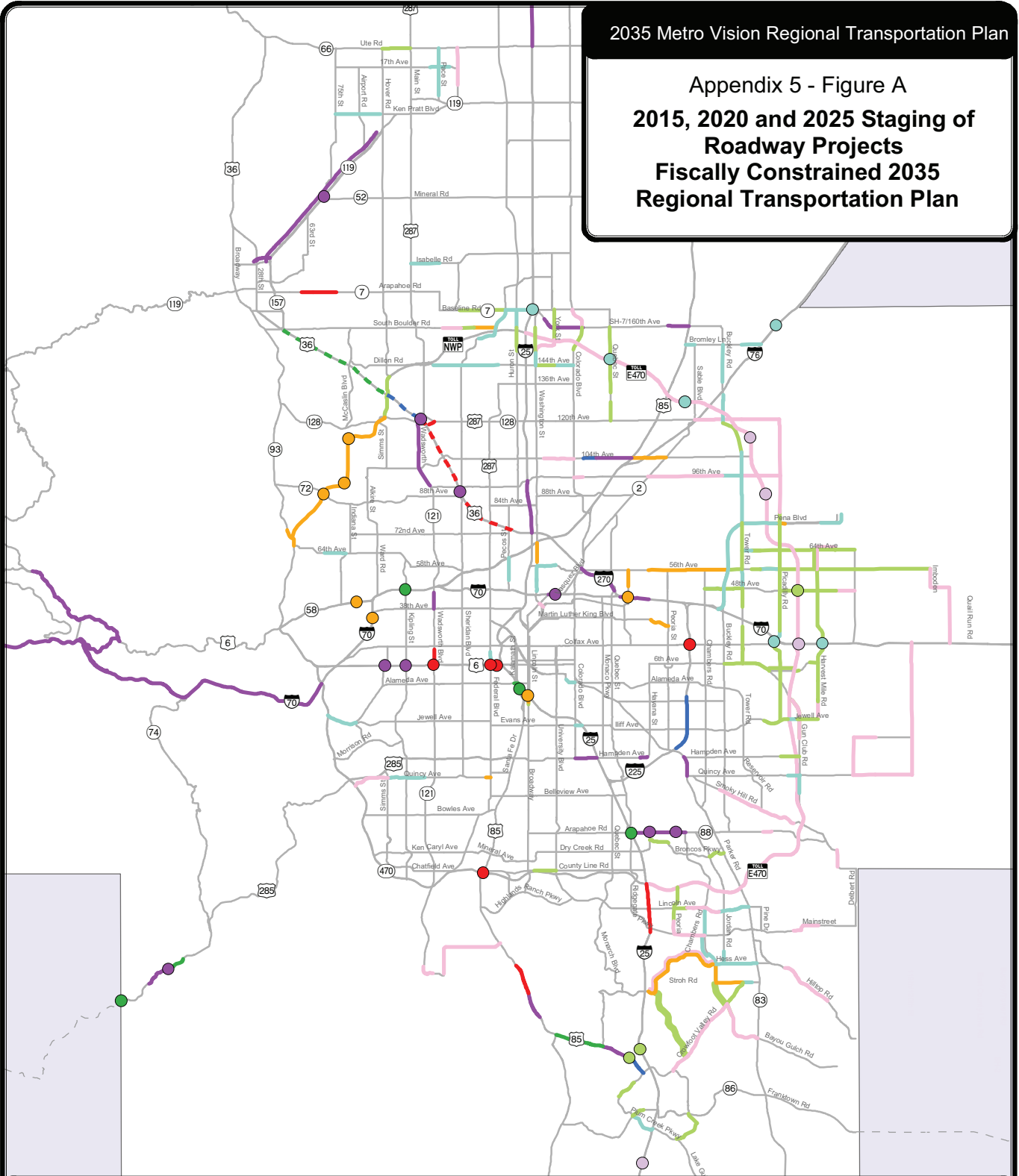
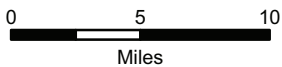


Appendix 5 - Figure A  
 2015, 2020 and 2025 Staging of  
 Roadway Projects  
 Fiscally Constrained 2035  
 Regional Transportation Plan



This map and the data it depicts are intended for informational purposes only. DRCOG provides this information on an "as is" basis and makes no representation or warranty that the data will be error free. DRCOG is not responsible to any user for any costs or damages arising from inconsistencies in its data.  
 Source: DRCOG  
 Projection: Colorado State Plane, NAD 83  
 PJ 7/10

2012-2014		2015-2019		2020-2024		2025-2035		
Local \$	Regional \$	Local \$	Regional \$	Local \$	Regional \$	Local \$	Regional \$	
								Roadway Segment
								Managed Lanes (HOT)
								New or Improved Interchange
								Regional Roadway System
								Roads Outside Region
								Area Outside Region



# **APPENDIX 6**

## **Existing Intermodal Freight Facilities**

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### Existing Intermodal Freight Facilities

Name	Location	Type
Conoco Pipeline Transfer	56 <sup>th</sup> Ave. and Brighton Rd.	Pipeline Terminal
Kanab Pipeline Transfer	80 <sup>th</sup> Ave. and W. of SH-2	Pipeline Terminal
BNSF Rennicks Yard	53 <sup>rd</sup> Ave. and Bannock St.	Rail Yard
BNSF 31 <sup>st</sup> St. Yard	Globeville Rd. and 38 <sup>th</sup> St.	Rail Yard
UP Burham (4 <sup>th</sup> Ave.) Yard	800 Seminole Rd.	Rail Yard
UP Monaco	Smith Rd. and Monaco Pkwy.	Rail Yard
UP Roydale	Smith Rd. and Peoria St.	Rail Yard
UP 36th St. Yard	Wazee St.	Rail Yard
BNSF Big Lift	SH-85 and Louviers Ave.	Rail-Truck Transfer Facility
UP North Yard	901 W. 48 <sup>th</sup> Ave.	Rail-Truck Transfer Facility
BNSF TOFC Yard	Pecos St. and 56 <sup>th</sup> Ave.	Rail-Truck Transfer Facility
UP Rolla Auto Transfer	96 <sup>th</sup> Ave. and US-85	Rail-Truck Transfer Facility
UP 40 <sup>th</sup> St. Yard	40th Ave. and York St.	Rail-Truck Transfer Facility
BNSF Irondale Auto Transfer	SH-2 and 88 <sup>th</sup> Ave.	Rail-Truck Transfer Facility
UP Pullman Yard	N. of 40 <sup>th</sup> Ave. and SE of Brighton Blvd.	Rail-Truck Transfer Facility
BNSF Locomotive Shops	Park Ave., Delgany, and S. Platte River	Rail-Truck Transfer Facility

BNSF- Burlington Northern Santa Fe

UP-Union Pacific

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## **APPENDIX 7**

### **Consideration of Federal Planning Factors**

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## Consideration of Federal Planning Factors

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) calls for MPOs to ensure that the planning process provides for consideration and implementation of projects, strategies, and services for eight factors described below. The following lists those categories and describes how the 2035 Metro Vision Regional Transportation Plan (2035 MVRTP) and the Fiscally Constrained 2035 Regional Transportation Plan (RTP) have considered them. Though the Fiscally Constrained 2035 RTP is contained within the 2035 MVRTP, this appendix, at applicable locations, refers to them as “the plans.”

### Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

The plans provide a network of transportation facilities and connections to link employment centers with major multimodal passenger facilities and intermodal freight terminals, both nationally and internationally. The plans specifically address connections with Denver International Airport, which provides a direct linkage between the region’s economy and the global economy. Connections with the region’s other general aviation airports to facilitate business travel are also emphasized. The provision of an extensive transit system enables a greater share of the labor force to have access to many more jobs.

### Increase the safety of the transportation system for motorized and nonmotorized users.

The 2035 MVRTP addresses several aspects of safety such as law enforcement and legislative actions, safety improvements to be made, maintenance activities related to safety, and the relationship to the state’s strategic highway safety plan (*Strategic Plan for Improving Roadway Safety*). Policies and action strategies are identified. While site-specific safety designated improvements, because of their relatively small scale, are not specifically listed or mapped, safety will be given due consideration through UPWP planning activities, TIP project selection criteria, future RTP system improvement evaluations, and the incorporation of safety elements into larger scale projects. The 2035 MVRTP includes safety related policies and actions contained in the Pedestrian and Bicycle Element of the RTP that will improve the safety of nonmotorized travelers and embraces the Regional Intelligent Transportation Systems Plan, which is based in part on improving traveler safety. The Fiscally Constrained 2035 RTP identifies funding commitments to future identified safety projects, strategies, and services.

### Increase the security of the transportation system for motorized and nonmotorized users.

Residents and visitors will not be afraid to travel in the Denver region. The 2035 MVRTP notes appropriate action strategies that require substantial coordination among all the agencies charged with transportation



system security. Activities that facilitate preparedness and prevention, such as vulnerability assessments, are key to increasing security, but attention will also be paid to improving response and recovery.

Increase accessibility and mobility of people and freight.

A key goal of the 2035 MVRTP is to provide improved mobility for the region's citizens and businesses. Both roadway and transit improvements are identified and funded in the Fiscally Constrained 2035 RTP that reduce delay and enhance mobility. The plans also include a number of alternative modes of transportation to provide travel choices. They call for and allocate future funds for the active promotion of alternative modes on three levels: regionally, in subareas, and at individual business sites. Pedestrian and senior citizen accessibility strategies are strongly referenced in the plans. Mobility of freight movements is specifically addressed. Management activities to improve freight mobility include incident detection and response and Intelligent Transportation Systems applications. The Fiscally Constrained 2035 RTP identifies pools of funding that can be used for all of the previously mentioned activities. That said, the amount of funding available for the Fiscally Constrained 2035 RTP is insufficient to retain current levels of congestion; delay will be increased substantially without additional funding.

Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

All of these elements are part of the Metro Vision planning process, of which the 2035 Metro Vision RTP is a part. Protecting and enhancing the environment is both a Metro Vision Plan element as well as a 2035 MVRTP Policy. The process provides for the active involvement of the air quality regulatory agencies and citizens interested in air quality. The Fiscally Constrained 2035 RTP is in conformance with the State Implementation Plan for air quality. Projects identified for inclusion in the transit and highway networks both are considered with respect to environmental impact at the system level, using a number of maps identifying key environmental considerations at the regional scale. The corridor visions include environmental overviews. Further, before individual major projects go through final design engineering and construction they must be part of appropriate environmental reviews and NEPA studies. This assures that project alignments, designs, and mitigation measures result in environmentally sensitive projects.

Energy conservation is promoted through Metro Vision land use/development policies and by attempting to minimize travel delays and provide extensive transit services and other alternative modes of travel through the 2035 MVRTP. Metro Vision policies such as extent of urban growth (urban growth boundaries), urban centers, and community design seek to avoid land use patterns that lead to increased vehicles miles of travel and instead focus on more dense, pedestrian and transit-friendly development. In the 2035 MVRTP, the

promotion and facilitation of alternative travel modes is acknowledged through the travel demand management (TDM) programs, such as DRCOG's RideArrangers, funded in the plan. In addition, as one of its policy-based activities, the synchronization of traffic signals across the region is supported. DRCOG provides for such synchronization through its Regional Traffic Signal System program. The traffic signals are timed to be more efficient and to be coordinated across corridors. Stop-and-go delays are reduced and fuel savings are achieved as a result of these activities. The energy consumption and greenhouse gas emissions for the Fiscally Constrained 2035 RTP are reported. Measurable goals and results related to environmental sustainability are also identified in the 2035 MVRTP.

Several policies, action strategies and funded improvements included in the plans will improve the quality of life for persons living throughout the region. A key principle of the Metro Vision Plan is to "protect and enhance the region's quality of life", and the elements and policies of both the Metro Vision Plan and the 2035 MVRTP are directed toward that principle. Environmental justice for disadvantaged persons will be enhanced by the implementation of the regional transit system, alternative mode services and facilities, and environmentally sensitive designs that are developed for specific projects.

Development and updating of the 2035 MVRTP was done in concert with the Metro Vision 2035 Plan. The Metro Vision Plan explicitly considers State and local planned growth and economic development patterns through its processes of development, including extensive outreach to local governments and economic development organizations. The 2035 MVRTP is defined to serve the desired growth/development identified in the Metro Vision Plan. That said, limited funding reasonably expected to be available means that only a small portion of the desired transportation improvements can actually be implemented in the 2035 time horizon through the Fiscally Constrained 2035 RTP.

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

The 2035 MVRTP specifically addresses the integration of transportation system elements. It discusses multimodal connections with respect to a number of modes, as well as shared opportunities for multimodal transportation development. For example, park-n-Ride lots will have convenient auto, pedestrian and bicycle connections. Transit to transit transfer facilities are identified as well as transit and aviation connections. The key multimodal passenger facilities identified in the RTP are Denver Union Station and Denver International Airport. Roadway improvements near major intermodal freight facilities are included and reference is provided to new or improved intermodal freight facilities that are envisioned.

Promote efficient system management and operation.

The 2035 MVRTP makes extensive reference to system management and operational activities and they are funded in the Fiscally Constrained 2035 RTP. The plans identify operational improvements, facility management, traveler and transit information systems, and travel demand modification efforts to ensure that the regional transportation system will work as efficiently as possible. ITS efforts will provide transportation efficiency benefits, as well as safety and security enhancements.

Emphasize the preservation of the existing transportation system.

Preservation of the existing transportation system is an important policy of the 2035 MVRTP. A discussion of the need to maintain and preserve the existing transportation system is provided. The Fiscally Constrained 2035 RTP contains funding for maintenance and preservation activities in addition to the physical expansion of the transportation system. Preservation is applied to all types of travel mode facilities on the system, from roadways to transit stations to sidewalks. However, reasonably expected funding over the life of the Fiscally Constrained 2035 RTP is insufficient to preserve the existing transportation system to desired level of quality.

Overall, the Fiscally Constrained 2035 RTP cannot assure desired economic vitality, safety, security, mobility and accessibility, integration and connectivity, efficient system operations, or system quality, which will seriously challenge the region's future quality of life. State and regional officials are committed to pursuing additional financial resources for transportation.

## **APPENDIX 8**

### **Response to State Requirements**

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## Response to State Requirements

The Colorado Transportation Commission, pursuant to statutory authority in the Colorado Revised Statutes, promulgated Rules and Regulations for the Statewide Transportation Planning Process (the “Rules”) in 1992, and amended them in July 1997. These “Rules” are intended to prescribe the statewide transportation planning process through which a 20-year, intermodal, comprehensive statewide transportation plan will be developed. The cooperative process was designed to coordinate regional transportation planning endeavors as a fundamental basis for developing the statewide plan. In May 2006, the Colorado Department of Transportation (CDOT) issued a *2035 Regional and Statewide Transportation Plan Guidebook* to assist regional planning bodies in implementing the “Rules,” facilitating consistency between plans and thus easing consolidation into the 2035 Statewide Transportation Plan. The Guidebook was primarily for use in the preparation of the 10 non-MPO regional transportation plans and their integration into the statewide plan. Further, in November 2009 CDOT updated its *CDOT Operating Manual for MPO Transportation Planning*.

The 2035 Metro Vision Regional Transportation Plan (MVRTP) (containing the Fiscally Constrained 2035 RTP) was developed in a manner consistent with the spirit and intent of the “Rules,” as amplified by the Guidebook and the Operating Manual.

With regard to the development of regional transportation plans, there are four key provisions of the “Rules”: public participation, transportation systems planning, regional transportation plan content, and air quality. This Appendix demonstrates that the 2035 MVRTP is complete in meeting the requirements of the “Rules” for each of these provisions.

### Public Participation

DRCOG’s *Public Involvement in Regional Transportation Planning* (April 2010) documents the actions to be carried out by DRCOG to ensure that opportunities exist for the public to be involved in transportation planning activities. The public involvement process is proactive and provides complete information, timely public notice, full public access to key decisions, and many opportunities for early and continuing involvement. Chapter 1 of the 2035 MVRTP provides an overview of the public involvement process used in its development, and a complete record of this has been prepared and is on file at DRCOG offices.

As a CDOT-defined subset of public participation, DRCOG participated with CDOT in its outreach to environmental resource and regulatory agencies.

### Transportation System Planning

The “Rules” require an intermodal transportation systems planning approach, with specific consideration of federal planning factors. That DRCOG employs an intermodal and multimodal systems approach is demonstrated throughout the 2035 MVRTP document. Federal planning factors are addressed in Appendix 7.

### Regional Transportation Plan Content

The “Rules” list nine elements, as follow:

- Preferred plan (referred to in the Guidebook as the Vision Element). The 2035 MVRTP includes the Metro Vision transportation system. It represents the preferred plan/vision element. It is summarized in Chapter 4 and further described in corridor visions presented in Appendix 1;
- Fiscally constrained plan. The Fiscally Constrained 2035 RTP is described in Chapter 5;
- Analysis of federal planning factors. See Appendix 7;
- Assessment of social, environmental, energy, and economic impacts of the RTP. Chapters 5 and 6, Appendix 7, and the conformity statement document present assessments of these subjects;
- Identification of the results of completed MISs or corridor investment studies. MISs and CISs are no longer being prepared, having been replaced by more exacting NEPA studies. The corridor visions of Appendix 1 identify the many NEPA studies underway in the key multimodal corridors of the Denver region, and identify outcomes to date. Maps in Chapter 4 and 5 and the table in Appendix 4 display improvements identified in such studies. Results in other studies, as they are completed, will be incorporated in future amendments and updates to the 2035 MVRTP;

- Prioritization of projects in the regional transportation plan. The process used to select capital projects to be included in the Fiscally Constrained 2035 RTP is described in Chapter 5 and Appendix 3. Staging of roadway capital improvements is depicted in Appendix 5. For the 2035 RTP, CDOT requested that a 10-year implementation strategy be identified and such is shown within the corridor visions of Appendix 1;
- Funding plan. Chapter 5 describes the financial plan. It is based on/consistent with the *Colorado Department of Transportation 2035 Revenue Forecast and Resource Allocation* (December 2006);
- Public notification and participation. See Chapter 1 and the public involvement record referenced previously;
- Resolution of adoption. See Appendix 9.

The Guidebook also identifies some other RTP products:

- Linking planning and NEPA. DRCOG's efforts are identified in the corridor visions of Appendix 1.
- Environmental Mitigation activities, strategies, and consultation. Discussed in Chapter 6.
- Economic development activities. See Appendix 6 for assessment of Federal planning factors.
- Human Services Transportation Plan, integration into regional transit component of the RTP. Chapters 4 and 5 present relevant material. DRCOG's adopted amended Transit Element serves as the coordinated Human Services Public Transit Plan for the Denver region and addresses all required federal requirements for such.

DRCOG does not intend to prepare an accomplishments report or RTP Executive Summary as suggested by the Guidebook.

### Air Quality

The document, *Conformity of the Metro Vision Fiscally Constrained 2035 Regional Transportation Plan with the State Implementation Plan for Air Quality* identifies air quality at-risk areas, mobile source emissions, and air quality implications. It demonstrates that the Fiscally Constrained 2035 RTP conforms to the requirements of the Clean Air Act.



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## **APPENDIX 9**

### **Adopting Resolution**

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. 5, 2011

A RESOLUTION TO ADOPT THE 2010 UPDATE TO THE 2035 METRO VISION REGIONAL TRANSPORTATION PLAN INCLUDING THE FISCALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN, AND THE 2010 DRCOG CONFORMITY DETERMINATION (CO AND PM-10), AND THE DENVER-NORTH FRONT RANGE 2010 JOINT 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

WHEREAS, it is a function and duty of the Denver Regional Council of Governments, as a regional planning commission under the laws of the State of Colorado, to make and adopt an advisory regional plan for the physical development of the territory within its jurisdiction; and

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the Denver region is carried out by the Denver Regional Council of Governments through a cooperative agreement with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, state and federal statutes require that a long-range Regional Transportation Plan be prepared, including highway and transit facilities that can reasonably be provided over a 20-year time horizon; and

WHEREAS, the *Metro Vision 2035 Plan* that guides the region's growth and development was adopted on December 19, 2007 and last amended on January 20, 2010; and

WHEREAS, the *2035 Metro Vision Regional Transportation Plan*, including the *Fiscally Constrained 2035 Regional Transportation Plan*, was prepared by the Denver Regional Council of Governments in cooperation with the Colorado Department of Transportation and the Regional Transportation District and was adopted on December 19, 2007 and last amended on January 20, 2010; and

WHEREAS, Section 176(c) of the federal Clean Air Act as amended requires that the Metropolitan Planning Organization not give its approval to a transportation plan or program unless such plan or program conforms to an approved or promulgated implementation plan for air quality; and

WHEREAS, the updated *2035 Metro Vision Regional Transportation Plan*, including the *Fiscally Constrained 2035 Metro Vision Regional Transportation Plan* reflects changes to the regional transportation network maps; and

A RESOLUTION TO ADOPT THE 2010 UPDATE TO THE 2035 METRO VISION REGIONAL TRANSPORTATION PLAN INCLUDING THE FISCALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN, AND THE 2010 DRCOG CONFORMITY DETERMINATION (CO AND PM-10), AND THE DENVER-NORTH FRONT RANGE 2010 JOINT 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

Resolution No. 5

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WHEREAS, the updated financial plan of the *Fiscally Constrained 2035 Regional Transportation Plan* meets fiscal constraint based on a reasonable estimate of funds available from 2012 to 2035; and

WHEREAS, an air quality analysis of the *Fiscally Constrained 2035 Regional Transportation Plan* has been prepared consistent with the requirements of the Clean Air Act as amended, and regulations promulgated by the U. S. Environmental Protection Agency, which indicates that the *Fiscally Constrained 2035 Regional Transportation Plan* and *2008-2013 Transportation Improvement Program* conform to the State Implementation Plan for Air Quality; and

WHEREAS, a public hearing before the Denver Regional Council of Governments was held on December 15, 2010 and comments received on the *2035 Metro Vision Regional Transportation Plan*, including the *Fiscally Constrained 2035 Regional Transportation Plan* were addressed; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the updated *2035 Metro Vision Regional Transportation Plan*, and find that the *Fiscally Constrained 2035 Regional Transportation Plan* conforms to the State Implementation Plan for Air Quality.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the 2010 Update to the *2035 Metro Vision Regional Transportation Plan*, including the *Fiscally Constrained 2035 Regional Transportation Plan*, dated January 19, 2011, and includes them in the regional master plan of the Denver region. This updated plan supersedes any regional master plan previously adopted by the Denver Regional Council of Governments for the described area.

BE IT FURTHER RESOLVED that the Board of Directors of the Denver Regional Council of Governments, and as the Metropolitan Planning Organization, hereby determines that the *Fiscally Constrained 2035 Regional Transportation Plan* conforms to the applicable implementation plans approved or promulgated under the Clean Air Act, as amended, by virtue of the demonstrations incorporated in the *2010 DRCOG Conformity Determination (CO and PM-10)*, and the *Denver-North Front Range 2010 Joint 8-Hour Ozone Conformity Determination*, concurrently.

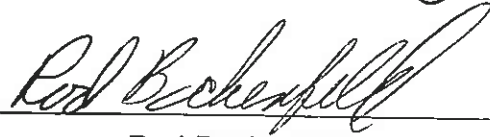
A RESOLUTION TO ADOPT THE 2010 UPDATE TO THE 2035 METRO VISION REGIONAL TRANSPORTATION PLAN INCLUDING THE FISCALLY CONSTRAINED 2035 REGIONAL TRANSPORTATION PLAN, AND THE 2010 DRCOG CONFORMITY DETERMINATION (CO AND PM-10), AND THE DENVER-NORTH FRONT RANGE 2010 JOINT 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

Resolution No. 5

Page 3

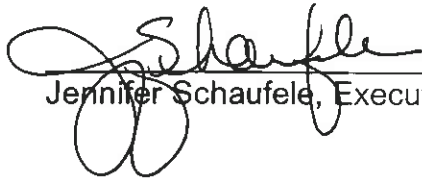
BE IT FURTHER RESOLVED that the Chair of the Denver Regional Council of Governments is hereby authorized to certify copies of the plan to all counties and municipalities lying wholly or partly in the Denver region.

RESOLVED, PASSED AND ADOPTED this 16<sup>th</sup> day of February, 2011 at Denver, Colorado.



Rod Bockenfeld, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:



Jennifer Schaufele, Executive Director

## LIST OF ACRONYMS

AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
AFB	Air Force Base
APCD	Air Pollution Control Division
AQCC	Air Quality Control Commission
ATIS	Advanced traveler information systems
ATMS	Advanced transportation management systems
BNSF	Burlington Northern Santa Fe Railroad
BRT	Bus rapid transit
BVRC	Boulder Valley Regional Center
CAA	Clean Air Act
CAB	Colorado Aeronautical Board
CBD	Central Business District
CDOT	Colorado Department of Transportation
CDPHE	Colorado Department of Public Health and Environment
CFRT	Colorado Front Range Trail
CMAQ	Congestion Mitigation and Air Quality
CO	Carbon monoxide
CO DNR	Colorado Department of Natural Resources
CO DOW	Colorado Division of Wildlife
DEIS	Draft Environmental Impact Statement
DIA	Denver International Airport
DMS	Dynamic Message Sign
DRIR	Denver Rock Island Railroad
DRCOG	Denver Regional Council of Governments
DUS	Denver Union Station
EA	Environmental Assessment
E & D	Elderly and disabled
EIS	Environmental impact statement
EJ	Environmental Justice
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FREX	Front Range Express
FTA	Federal Transit Administration
GA	General aviation
GWR	Great Western Railway
HOT	High occupancy toll
HOV	High occupancy vehicle
HUTF	Highway Users Tax Fund
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
LCV	Longer combination vehicle
LPA	Locally preferred alternative
LRT	Light rail transit

MP	Milepost
MPO	Metropolitan Planning Organization
MRA	Major regional arterial
MVRTP	Metro Vision Regional Transportation Plan
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHS	National Highway System
NO <sub>x</sub>	Nitrogen oxides
NPL	National Priorities List
PEIS	Programmatic Environmental Impact Statement
PM <sub>10</sub>	Particulate matter less than 10 microns in size
PMT	Person-miles of travel
Ppm	Parts per million
RAQC	Regional Air Quality Council
RASP	Regional Aviation System Plan
ROD	Record of Decision
RPP	Regional Priority Program
RTC	Regional Transportation Committee
RTD	Regional Transportation District
RTP	Regional Transportation Plan
SFHA	Special Flood Hazard Area
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act - A Legacy for Users
SGPI	Shortgrass Prairie Initiative
SH	State Highway
SIP	State Implementation Plan
SO <sub>2</sub>	Sulfur Dioxide
SOV	Single occupant vehicle
SQG	Small Quantity Generator
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Transportation Advisory Committee
TANF	Temporary Assistance for Needy Families
TAZ	Transportation analysis zone
TCM	Transportation control measure
TDM	Travel demand management
TDP	Transit Development Plan
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvement Program
TOD	Transit-oriented development
TMA	Transportation Management Area
TMO	Transportation management organization
TSM	Transportation systems management
UGB/A	Urban growth boundary/area
UP or UPRR	Union Pacific Railroad
UPWP	Unified Planning Work Program
US FWS	United States Fish and Wildlife Service
USC	United States Code
UST/LUST	Underground Storage Tank/Leaking Underground Storage Tank
VMT	Vehicle miles traveled



## LIST OF KEY AGENCY WEBSITES

Air Pollution Control Division (APCD): <http://apcd.state.co.us>

Colorado Department of Transportation (CDOT): <http://www.dot.state.co.us>

Denver Regional Council of Governments (DRCOG): [www.drcog.org](http://www.drcog.org)

Federal Highway Administration (FHWA): <http://www.fhwa.dot.gov>

Federal Transit Administration (FTA): <http://www.fta.dot.gov>

Regional Air Quality Council (RAQC): [www.raqc.org](http://www.raqc.org)

Regional Transportation District (RTD): [www.rtd-denver.com](http://www.rtd-denver.com)

U.S. Census Bureau: <http://www.census.gov/>

U.S. Department of Transportation: <http://www.dot.gov/>

U.S. Environmental Protection Agency (EPA): <http://www.epa.gov>

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(February 2011)

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<b>Central City</b>	Ronald Engels	<b>Sheridan</b>	Cliff Mueller
<b>Cherry Hills Village</b>	Alex Brown	<b>Silver Plume</b>	Fred Lyssy
<b>Columbine Valley</b>	Gale Christy	<b>Superior</b>	Debra Williams
<b>Commerce City</b>	Jim Benson	<b>Thornton</b>	Val Vigil
<b>Dacono</b>	Charles Sigman	<b>Westminster</b>	Nancy McNally
<b>Deer Trail</b>		<b>Wheat Ridge</b>	Karen Berry
<b>Edgewater</b>	Adam Gardner		
<b>Empire</b>	Mike Spies		
<b>Englewood</b>	Randy Penn	<b>Governor's Nonvoting Appointees To the DRCOG Board</b>	
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<b>Federal Heights</b>	Joyce Thomas	Jennifer Finch, Colorado Department of Transportation	
<b>Firestone</b>	Kelly Morgan		
<b>Foxfield</b>	Lisa Jones		

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**Other Members**

Bryan Blakely, Accelerate Colorado  
Ken Lloyd, Regional Air Quality Council  
Deborah Obermeyer, Metro North Chamber of  
Commerce

**Transportation Advisory Committee**  
(February 2011)

Reza Akhavan, Colorado Department of Transportation  
Heather Balsler, City of Louisville  
Debra Baskett, City and County of Broomfield  
Frederick Busch, Aviation  
Janet Carter, Weld County  
David Chambers, City of Aurora  
Robert S. Davis, Senior  
George Delaney, City and County of Denver  
Tony DeVito, Colorado Department of Transportation  
Jennifer Finch, Colorado Department of Transportation  
Gregory Fischer, Freight  
George Gerstle, Boulder County  
Art Griffith, Douglas County  
Ellen Ittelson, City and County of Denver  
Steve Klausning, TDM/Non-Motorized  
Lenna Kottke, Non-RTD Transit  
Ken Lloyd, Regional Air Quality Council  
Bob Manwaring, City of Arvada  
Dan Maples, City of Edgewater  
Johnny Olson, Colorado Department of Transportation  
Kathleen Osher, Environment  
Gene Putman, City of Thornton  
Tom Reiff, City of Greenwood Village  
Steve Rudy, Denver Regional Council of Governments  
Bart Sayyah, Business/Economic Development  
Daren Sterling, Adams County  
Mike Sutherland, Town of Parker  
Bill Van Meter, Regional Transportation District  
Bert Weaver, Non-MPO Area

**Non Voting Members**

David Beckhouse, Federal Transit Administration  
Bill Haas, Federal Highway Administration