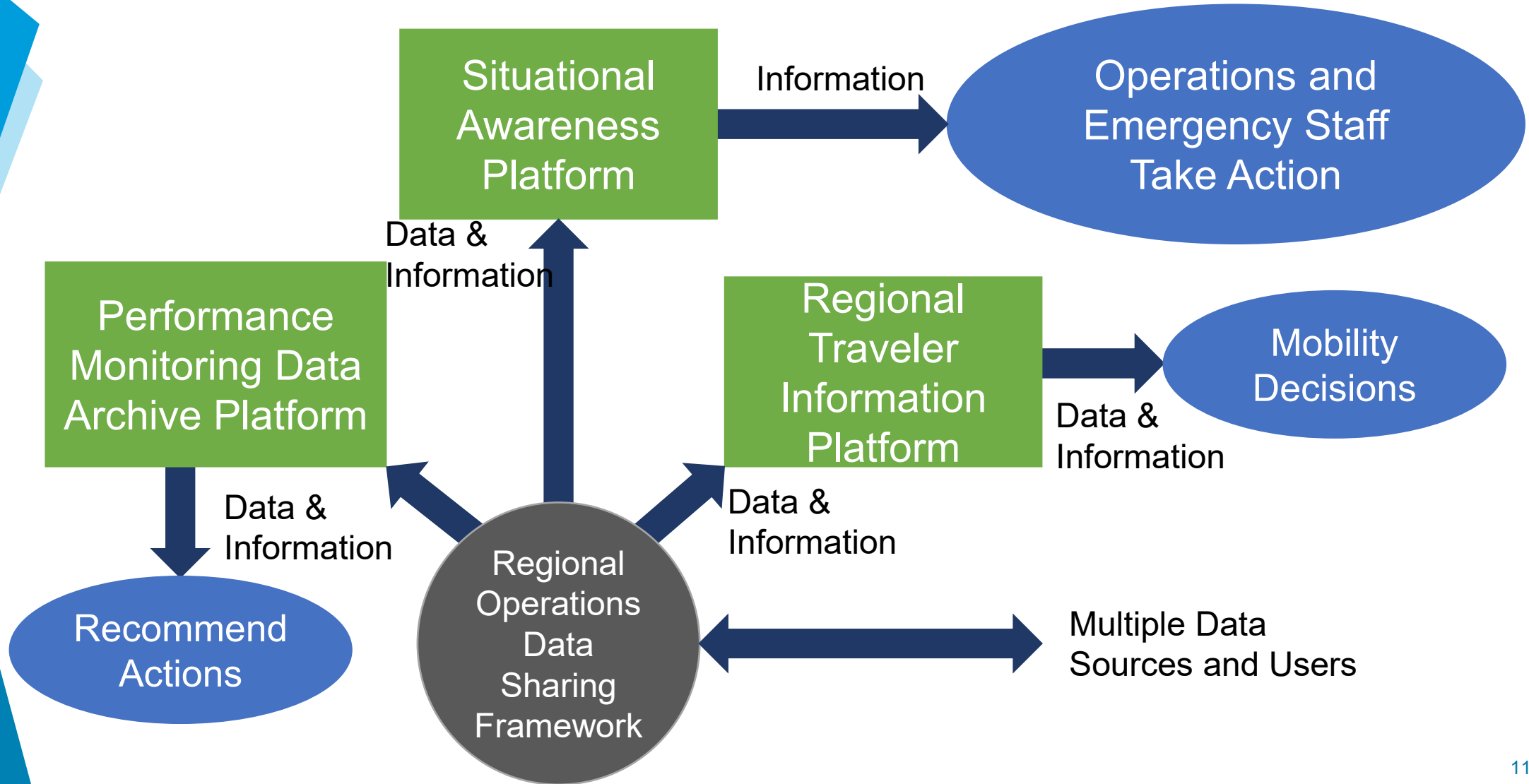
Examples: Arterial traffic cameras



Traffic signal systems



DATA & INFORMATION SHARING FRAMEWORK



RTO&T NEAR-TERM INITIATIVES



- Primary:
 - Situational awareness platform
 - Camera control sharing
 - Expand travel data collection and surveillance systems
 - Performance measures data platform
 - Strategies and processes to collaboratively manage operations
 - Traffic incident management operating procedures
 - Transit signal priority optimization procedures

RTO&T NEAR-TERM INITIATIVES



- Secondary:
 - Evacuation planning
 - Coordinate traveler information messaging
 - Work zone monitoring and coordination
 - Safety technology applications
- Tertiary:
 - Regional Multimodal Traveler Information Platform
 - Multimodal trip planner and payment system
 - Transportation Demand Management related support
 - Continuity of operations plans

CONCLUSIONS



- Real-time data is essential to operate, manage and maintain a safe and reliable transportation system
- Collaborative and integrated management approaches are needed
- Technology is a tool, not the answer
- Varying capabilities and needs by jurisdiction
- Regional management needed for key initiatives
- DRCOG has a key role and can assist with monitoring operations performance indicators

ATTACH H

ATTACHMENT H

To: Chair and Members of the Transportation Advisory Committee

From: Josh Schwenk, Planner, Transportation Planning & Operations Division
303-480-6771 or jschwenk@drcog.org

Meeting Date	Agenda Category	Agenda Item #
December 19, 2022	Informational Item	10

SUBJECT

Annual Listing of Obligated Projects (ALOP)

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

Federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal funding obligation. The enclosed report lists all transportation projects in the Denver region that received obligations of federal funds in federal Fiscal Year 2022 (October 1, 2021 – September 30, 2022).

A net total of \$392.8 million of federal funds was obligated in FY 2022 for 91 transportation projects throughout the region.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. *FY 2022 Annual Listing of Federally Obligated Projects*

ADDITIONAL INFORMATION

If you need additional information, please contact Josh Schwenk, Planner, Transportation Planning and Operations Division at 303-480-6771 or jschwenk@drcog.org.

Annual listing of federally obligated projects

Fiscal year 2022

Oct. 1, 2021 –
Sept. 30, 2022

Purpose of this Report

The federal metropolitan transportation planning statute states:

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

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

This report responds to the directive set forth in statute. It lists all federally-funded transportation projects in the Denver region that were obligated in federal fiscal year 2022 (October 1, 2021 to September 30, 2022).

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 58 local governments in the Denver metro area, promotes a regional perspective towards the metropolitan area’s most pressing issues and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and southwest Weld counties, plus the City and County of Broomfield and the City and County of Denver.

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

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

Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan ([RTP](#)), called the 2050 Metro Vision RTP. The RTP is an element of the region’s [Metro Vision](#) plan. The RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the reasonably available financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

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

¹ [23 U.S.C. 450.334 \(a\)](#)

Transportation Improvement Program

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

The TIP covering FY2022 is the FY 2022-2025 TIP and was adopted on April 21, 2021. It has been amended regularly since adoption. Some of the projects in this obligation report are from previous TIPs.

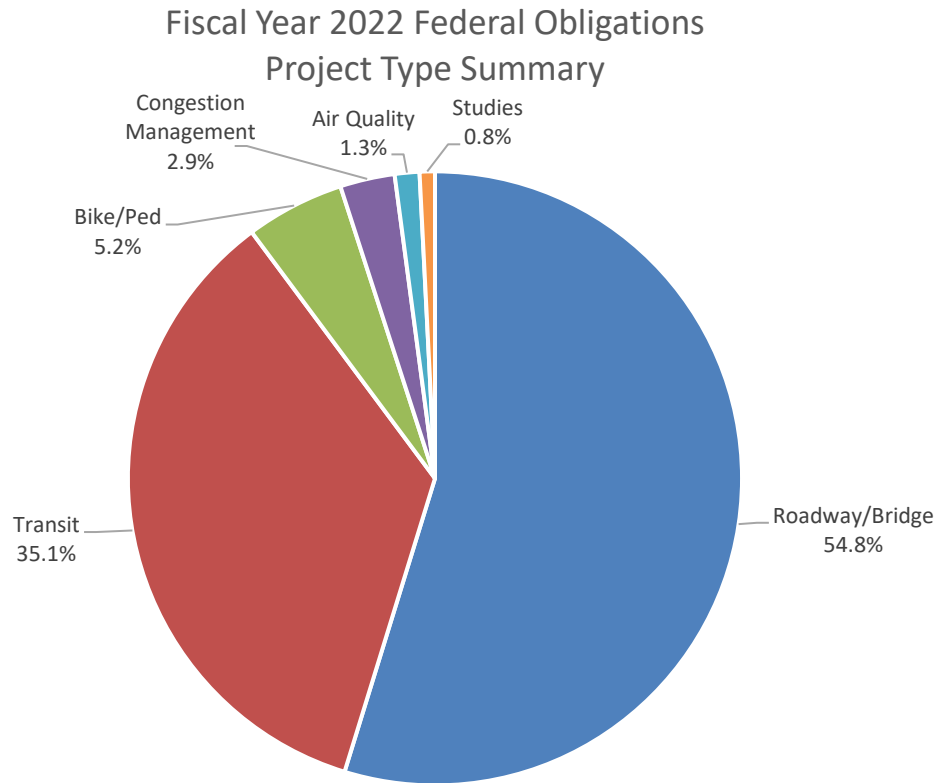
Public Involvement

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

Summary of Obligated Projects

A net total of \$392.8 million was obligated in FY2022 on 91 transportation projects. Some statistics regarding the FY2022 obligations include:

- \$215.1 million (54.8%) for roadway/bridge projects, \$137.7 million (35.1%) for transit projects, \$20.4 million (5.2%) for bicycle and pedestrian projects², \$11.3 million (2.9%) for congestion management projects, \$5.1 million (1.3%) for other air quality projects, and \$3.1 million (0.8%) for studies. The chart below illustrates these percentages:



Obligation Report

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

- TIP Sponsor lists the agency that is financially responsible for the TIP project
- Project Name
- TIP Identification (TIP ID) is a unique number given to each project selected for inclusion into a DRCOG TIP
- Funding Type identifies the program that funds the project, according to the CDOT classification
- Obligations is the sum of all the obligations that occurred for that particular TIP project in FY2022
- B/P indicates if bicycle/pedestrian infrastructure is part of the project
- Total Cost lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Federal Total lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the currently adopted FY 2022-2025 TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current FY 2022-2025 TIP that are remaining for the project.

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

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Cost column as part of the total overall project cost. For the purposes of this report in FY2022, federal funding was distributed through the following funding categories:

- Bridge (On-System and Off-System) funds are for the replacement, rehabilitation, and widening of any public bridge, either on the state highway system or on locally maintained roadways.
- BUILD (Better Utilizing Investments to Leverage Development) grants fund road, rail, transit, and port projects that achieve national objectives. This program was previously known as Transportation Investment Generating Economic Recovery (TIGER).
- CMAQ (Congestion Mitigation/Air Quality) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Federal Emergency funds pay for reconstruction or replacement of damaged highways and bridges following natural disasters such as wildfires, storms, and floods.
- Freight funds improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- INFRA (Infrastructure for Rebuilding America) funds multimodal freight and highway projects of national or regional significance to improve safety, efficiency, and reliability of the movement of freight and people.
- NHPP (National Highway Performance Program) funds improvements to the condition and performance of the National Highway System to help ensure progress toward achieving the federal performance targets.
- RAMP (Responsible Acceleration of Maintenance & Partnerships) program accelerates funding for projects on the state highway system and transit projects. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Safety funds are typically used for projects that reduce the number and severity of crashes. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Section 5307 funds capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309, or New Starts, funds capital investments in fixed guideway transit, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.
- Section 5310 funds capital assistance grants to private nonprofit organizations to serve the transportation needs of elderly people and individuals with disabilities.
- Section 5311 funds capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5337, or State of Good Repair funds, intend to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- STBG (Surface Transportation Block Grant) is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, bicycle/pedestrian improvements, and studies. Additional STBG-Pandemic funds were provided to both the state and DRCOG region to assist in recovery from the COVID-19 pandemic.
- TIFIA (Transportation Infrastructure & Finance Innovation Act) provides federal credit assistance to nationally or regionally significant surface transportation projects, including highway, transit, and rail. The program is designed to fill market gaps and leverage substantial private co-investment by providing projects with supplemental or subordinate debt.
- Transportation Alternatives funds such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation.

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

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the

costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.

- A project phase is closed out, causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project³.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation. Project closeouts can sometimes take place many years after the project was actually completed.

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

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

³ This report does not include the project phases.

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Arapahoe County	Dry Creek Rd. Operational Improvements: I-25 to Inverness Dr. East	2020-057	CMAQ	\$339,528	Yes	\$4,520,000	\$1,665,000	\$0
Arapahoe County	I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	2020-058	CMAQ	\$151,833	No	\$2,000,000	\$1,380,000	\$0
Arapahoe County	US-85 PEL Study: C-470 to I-25	2020-006	STBG	\$223,250	No	\$3,000,000	\$1,500,000	\$0
Aurora	13th Ave. Corridor Multimodal Mobility Study	2020-069	STBG	\$290,000	Yes	\$500,000	\$295,000	\$0
Aurora	23rd Ave. Bike/Ped Path at Fitzsimons Station	2016-018	STBG	\$391,000	Yes	\$1,866,000	\$1,492,000	\$0
Aurora	I-70 and Picadilly: New Interchange	2020-091	BUILD	\$25,000,000	No	\$67,215,000	\$25,000,000	\$0
Aurora	Nine Mile Station Bicycle and Pedestrian Bridge over Parker Rd.	2020-010	STBG	\$6,001,000	Yes	\$7,400,000	\$6,001,000	\$0
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	CMAQ	\$800,000	Yes	\$7,105,000	\$5,683,000	\$0
Bennett	SH-79 and I-70 Interchange Eastbound Ramp Improvements	2020-053	CMAQ	\$1,162,165	No	\$2,200,000	\$1,163,000	\$0
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	CMAQ	\$1,950,000	Yes	\$16,050,000	\$4,750,000	\$0
Boulder County	71st St. Multimodal Pathway Connection: Winchester to Idylwild Trail	2016-030	Transportation Alternatives	\$528,331	Yes	\$1,075,000	\$860,000	\$0
Boulder County	SH-119 Bikeway: Boulder to Longmont	2020-013	STBG	\$1,006,000	Yes	\$9,358,000	\$8,266,000	\$7,160,000
Boulder County	Williams Fork Trail Multi-use Path: 63rd St. to Twin Lakes Rd.	2016-052	Transportation Alternatives	\$273,583	Yes	\$1,420,000	\$632,000	\$0
Broomfield	Active Transportation Wayfinding Pilot	2020-020	STBG	\$223,550	Yes	\$350,000	\$280,000	\$0
Broomfield	Broomfield FlexRide	2020-076	CMAQ	\$360,000	No	\$1,800,000	\$1,080,000	\$720,000
Broomfield	Industrial Ln. & Nickel St./Commerce St. Intersection Operational Improvements	2020-050	STBG	\$320,000	No	\$1,619,000	\$1,295,000	\$975,000
Broomfield	Industrial Ln. Bikeway Phase 2	2020-019	STBG	\$114,000	Yes	\$3,501,000	\$2,800,000	\$2,186,000
Broomfield	Midway Blvd. Multimodal Corridor Action Plan	2020-044	STBG	\$315,565	Yes	\$500,000	\$400,000	\$0
Broomfield	SH-7 Corridor Multimodal Improvements - Preconstruction	2020-007	STBG	\$5,000,000	Yes	\$19,447,000	\$11,013,000	\$3,813,000
Broomfield	US-287/120th Ave. Multimodal & Safety Study	2020-071	STBG	\$280,000	Yes	\$600,000	\$480,000	\$0
Broomfield	US-36 Bike-N-Ride Shelters, Amenities, Operations, and Marketing	2020-018	STBG	\$73,515	Yes	\$650,000	\$608,000	\$44,000
Castle Rock	I-25/Crystal Valley Pkwy Interchange: Preconstruction Activities	2020-097	BUILD	\$5,400,000	No	\$12,000,000	\$5,400,000	\$0
Castle Rock	SH-86/5th St. and Founders Pkwy./Ridge Rd. Intersection Operational Improvements	2020-051	CMAQ	\$397,614	Yes	\$6,500,000	\$3,925,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT	Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - CDOT)	2012-107	Section 5310	\$179,625	No	\$36,398,000	\$1,371,000	\$0
CDOT	I-25 and Alameda Ave. Operational Improvements: Valley Highway Phase 2.0	2020-061	STBG	\$24,102,000	Yes	\$30,000,000	\$24,000,000	\$0
CDOT	Safe Routes to School Pool	2007-144	STBG	\$604,395	Yes	\$8,034,000	\$1,401,000	\$0
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$888,095	No	\$7,849,000	\$4,816,000	\$2,480,000
CDOT Region 1	C-470: Wadsworth to I-70	2018-010	NHPP	\$170,290	No	\$5,000,000	\$5,000,000	\$0
CDOT Region 1	Federal Blvd: 6th to Howard Widening	2012-111	STBG	\$3,506,085	Yes	\$29,203,000	\$23,363,000	\$0
CDOT Region 1	I-25 Capacity Improvements: Castle Rock to El Paso County Line	2018-014	INFRA	\$10,331,521	No	\$356,200,000	\$76,150,000	\$0
CDOT Region 1	I-25: 120th Ave to E-470 Managed Lanes	2016-055	TIFIA	\$101,792	No	\$121,477,000	\$55,764,000	\$28,430,000
CDOT Region 1	I-70 Escape Ramp	2022-019	Freight	\$120,000	No	\$27,600,000	\$4,600,000	\$4,100,000
CDOT Region 1	I-70 Noise Walls	2020-098	STBG-Pandemic	(\$20,165)	No	\$35,800,000	\$9,700,000	\$0
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$680,517	No	\$6,028,000	\$753,000	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$7,727,529	No	\$74,000,000	\$74,000,000	\$49,000,000
CDOT Region 1	Region 1 FASTER Pool	2008-076	Safety	\$2,306,508	No	\$238,563,000	\$238,563,000	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$16,160,268	No	\$64,000,000	\$64,000,000	\$0
CDOT Region 1	Region 1 ITS Pool	2016-056	STBG	\$3,694,297	No	\$8,000,000	\$8,000,000	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	NHPP	\$50,637,281	No	\$173,030,000	\$173,030,000	\$0
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$830,126	Yes	\$16,736,000	\$3,367,000	\$1,682,000
CDOT Region 1	Safer Main Streets Pool	2020-087	STBG	\$626,520	Yes	\$98,269,000	\$17,500,000	\$0
CDOT Region 1	US-6: Wadsworth Blvd. Interchange Reconstruction	2005-072	STBG	\$1,639,150	Yes	\$102,000,000	\$5,000,000	\$0
CDOT Region 1	US-85 (Vasquez Blvd) Operational Improvements: E. 52nd Ave. to E. 64th Ave.	2018-009	Freight	\$1,777,117	No	\$12,000,000	\$4,750,000	\$3,450,000
CDOT Region 1	US-85: Cook Ranch Rd. to Meadows Pkwy. Widening	2001-154	STBG	\$17,639,952	No	\$132,002,000	\$26,362,000	\$0
CDOT Region 4	Region 4 2013 Flood-Related Projects Pool	2012-116	Federal Emergency	\$5,679,940	No	\$278,335,000	\$58,000,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
CDOT Region 4	Region 4 Bridge On-System Pool	2007-133	Bridge On-System	\$996,472	No	\$14,000,000	\$9,936,000	\$7,452,000
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$8,478,937	No	\$27,400,000	\$20,000,000	\$0
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	STBG	\$564,521	No	\$15,392,000	\$9,000,000	\$0
CDOT Region 4	Region 4 RAMP Project Pool	2012-109	RAMP	\$3,522,682	No	\$13,986,000	\$4,598,000	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Safety	\$170,520	No	\$38,400,000	\$31,400,000	\$0
CDOT Region 4	SH-119 Corridor Safety/Mobility Operational Improvements	2020-081	STBG-Pandemic	\$253,120	Yes	\$39,876,000	\$3,200,000	\$0
CDOT Region 4	SH-52 PEL Study: SH-119 to I-76	2020-075	STBG	\$1,170,261	No	\$2,500,000	\$1,250,000	\$0
Commerce City	US-85/120th Ave. Interchange: Preconstruction Activities	2020-031	STBG	\$4,659,187	No	\$12,600,000	\$2,100,000	\$0
Denver	Broadway Station and I-25 Safety and Access Improvements	2016-021	STBG	\$2,623,515	No	\$89,422,000	\$16,925,000	\$0
DRCOG	Community Mobility Planning and Implementation Set-Aside	2020-077	STBG	\$571,530	Yes	\$7,310,000	\$2,476,000	\$1,226,000
DRCOG	Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - DRCOG)	2022-025	Section 5310	\$1,361,531	No	\$9,820,000	\$7,043,000	\$5,243,000
DRCOG	Regional TDM Program: Way to Go	2012-064	CMAQ	\$112,791	No	\$9,417,000	\$4,817,000	\$0
DRCOG	Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects	1999-097	CMAQ	\$1,209,367	Yes	\$15,219,000	\$2,500,000	\$800,000
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	CMAQ	\$5,870,771	No	\$50,800,000	\$11,275,000	\$5,303,000
Englewood	Oxford Ave. Pedestrian Bridge	2020-012	STBG	\$264,000	Yes	\$2,000,000	\$1,600,000	\$0
Erie	Traffic Signalization: Erie Pkwy. and WCR-7	2020-067	STBG-Pandemic DRCOG Region	\$425,600	No	\$600,000	\$480,000	\$0
Golden	US-40 Complete Streets: Violet St. to I-70	2020-026	STBG	\$980,000	Yes	\$18,600,000	\$7,810,000	\$5,310,000
Golden	US-6/Heritage Rd. Interchange: Preconstruction Activities	2020-037	STBG	\$2,300,000	No	\$4,000,000	\$2,400,000	\$0
Jefferson County	Jefferson County Bike Master Plan Update	2020-074	Transportation Alternatives	\$130,000	Yes	\$275,000	\$200,000	\$0
Lafayette	East Lafayette Multimodal Path Connection: Commerce Ct to Lafayette Park-n-Ride	2016-029	STBG	\$478,160	Yes	\$10,359,000	\$2,199,000	\$0
Lafayette	SH-7 and 119th St. Intersection Improvements	2020-042	STBG-Pandemic	\$1,805,000	No	\$12,053,000	\$1,805,000	\$0
Lakewood	Alameda Ave Bikepath Reconstruct: Kipling to Allison	2008-016	STBG	\$9,660	Yes	\$625,000	\$375,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Lakewood	Sheridan Blvd Multiuse Path: W. 6th Ave to W. 10th Ave	2016-061	Transportation Alternatives	\$157,061	Yes	\$1,000,000	\$400,000	\$0
Littleton	Santa Fe Dr. and Mineral Ave. Operational Improvements	2020-060	CMAQ	\$1,005,480	No	\$11,441,000	\$7,652,000	\$6,366,000
Lone Tree	I-25/Lincoln Ave. Traffic and Mobility Improvements	2020-062	STBG	\$800,000	No	\$8,500,000	\$3,500,000	\$2,650,000
Longmont	Coffman St. Busway	2020-083	CMAQ	\$364,537	No	\$6,900,000	\$5,520,000	\$4,920,000
Longmont	Longmont 1st and Emery Quiet Zone	2016-070	STBG	\$328,808	No	\$1,956,000	\$1,553,000	\$0
Longmont	SH-66 Improvements: Hover St. to Main St.	2020-038	STBG	\$204,750	No	\$650,000	\$450,000	\$0
Louisville	SH-42 Multimodal Improvements: Empire Rd./Lock St. to SH-7 - Preconstruction Activities	2020-040	STBG	\$350,000	Yes	\$8,500,000	\$3,550,000	\$3,200,000
Louisville	South Boulder Rd. At-Grade Crossing Improvements	2020-043	STBG	\$161,443	Yes	\$1,433,000	\$1,003,000	\$0
Lyons	St. Vrain Trail Extension	2022-013	STBG-Pandemic DRCOG Region	\$172,483	Yes	\$1,200,000	\$1,048,000	\$0
Lyons	US-36 Multimodal Improvements	2022-014	STBG-Pandemic DRCOG Region	\$425,860	Yes	\$2,701,000	\$2,154,000	\$0
Nederland	Downtown ADA Sidewalk Connections	2020-015	STBG	\$53,996	Yes	\$1,550,000	\$150,000	\$0
Northglenn	120th Ave. Operational Improvements: Washington St. to west of York St.	2020-055	CMAQ	\$360,282	Yes	\$13,461,000	\$8,581,000	\$1,684,000
R A Q C	Air Quality Improvements Set-Aside	2016-002	CMAQ	\$4,674,474	No	\$16,530,000	\$13,110,000	\$0
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STBG	\$432,407	No	\$1,500,000	\$1,200,000	\$0
R T D	FasTracks Southeast Corridor Extension: Lincoln Ave. to RidgeGate Pkwy.	2007-059	Section 5309 New Starts	(\$6,720,549)	No	\$233,390,000	\$93,928,000	\$0
R T D	Micro Transit Service & Mobility Options: North I-25 Area	2020-045	CMAQ	(\$78,000)	No	\$2,000,000	\$763,000	\$388,000
R T D	RTD Bus Purchases	2016-063	CMAQ	(\$112,792)	No	\$5,000,000	\$3,000,000	\$1,000,000
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$124,265,941	No	\$590,000,000	\$417,600,000	\$219,100,000
R T D	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$17,379,449	No	\$140,130,000	\$76,900,000	\$58,500,000
Superior	US-36 Bikeway Extension: Superior to Broomfield	2020-017	Transportation Alternatives	\$752,168	Yes	\$1,312,000	\$1,049,000	\$0
Thornton	104th Ave. Widening: Colorado Blvd. to US-85 Preconstruction Activities	2020-033	STBG	\$200,000	Yes	\$2,000,000	\$1,600,000	\$0
University of Colorado-Boulder	19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus	2016-073	CMAQ	\$508,880	Yes	\$7,598,000	\$4,037,000	\$0
Westminster	Sheridan Blvd. Multimodal Improvements	2020-039	CMAQ	\$3,047,362	Yes	\$8,500,000	\$5,500,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Federal Total	Federal Funds Remaining
Wheat Ridge	Wadsworth Blvd. Operations and Widening: 35th Ave. to I-70	2016-020	STBG-Pandemic DRCOG Region	\$6,140,454	Yes	\$57,909,000	\$32,160,000	\$1,600,000
Grand Total of Obligations				\$392,815,896				



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