



**Agenda**  
**Board of Directors**  
**Wednesday, December 20, 2023**  
**6:30 p.m. – 8:25 p.m.**  
**Video/Web Conference**  
**Denver, CO**

Times listed with each agenda item are approximate. It is requested that all cell phones be silenced during the Board of Directors meeting. Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact the Denver Regional Council of Governments at least 48 hours in advance of the meeting. If you have difficulty using this document's content, please email [access@drcog.org](mailto:access@drcog.org) or call 303-455-1000.

1. 6:30 p.m. Call to order
2. Pledge of Allegiance
3. Roll call and introduction of new members and alternates
4. Move to approve agenda
5. 6:40 p.m. Report of the Chair
  - Report of the Performance and Engagement Committee
  - Report of the Finance and Budget Committee
6. 6:45 p.m. Report of the Executive Director
7. 6:50 p.m. Public comment

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

## Consent agenda

8. 7:00 p.m. Move to approve Consent agenda
  - A. Summary of November 15, 2023 meeting (Attachment A)
  - B. Fiscal Year 2024-2027 Transportation Improvement Program amendments. (Attachment B)

## Action items

9. 7:05 p.m. Discussion on the Draft 2023 Policy Statement on State Legislative Issues.  
(Attachment C) Rich Mauro, Director, Legislative Affairs
10. 7:15 p.m. Discussion of the Transportation Improvement Program Fiscal Year 2023 project delays.  
(Attachment D) Brad Williams, Planner, Transportation Planning and Operations
11. 7:30 p.m. Discussion of the Transportation Demand Management Strategic Plan.  
(Attachment E) Kalie Fallon, Planner, Transportation Planning and Operations

## Informational briefings

12. 7:45 p.m. Update on the Taking Action on Regional Vision Zero plan  
(Attachment F) Emily Kleinfelter, Planner, Transportation Planning and Operations
13. 8:00 p.m. Review of the Special Session and preview of the 2024 Legislative Session  
(Attachment G) Rich Mauro, Director, Legislative Affairs

## Informational items

14. Administrative modifications to the 2024-2027 Transportation Improvement Program  
(Attachment H) Todd Cottrell, Manager, Transportation Planning
15. Fiscal Year 2023 Annual Listing of Obligated Projects  
(Attachment I) Todd Cottrell, Manager, Transportation Planning
16. 8:15 p.m. Committee reports  
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG.



- A. Report from State Transportation Advisory Committee – Nicholas Williams
- B. Report from Metro Mayors Caucus – Bud Starker
- C. Report from Metro Area County Commissioners – George Teal
- D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
- E. Report from Regional Air Quality Council – Doug Rex
- F. Report from E-470 Authority – Deborah Mulvey
- G. Report from Colorado Department of Transportation – Darius Pakbaz
- H. Report from Regional Transportation District – Brian Welch

### **Administrative items**

- 17. Next meeting – January 17, 2024**
- 18. Other matters by members
- 19. 8:25 p.m. Adjourn



## Calendar of future meetings

### December 2023

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

### January 2024

3rd	Board Work Session	4:00 p.m.
16th	Regional Transportation Committee	8:30 a.m.
17th	Performance and Engagement Committee	5:00 p.m.
17th	Finance and Budget Committee	5:30 p.m.
17th	Board of Directors	8:30 a.m.
22nd	Transportation Advisory Committee	1:30 p.m.
26th	Advisory Committee on Aging	11:00 a.m.

### February 2024

7th	Board Work Session	4:00 p.m.
20th	Regional Transportation Committee	8:30 a.m.
21st	Performance and Engagement Committee	5:00 p.m.
21st	Finance and Budget Committee	5:30 p.m.
21st	Board of Directors	8:30 a.m.
23rd	Advisory Committee on Aging	11:00 a.m.
26th	Transportation Advisory Committee	1:30 p.m.





**Attachment A**

Summary of November 15, 2023 meeting

# Board of Directors Meeting Summary

Wednesday, November 15, 2023

## Members/Alternates Present

Steve Conklin, Chair	City of Edgewater
Steve O'Dorisio	Adams County
Jeff Baker	Arapahoe County
Claire Levy	Boulder County
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Larry Vittum	Town of Bennett
Nicole Speer	City of Boulder
Deborah Mulvey	City of Castle Pines
Mike Sutherland (Alternate)	City of Centennial
Randy Weil	City of Cherry Hills Village
Josie Cockrell	Town of Foxfield
Windi Padia	Town of Frederick
Lynette Kelsey	Town of Georgetown
Paul Haseman	City of Golden
Stephanie Walton	City of Lafayette
Jeslin Shahrezaei	City of Lakewood
Stephen Barr	City of Littleton
Kat Bristow	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Colleen Whitlow	Town of Mead
Tom Mahowald	Town of Nederland
Richard Kondo*	City of Northglenn
John Diak	Town of Parker
Neal Shah	Town of Superior
Sarah Nurmela	City of Westminster
Bud Starker	City of Wheat Ridge
Darius Pakbaz	Colorado Department of Transportation
Brian Welch	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Cam Kennedy, Division Assistant, Melinda Stevens\*, Executive Assistant, DRCOG; Janet Lundquist\*, Adams County; Bryan Weimer\*, Arapahoe County; Art Griffith\*, Douglas County; Mac Callison, Aurora; Adam Paul, Denver; Rachel Binkley\*, Glendale; Kent Moorman\*, Thornton; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell; Danny Herrmann\*, CDOT; Jason Stone\*, Tila Duhaime\*, Citizens; and DRCOG staff.

\*Participated via Zoom

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

The Chair noted new members and alternates: Windi Padia, new member for the Town of Frederick.

Move to approve agenda

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

### **Report of the Chair**

Chair Conklin honored nine members of the DRCOG Board for their five years of dedicated service:

- Collen Whitlow of the Town of Mead.
- Bud Starker of the City of Wheat Ridge.
- Stephanie Walton of the City of Lafayette.
- Nicholas Williams of the City and County of Denver.
- Lynette Kelsey of the Town of Georgetown.
- Kevin Flynn of the City and County of Denver.
- Jeff Baker of Arapahoe County.
- Larry Vittum of the Town of Bennett.
- Wynne Shaw of the City of Lone Tree.
  - Director Baker reported that the Performance and Engagement Committee met earlier in the evening and discussed/took action on Executive Director Rex's annual performance evaluation. The committee also selected Jeslin Shahrezaei to serve on the Nominating committee. Director Whitlow reported the Finance and Budget Committee selected Stephen Barr to serve on the Nominating committee. Additionally, they approved a resolution authorizing the Executive Director to:
    - negotiate and execute a contract with The Sanborn Map Company, Inc. (Sanborn) in an amount not to exceed \$750,000 and Nearmap in an amount not to exceed \$450,000 each for two year terms for 2024 and 2025 aerial imagery and related products and services.

### **Report of the Executive Director**

- Regional Housing Assessment update: DRCOG has assembled an advisory group made up of developers, economists, housing providers, and government representatives. The group had their first meeting on November 2 and their next meeting will occur on December 13.
- Urban Land Institute - Technical Assistance panels: These panels bring real estate planning development experts together to provide pragmatic advice for addressing complex land use and real estate development issues. DRCOG is helping recruit local communities to participate in them. For any interested parties, the deadline is November 17 to apply.
- GoTober: The WayToGo program hosted its annual GoTober event during the month of October. The event was a success with 79 employers participating, 886 employees tracked more than 18,000 eco-friendly trips, and there were five winners in various size categories.
- Executive Director Rex, extended a thank you to Douglas County for the invitation to attend this year's State of the County event. He also wished everyone a happy and safe holiday.

### **Public Comment**

There was no public comment.

**Move to approve consent agenda**

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

Items on the consent agenda included:

- Summary of the October 18, 2023 meeting.

**Select a representative to the Nominating Committee.**

Executive Director Rex presented this item to the directors. The Nominating Committee consists of member representatives from the Performance & Engagement Committee, the Finance & Budget Committee, the Board, a member selected by the Board Chair, the Immediate Past Chair of the Board, and a Board member representing the City and County of Denver. At the January meeting each year, the Nominating Committee shall present to the Board nominations for Executive Committee members to be elected at the February meeting.

Chair Conklin **moved** to select Nicole Speer of the Board of Directors to the Nominating Committee. The motion was **seconded** and **passed** unanimously.

Additionally, Chair Conklin appointed John Diak of the Board of Directors to the Nominating Committee.

**2023 Active Modes Crash Report.**

Aaron Villere provided an overview of the report to the directors. The 2023 Active Modes Crash Report provides a detailed analysis of bicycle- and pedestrian-involved crashes in the region between 2015 and 2019. The report provides both an analysis of crashes involving pedestrians and people bicycling and a summary of annual crash trends and detailed analysis of common causes of crashes.

**Update 2022 Annual Report on Roadway Traffic Congestion.**

Robert Spotts introduced Max Monk to provide a summary of the report to members. The United States Department of Transportation requires all metropolitan planning organizations serving large populations to undertake a Congestion Management Process to monitor traffic congestion in the region. The Denver Regional Council of Governments conforms to this requirement through a process with two components: the calculation of congestion measurements for roadways in the region and the presentation of data within an annual report on traffic congestion. This process began in 2006. [This year's report](#) addressed the continued impacts of the COVID-19 pandemic on travel behavior, Vehicle miles traveled, transit and shared micromobility ridership, and congestion projections for 2050.

**Update on the Land Use and Transportation Connection Technical Assistance Pilot**

Emily Daucher and Dillon McBride provided an update of the pilot program to the group. The Land Use and Transportation Connection Technical Assistance program provided assistance to three DRCOG member governments from May of 2022 through May of 2023 to address land use planning implementation challenges in their communities. Through this

pilot, Adams County's Clear Creek Transit Oriented Development Re-evaluation, Arvada's Ralston Road Reassessment Plan and Englewood's Englewood Station Multimodal Corridor Plan worked with planning and transportation professionals to assess implementation barriers and identify revised strategies to implement the original vision articulated in existing land use plans.

## **Committee Reports**

### **State Transportation Advisory Committee**

Director Williams stated the committee met on November 2 and received an update on the HB-1101 Boundary Review Study that included a committee recommendation opposing changes to any of the Transportation Performance Report Boundaries to keep the status quo. They also had a discussion and acted on the program distribution formulas, which the committee recommended maintaining current formulas for the Congestion Management Air Quality program and the FASTER Safety program.

### **Metro Mayors Caucus**

Director Starker stated that the caucus did not meet in November.

### **Metro Area County Commissioners**

Director Baker reported the group will meet on November 17 and will have guest speaker, Mayor Mike Johnston, at that meeting.

### **Advisory Committee on Aging**

Jayla Sanchez-Warren reported the committee had one primary presentation about upcoming opportunities for area agencies on aging. The Area Agency on Aging has been working to be designated as a community care hub and now has all the requirements necessary for this designation. Over the next few months, DRCOG's Area Agency on Aging will be applying for \$500,000 from the United States Community Care Hub Center for Excellence.

### **Regional Air Quality Council**

Executive Director Rex stated the council met on November 3 and received an update from Robert Spotts on Regional Climate Action Planning. They also received information and discussed the draft 2024 Budget and Work Plan, which will be voted on at the December meeting.

### **E-470 Authority**

Director Mulvey stated the group did not meet in November.

### **Report from CDOT**

Director Pakbaz stated there was a celebration on November 14 for the I-70 bridge over 32<sup>nd</sup> Avenue project. The Mount Vernon emergency truck escape ramp is closed for rehabilitation and to add more features. The Transportation Commission will meet on November 16 and discuss the draft budget recommendation of \$2 billion for Fiscal Year 2025.

### **Report from RTD**

Director Welch stated that the Regional Transportation District launched a brand new website using accessibility guidelines. They also provided the Colorado Energy Office with a draft report on the 2023 Zero Fare for Better Air program. The Regional Transportation District Board of Directors gave preliminary approval to \$150 million worth of track replacement from the Auraria Campus to 30th and Downing.

**Next meeting - December 20, 2023**

**Other matters by members**

There were no other matters by members

**Adjournment**

The meeting adjourned at 8:41 p.m.

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

ATTEST:

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Douglas W. Rex, Executive Director

**Attachment B**

Fiscal Year 2024-2027 Transportation Improvement  
Program amendments.

## Board of Directors

Meeting date: December 20, 2023

Agenda Item #: 8 - B

### Fiscal Year 2024-2027 Transportation Improvement Program amendments.

Agenda item type: Consent Agenda

#### Summary

Staff is proposing amendments to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

#### Background

The region's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the Transportation Improvement Program.

The projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the [Fiscal Year 2024-2027 Transportation Improvement Program](#) have been found to comply with the current Transportation Improvement Program amendment procedures, as contained within the Board-adopted [Policies for Transportation Improvement Program Development](#) and conform with the State Implementation Plan for Air Quality.

Identification Number	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2008-076	CDOT Region 1	Region 1 FASTER Pool	Transfer funding to I70: Chief Hosa to W Colfax	N/A	Transfer \$12,800,000 in state FASTER-Safety funds to I70: Chief Hosa to W Colfax
2024-084	CDOT Region 1	I70: Chief Hosa to W Colfax	Transfer funding from Region 1 FASTER Pool	N/A	Transfer \$12,800,000 in state FASTER-Safety funds from Region 1 FASTER Pool

#### Action by others

[December 4, 2023](#) – Transportation Advisory Committee recommended approval

[December 19, 2023](#) – Regional Transportation Committee will make a recommendation





Board of Directors  
December 20, 2023  
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**Previous discussion/action**

n/a

**Recommendation**

Move to approve a resolution amending the *Fiscal Year 2024-2027 Transportation Improvement Program*.

**Attachments**

1. Proposed Transportation Improvement Program amendments
2. Draft resolution

**For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Josh Schwenk, Senior Planner, Transportation Planning and Operations Division at 303-480-6771 or [jschwenk@drcog.org](mailto:jschwenk@drcog.org).



**2008-076:** Transfer \$12,800,000 in state FASTER-Safety funds (in prior funding) to I70: Chief Hosa to W Colfax

## Existing Project

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Sponsor: **CDOT Region 1**

### Project Scope

CDOT Region 1 Faster Safety projects. Individual projects will not be listed.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$10,200	\$0	\$0	\$0		
State (Faster-S)		\$25,468	\$25,550	\$25,550	\$25,550		
Local		\$0	\$0	\$0	\$0		
Total	\$35,981	\$35,668	\$25,550	\$25,550	\$25,550	\$0	\$148,299

## Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$10,200	\$0	\$0	\$0		
State (Faster-S)		\$25,468	\$25,550	\$25,550	\$25,550		
Local		\$0	\$0	\$0	\$0		
Total	\$23,181	\$35,668	\$25,550	\$25,550	\$25,550	\$0	\$135,499

**2024-084:** Transfer \$12,800,000 in state FASTER-Safety funds from Region 1 FASTER Pool

## Existing Project

Title: **I70: Chief Hosa to W Colfax**

Project Type: **Roadway Reconstruction**

TIP-ID: **2024-084**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

### Project Scope

Resurfacing improvements on I70 from Chief Hosa to MP 259 (W Colfax Ave) to include guardrail improvements.



#### Affected Municipality(ies)

Unincorporated

#### Affected County(ies)

Jefferson

#### Performance Measures

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

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$9,000	\$0	\$0		
State (Surface)		\$0	\$9,500	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$18,500	\$0	\$0	\$0	\$18,500

## Revised Scope and Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$12,800	\$0	\$0		
State (R P P)		\$0	\$9,000	\$0	\$0		
State (Surface)		\$0	\$9,500	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$31,300	\$0	\$0	\$0	\$31,300

Denver Regional Council of Governments  
State of Colorado

Board of Directors

Resolution No. 11, 2023

**A resolution amending** the Fiscal Year 2024-2027 Transportation Improvement Program.

**Whereas**, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing comprehensive transportation planning process designed to prepare and adopt regional transportation plans and programs; and

**Whereas**, the urban transportation planning process in the Denver region is carried out through cooperative agreement between the Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation; and

**Whereas**, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2024-2027 was adopted by the Board of Directors on August 16, 2023; and

**Whereas**, it is necessary to amend the Fiscal Year 2024-2027 Transportation Improvement Program; and

**Whereas**, the Regional Transportation Committee has recommended approval of the amendments.

**Now, therefore, be it resolved** that the Board of Directors of the Denver Regional Council of Governments hereby amends the Fiscal Year 2024-2027 Transportation Improvement Program.

**Be it further resolved** that the Denver Regional Council of Governments hereby determines that these amendments to the Fiscal Year 2024-2027 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

**Resolved, passed, and adopted** this 20th day of December, 2023 at Denver Colorado.

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

ATTEST:

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Douglas W. Rex, Executive Director

## **Attachment C**

Discussion on the Draft 2023 Policy Statement on State  
Legislative Issues.

## Board of Directors

Meeting date: December 20, 2023

Agenda Item #: 9

### The Draft 2024 Policy Statement on State Legislative Issues

Agenda item type: Action item

#### Summary

DRCOG staff is recommending approval of 2024 Policy Statement on State Legislative, with a proposed amendment.

#### Background

Each year, the Board adopts two policy statements on a range of specific state and federal legislative issues. These documents provide the DRCOG Board, staff and lobbyists with policy direction on legislative issues during the coming year. The Draft 2024 Policy Statement on State Legislative Issues was provided to Board members at the November Board meeting for review.

DRCOG staff received one comment on the state policy statement and have modified the draft document to incorporate the addition on page 5 (highlighted in yellow). All other revisions within the draft document were proposed by DRCOG staff.

#### Action by others

None

#### Previous discussions/actions

[November 15, 2023](#) – Provided to the Board of Directors as an informational item.

#### Recommendation

Move to approve the 2024 Policy Statement on State Legislative Issues.

#### Attachments

1. Draft 2024 Policy Statement on State Legislative Issues (with track changes)
2. Legislative Principle Statement

#### For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Rich Mauro, Director, Legislative Affairs at (303) 480-6778 or [rmauro@drcog.org](mailto:rmauro@drcog.org).



## **POLICY STATEMENT ON STATE LEGISLATIVE ISSUES ~~2023~~2024**

### **INTRODUCTION**

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG).

It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides state legislative positions and actions taken by the DRCOG Board, its staff and members during the coming year.

DRCOG is a membership organization of local elected officials representing 48 municipalities and nine counties in the Denver metro area. Under federal law, DRCOG serves as the metropolitan planning organization (MPO) coordinating transportation planning with air quality goals and serves as the Area Agency on Aging in eight counties to aid the 60-plus population. Under state statutes DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has regional responsibility for oversight of transit projects and certain state-sponsored and private toll-road projects.

As the designated council of governments, regional planning commission, area agency on aging, and metropolitan planning organization for the Denver region, DRCOG recognizes the important role it plays in building and maintaining an equitable region where all residents and communities can thrive. DRCOG acknowledges its role in ensuring our region remains a diverse network of vibrant, connected, lifelong communities.

### **REGIONAL PLANNING & DEVELOPMENT**

Regional growth and development is of significant concern for metro area residents, policymakers and community leaders. The counties and municipalities of the Denver region have been advancing a shared aspirational vision of the future of the metro area for more than 60 years. Working together to make life better for our communities and residents, that vision has taken various forms over the years— most recently as a regional plan known as Metro Vision.

Metro Vision fulfills DRCOG's statutory duty to make and adopt a regional plan for the physical development of the region's territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). The current Metro Vision plan was most recently adopted by DRCOG's board of directors on May 15, 2019.

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes,



objectives and initiatives established by the DRCOG board to make life better for the region's residents. Metro Vision is aspirational and long-range in focus, but it has historically served to inform nearer-term policies and initiatives.

The DRCOG board of directors recognizes that the success of the Metro Vision plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

DRCOG supports those efforts that contribute to the achievement of Metro Vision's regional outcomes and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance shared objectives.

Metro Vision establishes 14 interrelated aspirational outcomes, which describe a future that DRCOG, local governments and its partners will work toward together. DRCOG may support or oppose legislative proposals based on their potential to impact the region's ability to achieve these outcomes and the associated performance measures, targets and action elements.

These Metro Vision outcomes are as follows:

#### Outcomes – An efficient and predictable development pattern

- The region is comprised of diverse, livable communities.
- Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated areas.
- Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region's housing and employment.

#### Outcomes – A connected multimodal region

- The regional transportation system is well- connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

#### Outcomes – A safe and resilient natural and built environment

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards is reduced.





### Outcomes – Healthy, inclusive and livable communities

- The built and natural environment supports healthy and active choices.
- The region’s residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities.

### Outcomes – A vibrant regional economy

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

Metro Vision also includes numerous objectives and strategic initiatives that identify areas for continuous improvements and specific voluntary opportunities that DRCOG and our many partners can consider. To help track the region’s progress toward our shared outcomes, the plan establishes a series of regional performance measures.

**More information on the Metro Vision plan, including objectives and performance measures that may inform DRCOG’s position on legislative proposals can be found on the DRCOG website ([metrovision.drcog.org](http://metrovision.drcog.org)).**

### Transit-oriented development

The residents of the Denver metro area have made a significant financial commitment to expand the region’s rapid transit system. To maximize the benefit of this investment, the areas surrounding existing and future transit stations should be developed or redeveloped to include appropriate higher-density, mixed-use, pedestrian- and bicycle-oriented development that supports transit use.

DRCOG supports legislative initiatives that foster transit-oriented development. DRCOG also supports initiatives that a) provide the Regional Transportation District (RTD) and local jurisdictions with the ability to manage parking facilities using best practices that help the region reduce vehicle miles traveled (VMT); b) local infrastructure investment support; c) expand the ability of RTD and local jurisdictions to enter into joint-development agreements; and d) protect local authority to use tax-increment financing to leverage development in areas around transit stations.

### Local land use authority and planning

Local comprehensive/master plans provide a framework for the exercise of local land use authority. They form the basis for local growth and development decisions. [Local governments analyze and consider interrelated factors and decisions with extensive](#)



[resident and business engagement to find consensus on local vision and goals.](#)

**DRCOG supports the use of comprehensive/master plans as the foundation for local land use decision-making.**

[DRCOG encourages the General Assembly to address statutes enabling local comprehensive/master plans so that local governments can integrate considerations related to issues of statewide concern comprehensively alongside interrelated issues before overriding local land use decision-making.](#)

#### Private property rights

DRCOG respects private property rights within a legal context that protects local land use authority and emphasizes that governmental actions often add value to private property. While acknowledging that there are concerns over a potential for inappropriate uses of that authority, DRCOG believes that U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property are adequate to protect both public and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced.

**DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local land use authority.**

#### Planning data and technical support

DRCOG recognizes the importance of unbiased, reliable and consistent data in effective local and regional planning and decision-making. DRCOG also collaborates with the state to provide a variety of planning and technical assistance services to small communities.

**DRCOG encourages the General Assembly and state agencies to further support efforts that would provide local governments with planning tools, technical assistance and other resources needed to enhance local and regional decision-making.**

**DRCOG supports legislation that ensures readily available access to public data sets, including digital data, for use in planning analysis.**

#### Housing

An adequate supply and mix of housing options continues to be a concern of local



governments. Housing choices allow individuals and families to find desirable housing that is affordable and accessible in communities throughout the region, allowing them to stay in their community of choice as their economic or life circumstances change. A range of housing options across the region benefits both individuals and families and can improve the economic vitality and diversity of local communities.

**DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area:**

- Policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities.
- Regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock.
- An adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private-sector support for such an effort.
- [Increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system.](#)
- [Collaboration between localities and regional entities to meet local housing needs in a regional context.](#)
- [DRCOG supports state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock. State policies related to local comprehensive plans or zoning codes should encourage regional cooperation and provide for flexibility in implementation.](#)
- Increased state financial support for loan and grant programs for low- and moderate-income housing, including associated supportive services and programs that promote wellness, stability and access to opportunity.
- Collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections.
- Renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
- Actions to provide more accessible and obtainable housing options for seniors.



## TRANSPORTATION PLANNING

Federal and state laws and regulations establish a critical role for the metropolitan planning organization (MPO) in the transportation planning process. Congress has emphasized the importance of local government involvement, through the designated regional planning agency, in selecting projects and prioritizing funding for transportation.

**DRCOG supports the process established between DRCOG, the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT) to address the following issues before final adoption of the Statewide Transportation Plan and will evaluate state legislative and administrative actions for consistency with this process, including:**

- The fair and equitable distribution of estimated future transportation revenues and the range of certainty regarding estimated funding allocations.
- Rules and criteria for determining regional transportation project selection, including system preservation projects and immediate and future transportation priorities based on the Regional Transportation Plan.
- A dispute-resolution process to mediate disputes related to these requirements.

The synergy between transportation and land use affects the region's growth and development, use of transportation facilities and environmental quality. A coordinated approach between the state and regional transportation systems' planning efforts and local project development is crucial to ensure environmental compatibility, efficient system performance and cost-effective solutions. Although individual local governments can take actions to address these issues in their own jurisdictions, a regional approach to addressing them also is necessary.

**DRCOG supports early and frequent consultations between state, regional and local agencies to coordinate regionwide system and project planning efforts, as well as to coordinate transportation, land use and air quality planning efforts and will evaluate state legislative and administrative actions for consistency with this policy.**

### Role of the MPO

The interdependence of transportation systems in metropolitan areas, particularly in the context of population growth and its demands on resources, necessitates a regional approach to transportation problem solving. As the MPO for the Denver metro area, DRCOG is responsible for planning, prioritizing and programming investments in the regional multimodal transportation system.

The role of the MPO and the importance of cooperation among transportation agencies are recognized in federal law and regulation. The MPO serves as the forum for collaborative decision-making on regional transportation issues and brings together



decision-makers from local governments, other regional agencies and state transportation agencies to consider strategic and innovative solutions. The critical role of the MPO needs to be recognized and supported at the state level.

**DRCOG supports the following principles with regard to the role of the MPO:**

- Transportation planning that is coordinated between DRCOG, CDOT, RTD and local communities, with each participating transportation agency's plan recognizing the region's priorities in the context of statewide transportation priorities.
- A strong role for MPOs placing them on equal footing with CDOT and regional transit agencies in selecting projects to be funded consistent with regional transportation plans to ensure that local, regional and state transportation needs are addressed in a coordinated and cooperative manner.
- Legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
- Legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census.

**Transportation financing**

The region's long-term viability requires a built environment that includes effective and convenient transportation options that keep pace with growth and address the region's transportation, economic, and quality of life objectives. Colorado and the metro area need a revenue system that is reliable and sufficient to maintain the existing transportation system in good condition and to invest in the system to keep pace with population growth. Thus, enhancements to existing revenue sources and the enactment of new revenue sources are necessary.

**DRCOG supports the following principles and actions to meet transportation financing needs:**

- Increase funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities.
- Allocate additional state funds to support transit services within and among communities in the DRCOG area.
- Reduce or eliminate off-the-top appropriations from the Highway Users Tax Fund.
- Allocate federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues.
- Re-examine state formulas and procedures to ensure an adequate amount of federal and state funds are made available to urbanized and metropolitan areas to relieve congestion, increase safety, and achieve and maintain air quality standards.



- Provide an appropriate share of new or increased revenues back to local governments.
- Protect and expand the authority of regions to implement regional financing tools.
- Consider alternative revenue and financing mechanisms, such as road usage charges, and, under certain circumstances, tolling and congestion pricing of existing roadways.
- Consider the effects of land use decisions on transportation infrastructure needs.
- Where appropriate, support the use of managed lanes, including tolled express lanes, to help drivers reliably anticipate travel time on major corridors in the Denver metropolitan area. Retain the requirement that any road, highway or tolled lane within or affecting the Denver metro area be reviewed and approved by the DRCOG board for inclusion in the fiscally constrained regional transportation plan. Ensure toll receipts remain in the regional highway system that is being tolled.
- Allow toll receipts to be used for multimodal improvements and accumulated for system reconstruction.
- Consider revising the responsibilities for maintenance and supervision of the non-National Highway System portions of the current state highway system, subject to the condition that any devolution to local governments be accompanied by the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

### Multimodal transportation

Efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle trips and to provide a variety of transportation choices. DRCOG strongly believes multimodal travel options are imperative to preserve and enhance our quality of life.

**DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists.**

**DRCOG supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.**

### Transportation demand management

Transportation demand management programs, projects and services can help reduce congestion and improve air quality by decreasing the amount of automobile traffic, especially during high-demand periods. DRCOG sees transportation demand management as an important element of the region's long-range growth management and transportation planning strategy.

**DRCOG supports state investment in regional programs that promote**



**transportation demand management efforts, including:**

- Coordinated regionwide efforts (~~Way to Go~~) like the Way to Go partnership between DRCOG and eight transportation management associations (TMA) that promote and encourage adoption of non-single- occupant-vehicle (non-SOV) travel options.
- Active transportation to encourage healthier travel choices, including bicycling and walking.
- Public transportation, including buses, light rail and commuter trains and bus rapid transit.
- Telecommuting, flextime, compressed work weeks and other changes to ~~normal~~ traditional work patterns to avoid trips, particularly during peak traffic conditions.
- Carpooling, vanpooling and other forms of ridesharing including the underlying technologies to facilitate matches.
- Encouraging parents to use carpools for taking students to school and infrastructure that facilitates these transportation options.
- Non-automobile infrastructure investments by the state, counties and cities.
- Employer promotion of alternative mode use by employees.
- Coordination of transportation alternatives wherever traffic congestion occurs, such as at schools, large retail shopping centers and in connection with sporting or cultural events or major transportation infrastructure construction.
- Incentives to individuals who use alternative modes.
- Incentives to employers, including tax credits, to encourage provision and promotion of eco-friendly commute options in the workplace.

**Transportation system management and operations**

Efforts to promote the effective day-to-day operational management of the freeway and arterial road systems and transit facilities are important to making the best use of existing transportation investments.

**DRCOG supports efforts that enhance the efficient use of roadways and transit facilities, including collaborative programs for incident management and intelligent transportation systems.**

**DRCOG supports efforts that improve or expand situational awareness for transportation operators and supports their ability to both effectively manage transportation systems and distribute real-time traveler information.**

Safety





DRCOG's board-adopted *Taking Action on Regional Vision Zero* plan establishes a goal to eliminate traffic deaths and severe injuries on the transportation system with a proactive, preventive approach. The board will consider investments through the Transportation Improvement Program to improve the safety and security of the transportation system.

**DRCOG supports efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.**

**DRCOG supports efforts to increase transportation funding to create a reliable, dedicated funding stream for safety projects; require motorcycle drivers and passengers to wear helmets; and maintain ability to use safety cameras as an enforcement technique, including red-light running and speeding.**

#### Transportation for older adults and vulnerable populations

Access to transportation is critical for the health and independence of older adults and individuals with disabilities, low incomes, veterans and other vulnerable populations. Transportation allows people to obtain health care, food and to maintain and increase social, family and other life-sustaining relationships. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively use the limited resources available for transportation for older adults and other vulnerable populations. **DRCOG supports the following:**

- A system that:
  - Ensures more and better service is provided to older adults and vulnerable populations.
  - Reduces administrative and service duplication.
  - Increases coordination among funding sources, providers, jurisdictions and trips.
  - Efficiently uses taxpayer dollars to provide life-sustaining mobility.
- Increased state funding for Medicaid transportation services and especially transportation services for older adults and other vulnerable populations above the Medicaid eligibility threshold.





## **OLDER ADULTS & INDIVIDUALS WITH DISABILITIES**

As the designated Area Agency on Aging (under the federal Older Americans Act) for Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties, DRCOG advocates, plans, funds and coordinates the provision of services for older adults. DRCOG also has been designated as an Aging and Disability Resource Center (ADRC) under the Affordable Care Act and in that capacity is charged with providing a coordinated and streamlined access point to long-term care services and supports for adults age 60 and over or age 18 and over living with a disability, and their caregivers. As an advocate for older adults, individuals with disabilities, veterans and their caregivers, DRCOG works with various agencies, groups and individuals to support state legislation, regulations and programs to meet their needs. DRCOG also provides the direct services of a long-term care ombudsman and information, referral and assistance.

### **In performing these roles, DRCOG supports the following:**

#### *Planning and delivery of services*

The federal Older Americans Act and the state Older Coloradans Act mandate critical roles for area agencies on aging: planning and developing programs and services to meet the needs of older adults; advocating for and representing the issues and concerns of older adults; and distributing federal and state funds to service providers. As an ADRC, DRCOG is directed to provide older adults, individuals with disabilities, and their caregivers with information and assistance about available resources and options counseling. DRCOG works with the state, other government agencies, consumers, service providers, private and nonprofit organizations, and foundations to identify needs for services and then brings the parties together to determine the preferred approaches to address these needs.

#### **DRCOG supports:**

- State legislative and regulatory provisions reinforcing collaboration between the state and area agencies on aging and respecting their respective roles, capabilities and interests, consistent with state and federal laws.
- Collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC.
- Collaboration in the exploration of partnerships to provide access to area agency on aging and other community-based services through public and private health insurance benefits and health care engagement programs that would be coordinated with the area agencies on aging across the state to provide cost effective community-based services.
- The establishment of local "community care hubs" with locally controlled funds



created to support community well-being and efforts that improve health outcomes and reduce the cost of health care.

## Funding

Colorado and the Denver metro area face serious funding shortages related to economically and socially needy older adults, individuals with disabilities and their caregivers in the region. Regional and statewide assessments show that existing revenue sources are insufficient to meet current needs for services such as home modifications, meals, transportation to medical appointments and health promotion. Thus, enhancements to existing sources and development of more reliable sources are necessary.

### **DRCOG supports:**

- Increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities, including efforts to improve data collection and analysis of cost effectiveness.
- Efforts to use state funds for programs that provide prescription drugs more efficiently and effectively, including efforts to increase pricing transparency and reduce the costs of purchasing such prescription drugs to enable associated programs to better serve their growing caseloads
- Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.
- Action by the General Assembly to fully fund the required share to match federal funds available to the state through the Older Americans Act, including the National Family Caregiver Support Program, so as not to require an increase in the required local share. Such state or local shares or matches should not be required to come from existing program funds. Similarly, increases in federal funding should not be offset with reductions in state funds.
- Distributing State Funding for Senior Services monies, including the Older Coloradans Cash Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of federal and state funds to area agencies on aging based on the needs and contribution of each



region.

- Re-examination of state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults.

### Long-term care

Older adults receiving long-term care services, including those living in long-term care communities (such as nursing homes and assisted living facilities) and those enrolled in the Program of All-Inclusive Care for the Elderly (PACE) are some of the most vulnerable members of the regional community. As the operator of the Long-Term Care Ombudsman Program for the region, DRCOG is an advocate for the rights of residents and quality of care for those in long-term care communities and participants in PACE. Ongoing conditions of already critically low staffing in long term care, exacerbated by COVID-19 pandemic, have resulted in increased complaints from residents regarding delayed care of medical needs, symptoms left unattended, rough handling, and abuse. Poor quality of care alters quality of life for residents and can leave a lasting impact on their lives, making the ombudsman program more essential than ever.

**DRCOG supports efforts to improve the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.**

### Housing

Available, affordable and accessible housing is a particular concern of older adults and individuals with disabilities, who mostly live on fixed incomes. However, an equally critical concern is the ability to live independently as part of the larger community. As individuals age or experience disability, the availability of in-home and related services that enable them to remain in their homes becomes increasingly important. Growing evidence indicates older adults and individuals with disabilities are healthier and require fewer costly services when they have affordable and accessible housing choices, are provided with the ability to age in place, remain connected to the community and its networks, and have access to long-term care.

#### **DRCOG supports:**

- Increased funding and regulatory changes that improve the availability of supportive services, while maintaining consumer protections for clients and family caregivers.
- Property tax relief to help reduce a tax liability that especially burdens low-income



seniors and older adults on fixed incomes.

- Policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place.

#### Driver safety and older adults

As individuals age, their ability to drive safely may diminish. However, DRCOG is concerned that addressing this issue solely based on age imposes undue hardships on older residents who can drive safely. When older residents are not allowed to drive, the availability of transportation for medical appointments, grocery shopping and social activities is essential for seniors to maintain independence.

**DRCOG supports functional assessments of driving ability rather than age cut-off as the basis for imposing limitations on driving by individuals. DRCOG supports adequate funding for providing transportation services for the elderly and individuals with disabilities.**



## ENVIRONMENT

### Air quality and climate

Air quality affects all residents of the region and continues to be a concern. The region fails to meet current federal standards for ozone and more stringent standards are expected to be established by the Environmental Protection Agency. Meeting a more aggressive ozone standard will require continuous efforts from many parties. Surface transportation also contributes to greenhouse gas (GHG) emissions and the region is subject to state requirements to achieve certain GHG emission reductions.

#### **DRCOG supports:**

- Efforts to reduce emissions from all sources sufficient to meet federal air quality standards.
- Transportation and land use strategies that improve air quality in the region.
- Alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels.
- Incentives for purchasing high fuel economy or alternative fuel vehicles or for accelerated retirement of inefficient or high-polluting personal, commercial or fleet vehicles that are beyond repair.
- Offering services, including incentives that encourage and facilitate the use of alternative modes of travel.
- Examination of the potential of select speed limit reductions.

### Water supply

An adequate, dependable supply of water is necessary for urban, agriculture, recreation and open-space priorities both in the Denver metro area and throughout the state. Metro Vision calls for maximizing the wise use of water resources through efficient land development and other strategies.

#### **DRCOG supports:**

- Collaborative efforts among local governments, water providers and other stakeholders to promote water conservation.
- Data collection and research to increase understanding of the link between land development and water demand, and best practices to promote the efficient use of water resources across the region.
- Water resource planning, management and development within the existing constitutional framework and pursuant to the basin roundtables process established in the Colorado Water for the 21st Century Act (HB 05-1177), in which interbasin compacts are negotiated for the equitable distribution of the state's waters.



- Water reuse as one component in efforts to meet water supply needs and thus supports efforts to facilitate the reuse of water consistent with Colorado's constitutional water rights system.
- Policies and practices that, consistent with local government authority, protect Colorado's water resources.
- The development of Colorado's Water Plan that emphasizes conservation, storage, drought mitigation and streamlining of the regulatory processes, aligns the state's various water efforts and provides a benchmark for future collaboration in addressing Colorado's water supply needs.

### Open space

Open space resources available to citizens in the Denver metro area are important to our quality of life.

#### **DRCOG supports:**

- Planning, acquisition, protection and preservation of open space resources.
- Increasing funding for open space preservation.
- Great Outdoors Colorado and other efforts advancing major land acquisitions along the Front Range that link open spaces in the metro area to protect canyons and river corridors, the mountain backdrop and prominent geographic features, freestanding community buffer areas, and the east metro plains.



## INTERGOVERNMENTAL RELATIONS

### Intergovernmental cooperation

The state government, local governments and regional agencies all provide critical services and implement programs for the benefit of Colorado residents. Legislative bodies and executive agencies at each level should respect the roles and responsibilities of the others.

**DRCOG supports building consensus among state, local and regional entities in developing and implementing new and existing programs and improved approaches to planning and service provision.**

### Shared services

Many of the services provided by local governments to their residents are also provided by neighboring communities. To address related coordination and funding concerns, local governments have entered into agreements with each other and with DRCOG for shared-service delivery.

**DRCOG encourages local governments to enter into shared-services agreements and supports efforts to ensure such agreements are honored and endorsed by the state.**

### State-regional relations

As the state's policy issues become more complex, it is evident that the solutions are not one-size-fits-all. The Denver metro area has made significant progress in developing collaborative solutions and decision-making processes for several complex issues with which it has been confronted — especially in the related areas of growth and transportation. As the regional planning commission, the metropolitan planning organization for transportation, and the Area Agency on Aging, DRCOG is in a unique position to convene parties of interest on intergovernmental issues, provide the necessary forum for their resolution and facilitate a negotiated outcome.

**In recognition of the importance of regionalism, it is an appropriate role for DRCOG to act as a facilitator of regional approaches. Consequently, it is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted Metro Vision plan.**

### Regional service delivery

The state plays an important role in the funding of public services and programs administered at the regional and local levels. When making such funding and programmatic decisions, it is appropriate for state agencies and the General Assembly



to give consideration to which programs are most appropriately implemented at the local and regional level. State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve desired efficiencies and cost-effectiveness. Also, some programs are most appropriately and effectively addressed at the regional level. The collaborative partnerships typical of regional approaches can provide the critical mass of users and clients for services or programs to be cost-effective.

**DRCOG urges the state, when making funding and programmatic decisions, including creating new programs or changing existing programs, to consider the following principles:**

- Use existing local or regional service delivery systems wherever practical.
- Ensure a consultative process among federal, state and local governments and regional councils before making changes to services currently being delivered at the local or regional level.
- Ensure existing levels of services are maintained and adequate administrative funds are provided to implementing agencies.
- Ensure the state treats the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs by respecting the local and regional programs already in existence.



## **PRINCIPLES GUIDING DRCOG LEGISLATIVE POSITIONS**

**As adopted by the DRCOG Board of Directors December 1982  
And revised February 17, 1988, January 16, 1991, January 17, 2001, and January  
18, 2023**

The Denver Regional Council of Governments' federal and state Legislative Program is defined by the character of the Denver region and the concerns of its local governments. The Denver region constitutes a unique area as distinguished from the rest of the state because its member governments comprise a large and highly urbanized population.

In the Denver region, the regional council, organized as a voluntary association of county and municipal governments, is the only regional spokesman for these entities. Due to DRCOG's regional character and local government orientation, the council is the appropriate forum for regionally focused legislative activity.

This self-imposed limitation to regional issues is reinforced by the activities of three other organizations, the Colorado Municipal League (CML) and Colorado Counties, Inc. (CCI), and Counties & Commissioners Acting Together (CCAT). As statewide associations of municipal and county governments respectively, their interests are correspondingly broad. As a consequence, they address the entire range of local government issues before the state legislature, state executive and regulatory agencies, and the federal government. Both associations generally avoid issues that are unique to an individual community or region.

In addition to regional issues, DRCOG is concerned with issues that affect the organization or its programs. The organization assumes the responsibility for identifying and promoting the regional interest in its various fields of planning and management to state and federal legislative and administrative bodies.

It is not the policy of the Legislative Program to address all legislative/administrative issues of interest to local governments generally. Support of or opposition to a bill or legislative funding measure will be given, and be subject to reassessment, according to the bill's or measure's consistency with DRCOG's adopted principles, policies and plans. Where appropriate, DRCOG will strive to collaborate with other organizations representing local government(s), such as CCAT, CCI and CML.

DRCOG's legislative activity generally will be focused on the following types of issues:

- 1. Proposals that affect DRCOG as an agency or which would affect one or more of its programs.**
2. Proposals of special significance to the Denver region.
3. Proposals that would have a unique effect upon local governments in this region.

**Attachment D**

Discussion of the Transportation Improvement  
Program Fiscal Year 2023 project delays.

## Board of Directors

Meeting date: December 20, 2023

Agenda Item #: 10

### **Discussion of the Transportation Improvement Program Fiscal Year 2023 project delays**

Agenda item type: Action item

#### **Summary**

Consideration of staff recommendations for actions regarding fiscal year 2023 Transportation Improvement Program project delays.

#### **Background**

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

At the end of FY 2023 (September 30, 2023), staff reviewed the implementation status of DRCOG-selected projects/phases with the Colorado Department of Transportation and Regional Transportation District. Staff discussed with the sponsors the reason(s) for the delays and identified action plans demonstrating the sponsor's commitment to timely initiation.

The Project Delays Report for FY 2023 summarizes the reasons for the delays and actions proposed by sponsors to get the project or phase(s) initiated. The report includes staff recommendations for committee and Board consideration.

#### **Action by others**

[December 4, 2023](#) – Transportation Advisory Committee recommended approval

[December 19, 2023](#) – Regional Transportation Committee will make a recommendation

#### **Previous discussion/action**

n/a

#### **Recommendation**

Move to approve the proposed actions regarding Transportation Improvement Program project delays for Fiscal Year 2023.

#### **Attachment**

Transportation Improvement Program Project Delays Report for Fiscal Year 2023



Board of Directors  
December 20, 2023  
Page 2 of 2

**For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Brad Williams, Planner, Transportation Planning and Operations Division at 303-480-5651 or [bwilliams@drcog.org](mailto:bwilliams@drcog.org).



# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

## A. POLICY

The FY2023 TIP Project Delays Report assesses project phases not implemented in federal fiscal year 2023. The report is based on procedures established in the *Policies for TIP Program Development*, adopted January 19, 2022. The policy states, “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 obligating DRCOG-allocated funds. To assist in the delays policy in early 2023, DRCOG staff began to monitor each DRCOG-allocated project monthly. The intent of these monthly check-ins over time is to reduce the number of delays to optimize the obligation and spending down of funds allocated to local agency projects.

## 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 FY2023.
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.

<b>FY23 First Year Delays Summary</b>			
Project Sponsor	Project Name	Project Phase Delayed	Anticipated Initiation of Phase
1. Arapahoe County	Arapahoe County Transit and Micromobility Study	Study	January 2024
2. Aurora	Signal Controllers Update	Construction	December 2023
3. Aurora	Aurora Missing Sidewalk Program	Construction	March 2024
4. Aurora	Parker-Quincy-Smoky Hill Intersection Operational Improvements	Construction	December 2023
5. Aurora	Smith Multimodal Improvements: Peoria to Powhaton - Precon	No Longer Delayed	
6. Aurora	Aurora Multimodal Access Improvements	Design	March 2024
7. Bennett	Bennett Kiowa Creek Trail	Design	February 2024
8. Boulder	CO7 Multimodal Improvements: 38th/Marine to Cherryvale	Construction	March 2024
9. Boulder	Downtown Boulder Station Improvements	Construction	November 2023
10. Boulder	30th St. Corridor Improvements: Boulder Creek to Arapahoe	Construction	November 2023
11. Boulder	30th St. Complete Streets: CO119 to CO7 – Precon	Design	December 2023
12. Boulder	Baseline Multimodal Improvements: 30th to Foothills	Design	December 2023
13. Broomfield	Industrial Ln. Bikeway Phase 2	Construction	May 2024

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

<b>FY23 First Year Delays Summary</b>			
<b>Project Sponsor</b>	<b>Project Name</b>	<b>Project Phase Delayed</b>	<b>Anticipated Initiation of Phase</b>
14. Broomfield	Industrial and Nickel/Commerce Intersection Operational Improvements	Construction	May 2024
15. Broomfield	Airport Creek Trail Underpass at BNSF	Design	March 2024
16. Castle Pines	I-25/Happy Canyon Interchange – Precon	Design	January 2024
17. Castle Rock	5th St. Operational Improvements: Woodlands Blvd. to Ridge Rd.	Construction	December 2024
18. CDOT R4	CO119 Operational Improvements: Boulder to Longmont	Construction	June 2024
19. Commerce City	64th Corridor Study: CO2 to Quebec	Study	December 2023
20. Commerce City	88th Multimodal Improvements: I-76 to CO2	Construction	March 2024
21. Denver	Federal Transit Improvements: Floyd to 54th	Construction	January 2024
22. Denver	South Platte River Trail Improvements: West Virginia to Bayaud	Construction	June 2024
23. Douglas County	County Line Capacity Improvements: Broadway to University	Construction	February 2024
24. Douglas County	Douglas County Integrated Transit & Multimodal Feasibility Study	Study	March 2024
25. Englewood	Hampden Complete Streets Improvements: Broadway to Lafayette	Design	January 2024
26. Golden	Downtown Golden Traffic Signal Upgrade	Construction	January 2024
27. Jefferson County	Jefferson County Bicycle Plan Implementation	Construction	March 2024
28. Lakewood	Wadsworth Operational Improvements: Vassar to Woodard	Construction	December 2024
29. Littleton	Mineral/Santa Fe Operational Improvements	Construction	September 2024
30. Longmont	Coffman St. Busway	Construction	December 2023
31. Mead	CO66/WCR7 Pedestrian Underpass	ROW	November 2023
32. Mead	3rd/Welker Intersection Improvements	Construction	January 2024
33. Thornton	Thornton Multimodal Trail Study and Precon	Study	January 2024
34. Thornton	100th Ave. Multi-Use Path: Riverdale to Forest Circle	Design	December 2023
35. Thornton	Thornton Protected Bike Facility Study	Study	November 2023

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

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## C. FIRST-YEAR DELAY (FY2023) PROJECTS SEEKING APPROVAL TO CONTINUE

Project sponsors listed below with phases NOT initiated by July 1, 2024, will be delayed for a second year and project sponsors and will need to appear before the DRCOG Board in to continue.

### 1. Arapahoe County: Arapahoe County Transit and Micromobility Study (TIPIID [2022-053](#))

**Delayed FY2023 Phase:** Study

**Reason Phase was not Initiated by 9/30/23:**

- CDOT Division of Transit and Rail funding questions and issues relating to additional funding for the project, resulting in a slower than anticipated response to the 2nd draft of the IGA

**Current Status:**

- Consultant scope and fee being finalized

**Plan to Initiate Phase:**

- IGA execution and consultant kick-off
- Kick-off anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

### 2. Aurora: Signal Controllers Update (TIPIID [2016-004](#))

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- CDOT and FHWA approvals took longer than anticipated

**Current Status:**

- Waiting for approvals

**Plan to Initiate Phase:**

- After approvals are granted, advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

### 3. Aurora: Aurora Missing Sidewalk Program (TIPIID [2020-009](#))

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Historical clearance delayed and addressing CDOT review comments

**Current Status:**

- Reviewing design comments and obtaining clearances

**Plan to Initiate Phase:**

- Consultant is addressing CDOT comments to resubmit in early December
- Advertisement anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

### 4. Aurora: Parker-Quincy-Smoky Hill Intersection Operational Improvements (TIPIID [2020-056](#))

**Delayed FY2023 Phase:** Construction

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated response from CDOT on design comments and approval

**Current Status:**

- CDOT is reviewing design

**Plan to Initiate Phase:**

- After approvals are granted, advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

5. **Aurora: Smith Rd. Multimodal Improvements: Peoria to Powhaton - Precon (TIPIID [2022-044](#))**

Since October 1, the project has met all necessary steps and requirements to no longer be delayed (consultant issued NTP for design phase)

---

6. **Aurora: Aurora Multimodal Access Improvements (TIPIID [2022-045](#))**  
**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Staff shortages

**Current Status:**

- Working on RFP and cost estimates for missing sidewalk locations

**Plan to Initiate Phase:**

- Finalize RFP, select consultant, and amend proposed missing sidewalk locations
- NTP anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

7. **Bennett: Bennett Kiowa Creek Trail (TIPIID [2022-046](#))**  
**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- New staff to the federal-aid process; slower than anticipated IGA and RFP discussions to date

**Current Status:**

- Design RFP issued; IGA option letter underway

**Plan to Initiate Phase:**

- Design consultant selection soon
- NTP anticipated in February 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
-



# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

8. **Boulder: CO7 Multimodal Improvements: 38th/Marine to Cherryvale (TIPIID [2020-041](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Xcel Energy is performing underground work

**Current Status:**

- Final review held; working on ROW acquisition and utility clearance

**Plan to Initiate Phase:**

- Project will go to Ad once clearances are received
- Advertisement anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

9. **Boulder: Downtown Boulder Station Improvements (TIPIID [2020-047](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Design plans had to be revised to accommodate ROW constraints

**Current Status:**

- Working through final ROW clearances

**Plan to Initiate Phase:**

- Awaiting ROW plan approval; one temporary easement left to obtain
- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

10. **Boulder: 30th St. Corridor Improvements: Boulder Creek to Arapahoe (TIPIID [2022-008](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- IGA amendment necessary

**Current Status:**

- IGA amended; finalizing ROW acquisitions

**Plan to Initiate Phase:**

- One temporary easement left to obtain before Ad
- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

11. **Boulder: 30th St. Complete Streets: CO119 to CO7: Precon (TIPIID [2022-061](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated IGA process; new on-call consultant solicitation policy added time

**Current Status:**

- IGA executed
- Design consultant selection process underway

**Plan to Initiate Phase:**

- Issue NTP anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

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## **12. Boulder: Baseline Multimodal Improvements: 30th to Foothills (TIPID [2022-062](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated IGA process; new on-call consultant solicitation policy added time

**Current Status:**

- IGA executed
- Consultant selection process is underway

**Plan to Initiate Phase:**

- Issue NTP anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **13. Broomfield: Industrial Ln. Bikeway Phase 2 (TIPID [2020-019](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- ROW process took longer than anticipated

**Current Status:**

- Clearances complete

**Plan to Initiate Phase:**

- Advertisement anticipated in May 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **14. Broomfield: Industrial and Nickel/Commerce Intersection Operational Improvements (TIPID [2020-050](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Railroad coordination slowed design process

**Current Status:**

- Awaiting final agreements from BNSF Railroad

**Plan to Initiate Phase:**

- Advertisement anticipated in May 2024, once agreements are approved

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **15. Broomfield: Airport Creek Trail Underpass at BNSF (TIPID [2022-038](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- IGA and design RFP had to be reworked to meet requirements

**Current Status:**

- Design consultant selected; scoping meeting held

**Plan to Initiate Phase:**

- NTP anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

---

## **16. Castle Pines: I25/Happy Canyon Interchange - Precon (TIPID [2022-023](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Delayed IGA process until 24-27 TIP was approved to receive full funding package
- IGA was reworked to meet federal procedures

**Current Status:**

- IGA executed

**Plan to Initiate Phase:**

- Developing design RFP
- NTP anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **17. Castle Rock: 5th St. Operational Improvements: Woodlands to Ridge (TIPID [2022-010](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Scope, design, and ROW all expanded beyond TIP scope due to public input

**Current Status:**

- Environmental clearances complete; at 90% design; ROW acquisitions underway, which will require eminent domain for some parcels

**Plan to Initiate Phase:**

- Continuing ROW process; increased check-ins with consultant; in contact with CDOT about ROW clearance and option letter for Ad
- Advertisement anticipated in December 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **18. CDOT R4: CO119 Operational Improvements: Boulder to Longmont (TIPID [2020-081](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Consolidation of IGA's and combination of related TIP projects. Part of the responsibility for this delay is due to DRCOG staff requesting to consolidate TIP projects for all parties and the public to fully understand

**Current Status:**

- Remaining local agency IGA's being finalized; construction CMGC (construction manager/general contractor) planned; design consultant under contract

**Plan to Initiate Phase:**

- Project will have multiple construction packages; initial cost estimate and schedule completed soon
- Advertisement anticipated in June 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **19. Commerce City: 64th Corridor Study: CO2 to Quebec (TIPID [2022-048](#))**

**Delayed FY2023 Phase:** Study

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

**Reason Phase was not Initiated by 9/30/23:**

- IGA process took longer than anticipated

**Current Status:**

- IGA executed in September; RFP posted in September and proposals being reviewed; selection by December 2023

**Plan to Initiate Phase:**

- Study kick-off anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**20. Commerce City: 88th Ave. Multimodal Improvements: I76 to CO2 (TIPIID [2022-049](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Funding shortfall, IGA needed amending

**Current Status:**

- Working to phase the project; working on ROW

**Plan to Initiate Phase:**

- Identifying additional funding; first phase of construction will start on western end
- Advertisement anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**21. Denver: Federal Transit Improvements: Floyd to 54th (TIPIID [2020-049](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated development time, coordinating with other projects, including Federal BRT and its developing of design standards

**Current Status:**

- Finalizing design and ROW

**Plan to Initiate Phase:**

- Resolving design issues
- Advertisement anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**22. Denver: South Platte River Trail Improvements: West Virginia to W. Bayaud (TIPIID [2022-012](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- FEMA process taking longer than expected

**Current Status:**

- FEMA process anticipated to be completed in January; submitted for ROW clearance; submitting utility clearance soon; coordinating w/ Mile High Flood district

**Plan to Initiate Phase:**

- Reviewing Plans & Specs documents; completing environmental review
- Advertisement anticipated in June 2024

**DRCOG Staff Recommendation:**

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

- Approve the project to continue
- 

## **23. Douglas County: County Line Capacity Improvements: Broadway to University (TIPIID [2020-035](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated ROW acquisitions; difficulty contacting property owners

**Current Status:**

- ROW acquisitions underway; 90% design plans complete

**Plan to Initiate Phase:**

- Two properties left to acquire; final design plans submitted soon
- Advertisement anticipated in February 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **24. Douglas County: Douglas County Transit & Multimodal Feasibility Study (TIPIID [2022-069](#))**

**Delayed FY2023 Phase:** Study

**Reason Phase was not Initiated by 9/30/23:**

- Delay with funding sources

**Current Status:**

- Waiting on IGA execution; consultant selection soon

**Plan to Initiate Phase:**

- IGA execution and consultant NTP
- Kick-off meeting anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **25. Englewood: Hampden Complete Streets: Broadway to Lafayette (TIPIID [2022-059](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- Slower than anticipated IGA and RFP responses due to staffing shortages

**Current Status:**

- Consultant selected and pre-scoping meeting held

**Plan to Initiate Phase:**

- Working on option letter to issue design NTP
- NTP anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **26. Golden: Downtown Golden Traffic Signal Upgrade (TIPIID [2022-039](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Consultant cost estimate needed to be revised; IGA process halted to identify additional funding

**Current Status:**

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

- IGA execution soon

**Plan to Initiate Phase:**

- Installer contract already being procured
- Advertisement anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**27. Jefferson County: Jefferson County Bicycle Plan Implementation (TIPIID [2022-040](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- County staff shortages from when application submitted

**Current Status:**

- IGA execution underway; scoping meeting is being scheduled; signage work-plan will be completed by consultant using local funds

**Plan to Initiate Phase:**

- Scoping meeting will determine IGA execution and work schedule going forward
- Advertisement anticipated in March 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**28. Lakewood: Wadsworth Operational Improvements: Vassar to Woodard (TIPIID [2022-015](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Xcel undergrounding of utilities delays; difficulty in obtaining utility clearances

**Current Status:**

- CDOT has started approval process

**Plan to Initiate Phase:**

- Waiting on Xcel to complete work
- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

**29. Littleton: Mineral/Santa Fe Operational Improvements (TIPIID [2020-060](#))**

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- ROW phase is 2nd Year delayed (FY2022), 3 parcels remaining to acquire

**Current Status:**

- 90% plans complete; holding final review meeting with CDOT; coordinating with CDOT regarding utilities

**Plan to Initiate Phase:**

- Once ROW is resolved, utility and environmental clearances need to be completed
- Advertisement anticipated in September 2024; note the deadline for a 2<sup>nd</sup> year delay on the construction phase is July 1, 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
-

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

## 30. Longmont: Coffman St. Busway (TIPIID [2020-083](#))

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Staff new to the CDOT ROW process; required additional funding; and construction needed to be coordinated with other nearby projects

**Current Status:**

- Utility & environmental clearances received and working to acquire remaining ROW

**Plan to Initiate Phase:**

- Complete ROW
- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## 31. Mead: CO66/WCR7 Pedestrian Underpass (TIPIID [2020-029](#))

**Delayed FY2023 Phase:** ROW

**Reason Phase was not Initiated by 9/30/23:**

- Working around developer-owned properties to complete ROW

**Current Status:**

- Field inspections soon; developer-owned property must be worked around, working on surveying those properties

**Plan to Initiate Phase:**

- Initial ROW plan submission anticipated in November 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## 32. Mead: 3rd/Welker Intersection Improvements (TIPIID [2022-021](#))

**Delayed FY2023 Phase:** Construction

**Reason Phase was not Initiated by 9/30/23:**

- Acquiring ROW; railroad coordination issues

**Current Status:**

- Design submitted; waiting on railroad communication regarding plans

**Plan to Initiate Phase:**

- CDOT design review, ROW acquisition, railroad agreement
- Advertisement anticipated in January 2024

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## 33. Thornton: Thornton Multimodal Trail Study and Precon (TIPIID [2022-050](#))

**Delayed FY2023 Phase:** Study

**Reason Phase was not Initiated by 9/30/23:**

- IGA process took longer than anticipated, which also delayed the RFP process

**Current Status:**

- Awaiting RFP approval; received concurrence to advertise from CDOT

**Plan to Initiate Phase:**

- Advertisement anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue

# TIP PROJECT DELAYS REPORT

End of Fiscal Year 2023

---

## **34. Thornton: 100th Ave. Multi-Use Path: Riverdale to Forest Circle (TIPID [2022-051](#))**

**Delayed FY2023 Phase:** Design

**Reason Phase was not Initiated by 9/30/23:**

- IGA and design RFP process took longer than anticipated

**Current Status:**

- Design RFP advertised, proposals due soon

**Plan to Initiate Phase:**

- Design NTP anticipated in December 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
- 

## **35. Thornton: Thornton Protected Bike Facility Study (TIPID [2022-052](#))**

**Delayed FY2023 Phase:** Study

**Reason Phase was not Initiated by 9/30/23:**

- Finalizing IGA took longer than expected, delaying other project aspects

**Current Status:**

- Consultant selected, negotiating fee

**Plan to Initiate Phase:**

- Issue NTP to consultant
- Kick-off anticipated in November 2023

**DRCOG Staff Recommendation:**

- Approve the project to continue
-



## **Attachment E**

Discussion of the Transportation Demand Management  
Strategic Plan.

## Board of Directors

Meeting date: December 20, 2023

Agenda Item #: 11

### Discussion of the Transportation Demand Management Strategic Plan

Agenda item type: Action item

#### Summary

Consideration of the Regional Transportation Demand Management Strategic Plan.

#### Background

The [FY 2024 – 2025 Unified Planning Work Program](#) includes developing a regional transportation demand management (TDM) strategic plan as part of an ongoing effort to support TDM and mobility services in the Denver region. Prior to this planning process, the most recent regional TDM plan was developed over a decade ago and culminated in the development of a [TDM Short Range Plan](#).

The project team included DRCOG staff and a consultant team led by UrbanTrans. The project team was guided by a Stakeholder Steering Committee made up of member government staff, state and regional transportation partners such as Regional Transportation District and Colorado Department of Transportation as well as transportation management associations.

At the December meeting, staff will present the final draft of the *TDM Strategic Plan* and associated TDM Toolkit and provide an overview of public comments received during the October public comment period.

For more information on the *TDM Strategic Plan* and to see materials from previous stakeholder steering committee meetings, please visit DRCOG's [TDM Strategic Plan webpage](#).

#### Action by others

[December 4, 2023](#) – Transportation Advisory Committee recommended approval

[December 19, 2023](#) – Regional Transportation Committee will make a recommendation

#### Previous discussion/action

n/a

#### Recommendation

Move to adopt a resolution adopting the Regional Transportation Demand Management Strategic Plan.



Board of Directors  
December 20, 2023  
Page 2 of 2

**Attachments**

1. Staff presentation
2. [Transportation Demand Management Strategic Plan](#)
3. [Transportation Demand Management Toolkit](#)
4. Public comments
5. Draft resolution

**For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Kalie Fallon, Emerging Mobility and Transportation Demand Management Planner at 303-480-6790 or [kfallon@drcog.org](mailto:kfallon@drcog.org).



# Transportation Demand Management Strategic Plan

**Kalie Fallon**

**Emerging Mobility and TDM  
Planner**

- Supports **TDM and mobility services** in the Denver region
- Relates to DRCOG's **internal programs/projects** and work with **partners throughout the region**
- Influenced by recent changes in **travel behavior, demographics, new technologies/emerging** modes
- Overhaul to DRCOG's short-range TDM plan



# Regional TDM strategic plan purpose

The mission of the Transportation Demand Management Strategic Plan is to provide transportation partners in the Denver region with a framework to **improve efficiency, mobility and safety for travelers of all ages, incomes and abilities** by identifying actions that expand multimodal travel choices, reduce traffic congestion and improve air quality.



# TDM planning process



## The strategic plan was created through:

- Stakeholder Steering Committee input
- Focus group feedback
- DRCOG internal staff workshop ideas
- Consultant-led research and analyses
  - Existing conditions
  - Case studies
  - SWOT, ROI and Equity Analyses

- Population growth
- Traffic congestion
- Safety and Vision Zero
- Transit access
- Ongoing impacts of the COVID-19 pandemic
- Innovation and transportation technology





Plan recommendations are intended for **DRCOG to lead and implement** alongside regional partners

Recommendations fall into three categories:

- Planning
- Policy
- Services

Recommendations describe how DRCOG will **expand and advance TDM work.**



1. Prepare a white paper that explores ways to fund **transportation demand management incentive programs**.
2. Establish a transportation demand management **technical assistance program**.
3. Support and expand **Safe Routes to School programs across the region**.
4. Consider integrating transportation demand management **as a requirement for certain projects** during the next update to the **Transportation Improvement Program** Policy document.
5. Revise the **Transportation Demand Management Set Aside criteria** as they relate to equity and innovation.

6. Explore opportunities to **reduce or remove the local match requirements** for Transportation Demand Management Set Aside projects that **benefit marginalized communities.**
7. Enhance **mobility on demand assistance** for member governments, transportation demand management partners and major employers.
8. Expand ways DRCOG can **better understand results delivered by transportation demand management programs** across the region.
9. Expand the focus of Way to Go to include **all trips.**
10. Collaboratively develop and share an **annual work plan for the Way to Go Partnership.**

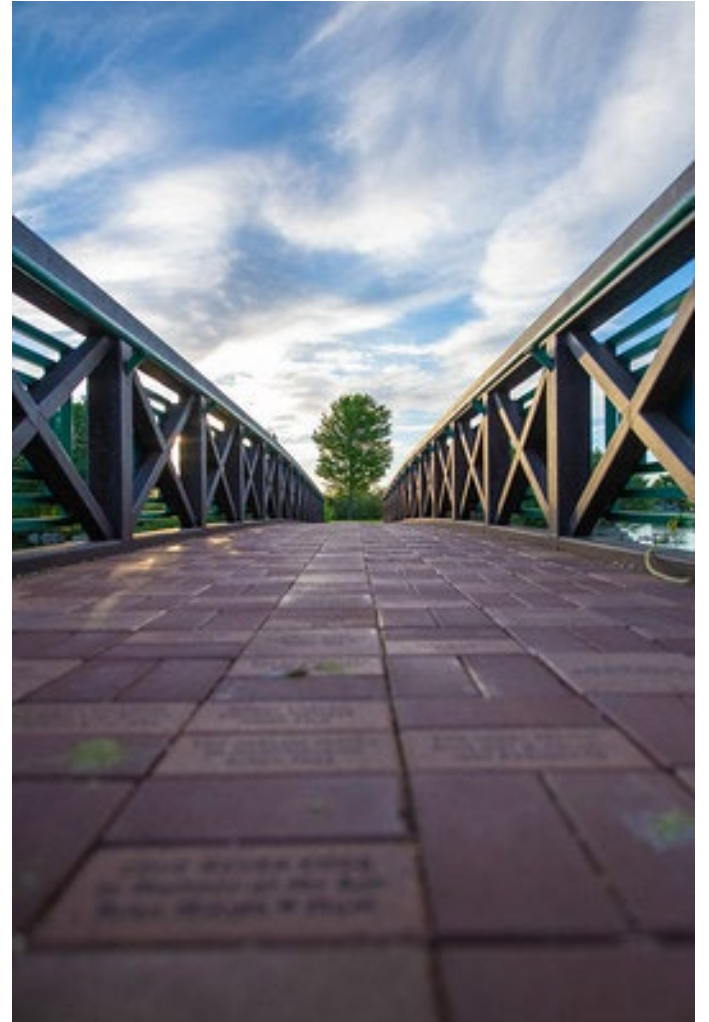
- Mobility Services
- Mobility Technology
- Transportation Infrastructure
- Parking management
- Incentives for Mode Shift
- Roadway Management
- Public Policies and Ordinances
- Employer-Based
- Education, Outreach and Marketing

The TDM Toolkit is intended to be a living resource for member governments and stakeholders. TDM strategies include a variety of categories.

This will be updated as additional strategies are available and as resources and case studies are developed and implemented.

## Each toolkit strategy includes:

- Description
- Context: low – high applicability
  - Land use, transit access, audience, infrastructure
- Equity methodology
  - FHWA's STEPS methodology
- Case studies and resources



## Mobility Services

- Transit service
- Microtransit
- Shared micromobility
- Carshare
- Carpool and vanpool
- Schoolpool

## Mobility Technology

- Mobility as a Service (MaaS)
- Traveler information

## Transportation Infrastructure

- First and last mile
- Mobility hubs
- Active transportation facilities
- Active transportation supportive infrastructure
- Transit supportive infrastructure

## Parking Management

- Curbside management
- Parking management

## Roadway Management

- Roadway usage fees

- Vehicle fees

## Public Policies and Ordinances

- New development and TOD
- Zoning policies

## Employer-Based

- Commute trip reduction
- Flexible schedules (telework)

## Incentives for Mode Shift

- Subsidies, rebates and rewards
- EcoPass District creation

## Education, Outreach and Marketing

- Transportation management association establishment and partnerships
- Travel training and education programs
- Promotion of RTD discount passes
- Localized transportation information kits
- Transit access marketing plan
- Marketing commuter tax benefits
- Promotional Events

**PROVIDE FEEDBACK** | **QUESTIONS**

---

**Does this plan meet the project goals?**

3 COMMENTS   3 PARTICIPANTS   147 VIEWS   [Read and Contribute](#)

---

**Did something in the plan inspire you to get involved and take action?**

Tell us how this plan will impact you or your organization's daily work. Will it impact your life in a significant way? How do you intend to get involved and take action to implement this plan?

0 COMMENTS   0 PARTICIPANTS   87 VIEWS   [Read and Contribute](#)

---

**What other feedback do you have?**

Provide general or specific feedback on any component or section of the draft plan here!

6 COMMENTS   5 PARTICIPANTS   126 VIEWS   [Read and Contribute](#)

- Social Pinpoint and Email
- October 2 – October 31, 2023
- Plan, toolkit, executive summary
- Member governments
- Stakeholders and the public
- Held stakeholder steering committee meeting during comment period



- Intelligent Transportation Systems
- Telework/remote work and flexible schedules
- Equity
- Mobility Hubs
- Transit (ridership, safety)

The plan and toolkit were updated based on public comments received during the comment period.





## Cross-divisional within DRCOG

- Transportation Planning and Operations
- Communications and Marketing
- Regional Planning and Development

**... as well as state, regional and local transportation partners**



**Move to adopt a resolution adopting regional *Transportation Demand Management Strategic Plan*.**





**Thank you!**  
**Questions?**

**Kalie Fallon**  
**Emerging Mobility and TDM Planner**  
**Transportation Planning and Operations**  
**[kfallon@drcog.org](mailto:kfallon@drcog.org)**

Document	Comments	Response
Plan	Edits for clarification by DRCOG Staff	Staff has edited the Plan for clarification and consistency with DRCOG style.
Plan	We have not been able to use RTD because of criminal activity. I need my vehicle to not be stolen, broken into or vandalized (catalytic converter) while parked at the station. The Cherry Creek Trail is no longer safe for us to take our bikes into Denver because of the encampments with their dangerous residents. My suggestion is to develop a plan to provide adequate security for users of the system.	Thank you for your comments. Safety and security is paramount when planning for transportation demand management and have made an effort to include safety-related considerations throughout the Plan.
Plan	I loved everything I read in the plan, however, it does not seem to be in alignment with how DRCOG allocates their funds. If active transportation and transit are such large priorities, why is the Peña Blvd expansion study being funded by DRCOG to work against progress being made on sustainable transportation in the region? I also see roadway widening projects receiving funding on Wadsworth, E470, US85, 104th, and 88th. Why are these projects being prioritized when roadway expansions are proven to result in more fatalities and increased greenhouse gas and particulate emissions while not solving traffic congestion? The promotion of multimodal transportation is the only effective and forward-thinking way to combat pollution, dangerous roads, inequity in transportation, poor land use, and a myriad of other issues plaguing the region. DRCOG has good guiding documents but needs to put their money where their mouth is and lead the way towards a better future.	Thank you for your comments. Through DRCOG's Transportation Improvement Program (TIP), DRCOG allocates funds to regionally significant projects submitted by local jurisdictions and other transportation partners that have scored highly across a number of different criteria. In many cases, these projects are multifaceted and include several additional project components such as: safety improvements, installation of new sidewalks and multiuse paths adjacent to the project area and/or improvements to existing paths. Recommendation #6 in this Strategic Plan explores the feasibility of requiring TDM components to certain TIP projects in the future.
Plan	With little mention of crime and vagrant activity, this report seems to be ignoring a critical aspect of rider dissatisfaction. Wish that druggies were not allowed on the trains or buses. Wish that buses were replaced by much smaller electric vans. Wish that residential streets were cleared of private car parking so that bikes could flow more safely. Love any plans that get kids safely to and from schools via bike, walking, bus, or van. Wish that all fares were free OR that the all riders must present ticket for each leg of the journey....otherwise I feel like a chump for paying while so many appear not to pay. Forget any "infrastructure" that provides showers for bike riders, as that is just another expensive facility that would be ruined by vagrants. Wish there was a direct bus connecting Lone Tree to the airport via E 470 toll road.	Thank you for your comments. Safety and security is paramount when planning for transportation demand management and have made an effort to include safety-related considerations throughout the Plan.
Plan	<p>Addressing equity can't be about having a disadvantaged community in your service area. TDM has traditionally been focused on employers. The way to address equity is to ensure that transportation benefits are provided to disadvantaged workers, irrespective of the employer's location. I recognize that you folks acknowledge this approach, however, the language in the plan is not consistent nor clear.</p> <p>Denver uses the map below for equity determinations. Unless your project is in a dark purple area, you get \$0. We've been dinged twice now. Real example from two weeks ago – I cannot get additional lighting for the Cherry Creek Trail because it runs through wealthy neighborhoods. 100% of the available funding is going to the Platte trail because it runs through poor neighborhoods. Yet, the volume of users and accidents on the CC trail is nearly 10x greater than the Platte. The percentage of disadvantaged travelers is roughly the same for both trails (statement by Park &amp; Rec staff, not sure if they have a comprehensive study on the issue). Thus, there are actually more disadvantaged people using the CC Trail.</p> <p>It needs to be explicit in the report that community is defined as a group of people when addressing the issue at the work end or in transit, and neighborhoods for home end strategies/programs. They need equal weight within any scoring criteria. I am hoping to have this statement added when referencing the TDM Set Aside grant and other similar opportunities.</p> <p>We are having the most challenging year financially in the 20+ year history of Transportation Solutions because of our wealthy residents and this strong focus on equity as a geographic location. Thanks!</p>	Thank you for your comments. Based on your comments, DRCOG staff have made clarifying edits to improve the messaging about this in the Plan. In the updated plan, you will see that as part of the update to the equity scoring criteria, we have clarified that both trip origins and destinations will be considered. Additionally, we have chosen to use the new DRCOG Equity Index, which takes into account several different factors other than just geographic location.

Plan	<p>Thank you for the opportunity to share our thoughts regarding the TDM Strategic Plan. Overall, I think it's a great effort and very forward thinking. I like the fact that you included changes to land use. I think that's a dramatic departure from DRCOG's position in past years.</p> <p>I do have a couple of comments that I'd like to share below.</p> <ul style="list-style-type: none"> <li>- I like the ITS examples in the toolkit. However, ITS hasn't traditionally been considered a TDM strategy, but rather a Transportation System Management (TSM) strategy. People get the distinction between the two wrong a lot. However, insofar as the examples used enable the system to operate more efficiently for non-single occupancy motor vehicle travel modes, one could make the case that ITS is a "TDM-supportive" strategy while not actually being an example of a TDM strategy itself.</li> <li>- At the final meeting regarding the DRCOG TDM Strategic Plan SSC with the Regional TDM Consortium that took place on October 19th, I noted that telework was not included as a TDM strategy in the TDM Plan. One of the consultants noted that this was because telework was reflected in the toolkit and that the other reason was that Way-To-Go promotes teleworking. This explanation rings hollow. Way to Go also manages the School Pool program, but the School Pool program which Way to Go also manages is featured prominently in the Summary of results from analysis on page 16 of the Strategic Plan while telework is only mentioned in passing as a response to the pandemic. In the toolkit, telework is mentioned in passing as it relates to activities that TMA's engage in, but telework as a TDM strategy itself worthy of promotion isn't featured prominently anywhere. I feel the consultants were incorrect to not feature telework as a major strategy, because you're not replacing one type of trip for another (which seems to be the major theme of the DRCOG TDM strategic plan.) Rather, by promoting teleworking you're eliminating trips altogether which should make teleworking the king of the mountain in terms of TDM strategies.</li> </ul> <p>Thanks again for the opportunity to provide comments. Other than the glaring absence of telework as an effective TDM strategy that should be prominently promoted, I think it's a great plan. If telework isn't rightly added into the plan in this draft, I hope that future drafts will see this strategy incorporated.</p> <p>On a side note, I'm working from home as I write this and as a result eliminated a 46 mile round trip; eliminated my contribution to congestion; eliminated my contribution to greenhouse gasses by not starting my car. What could be a better TDM strategy than that?</p> <p>I'd take transit to work, but that isn't an option between Broomfield and Longmont.</p>	<p>Thank you for your comments. Based on your comments, staff has made updates to the plan accordingly. The recommendations within the Strategic Plan are intended to be inward facing, meaning they are actions that DRCOG as an organization can take in order to expand regional TDM work. Chapter 4 of the plan is meant to present the results of an analysis of existing programs that DRCOG oversees. Telework Tomorrow, Way to Go's telework program, was not analyzed as a separate program, rather as part of the TDM strategies as part of the Way to Go program. Schoolpool was included in the analysis since the Way to Go program is able to collect robust data on the program. This analysis included evaluation of total VMTR through all activities of the partnership, as reported through the CMAQ reporting requirement. As the toolkit is intended for audiences such as local governments, employers and developers, the toolkit will be updated to clarify that telework as an important and effective TDM strategy.</p>
Plan	<p>I think that the overall structure of your report was good. I have been part of SWOT analysis situations. I think that there are two things that may need more detail in the report.</p> <ul style="list-style-type: none"> <li>• The summary of results page discusses strengths and opportunities, not weaknesses and threats</li> <li>• The summary of recommendations section highlights Mobility, Air Quality, Equity, and Safety and mostly focuses on Equity.</li> </ul> <p>When I discuss TDM I highlight that there are really three types of TDM: Commuter TDM, Commercial TD (Freight TDM,) and Continuing Education TDM (Primary, Secondary, and Vocational.) Working with ST2S (Item 3) is very important. There has been a massive spike in pedestrian and bicycle death in the news this year. Safety is one of the four key issues. Could Vision Zero be incorporated in the wrap up? Could the overall health benefits of Active Transportation be better incorporated into the report? As an aside, we are in the process of hiring a SR2S Coordinator for our region.</p> <p>I like where you were going with your Services, Parking Management, Infrastructure, Subsidies, and Education section. I would call subsidies your "Cash" section and have your campaign be "SPICE up your Commute." Also, there could be more discussion of working with employers and employees and how to pay for vanpools. We are setting up a Recovery to Work vanpool. Can we get employers to pay for the service, once it is up and running? Can we get local transit to subsidize the vanpools? Could employers give pre-tax money to the employees to pay for their vanpools? It would be a use it or lose it proposition. You are already signed up and paying for it, so use it. Also, the Guaranteed Ride Home program, or Emergency Ride Home Program is "essential."</p> <p>We have RideShark in our region, and it is affiliated with our <a href="http://www.ShareTheRideNC.org">www.ShareTheRideNC.org</a> website. Most of the literature discusses MaaS (Mobility as a Service.) It is mentioned on page 26. I understand that you have the MyWayToGo Platform and the MyWayToGo Partnership. It seems that it could be embellished a little more.</p> <p>There are a various research papers related to Parking Maximums, versus Minimums, and how land use is a major issue – that Transit Oriented Developments greatly reduce the need for parking. There is no mention of TOD. There is also no mention of telecommuting. This is the first time that I have encountered TNC (Transportation Network Companies) and it was not spelled out before it was referenced as an acronym (Figure 1, pages 6-7.) That is minor. Does there need to be a mention of Commercial Vehicle parking? We have a problem with commercial vehicles parking in "Center turn lanes"/"Suicide Lanes." We also have a problem on our interstates with truckers using on and off ramps as "layovers."</p> <p>We recently undertook an assessment of our current park and ride program. We surveyed the lots for activity, maintenance, and visibility. We also undertook an assessment of potential new park and ride locations for new park and ride facilities. Some sites were identified as Park and Rides, where there were connection with transit, and some were identified as park and pools, for use as carpool locations. We used a ten-point matrix that roughly split the criteria between equity and traffic management. We are</p>	<p>Thank you for your comments. Based on your comments, staff has incorporated updates and edits to the plan language.</p>



	<p>going to integrate our findings in future TIP Projects (Your step #4.) I like where you are going with “Step 5.” Is there a way to emphasize multi-modal transportation options? Park and rides could be linked to bike and walking trail parking. What about dedicated bike lanes, separated bike lanes, and a discussion of Complete Streets?</p> <p>How do you anticipate that employment is going to increase 37% while the population is only going to increase 31%? Are you expecting a huge spike of participation even as the population ages? (Table 3, Page 19) Do you have a Non-Emergency Medical Transportation System?</p> <p>There are a few “drivers” of human behavior: Fear of loss, Opportunity to Gain. Fear of the unknown. Fear of the Known (Bad past experiences.) Also, there are four types of consumers – Achievers, Emulators, Belongers, and Societally Conscious. There probably needs to be a section on the health benefits – of walking, biking, and sharing a commute. There are “choice” commuters and “captive” commuters</p> <p>Where is the discussion on electrification or gasification of automobiles? Electrification moves us from non-point source pollution to point source pollution. Natural gas cars burn cleaner than petroleum. Biodiesel? If reduction of emissions is one of the drivers of reducing SOV travel, it needs a reference. We have even looked at setting up charging stations at our park and rides and park and pools.</p> <p>Overall, I think that this is a good report. It would be great to paint two pictures: What happens if TDM is embraced? What happens if it is delayed or denied? I am attaching a VMT Reduction report that was assembled in North Carolina. It is also available on-line. There are TDM strategies on page 23 of the report. There are also regional examples. We do not have the option of a Trip Reduction Ordinance in the State of North Carolina. Everything that I have read has said that that option of legislated away by our state legislature.</p> <p><a href="https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/vehicle-miles-traveled-reduction-study.pdf">https://www.ncdot.gov/initiatives-policies/environmental/climate-change/Documents/vehicle-miles-traveled-reduction-study.pdf</a>. Good work. If you have any questions, feel free to reach out to me.</p>	
Plan	<p>I think the TDM Plan is great! No comments there.</p> <p>Good work to all who contributed to creating the plan.</p>	Thank you for your comment.
Plan	<p>Page 7 does not list Mobility Hubs in the infrastructure. This is an important place where mode shifts happen. Many RTD stations are good places to have mobility hubs but RTD is not able (due to various reasons) to make the necessary changes. It would be great if the plan could address this as RTD is spread across the region.</p> <p>Page 7 should encourage remote work. This is a great strategy in reducing trips.</p> <p>Page 7 What transportation system is referenced here, existing or future? The plan needs to recognize that not all the transportation network is built out. There are places in the Denver metro area that will require the road network to be built as there are not any roads to serve the future traffic.</p> <p>Page 21 Provide more up to date information on the traffic volumes, etc.</p> <p>Page 23 Why are people not riding transit?</p> <p>Page 23 The plan needs to address a significant barrier to public transit and that is public safety. RTD is trying to address the issue but the plan is silent about this. The silence on this topic is avoiding a real issue.</p> <p>Page 25 The services that require phone applications limit the access to these services. This is a barrier that should be removed.</p>	Thank you for your comments. Based on your comments, staff has made revisions to the Plan.
Plan	<p>The goals are defined at a very high level and are not measurable so it is unclear as to whether or not the plan will meet the goals. The plan does speak to how the goals can be impacted.</p> <p>Please consider how to make the services requiring phone apps more accessible to those who might not have a phone app or who would prefer not using their phone app to access a service. The Link in Lone Tree is trying this.</p>	Thank you for your comments. While DRCO does not directly provide any transit service including microtransit, staff will highlight equity considerations in the Toolkit so that local and implementing agencies can take this into account.
Plan	<p>P 42 – In the safe routes to school section, consider referencing curbside management.</p> <ul style="list-style-type: none"> <li>• With the number of parents who choose to drop off/pick up their children, the areas immediately around many schools have a lot of weaving vehicular traffic. In addition to pedestrian improvements/traffic calming, applying curbside management to schools could help with safety.</li> </ul>	Thank you for your comments. This is valuable feedback, staff has made edits to the document to add clarification.

<p>Plan and Toolkit</p>	<p>Good use of graphics. Easy to understand. Short digestible.</p> <p>For both documents (Strategic Plan and Toolkit) consider modifying the language being used to communicate some of the information, specifically when referring to data. "Staff estimates" may undermine the message you are trying to communicate with some readers. My primary concern is public trust in "experts" or government. It sounds more authoritative and is harder to question when the data is presented as a model output, or from a study, rather than asking the reader to trust staff. It also directs any unhappiness with the data at the data source and not staff.</p> <p>Page 4: Figure 1: Overall, it feels like some of the individual strategies on the list could be eliminated because they feel duplicative. A shorter list can be just as powerful as a longer list that has more examples of similar concepts.</p> <p>Under parking management, "parking minimums" is listed as a strategy. This could use some clarification about what the goal is. Is it reducing parking minimums, eliminating them, etc.</p> <p>Preferential parking is essentially an umbrella term that would include discount or free carpool parking and car share parking. Consider simplifying this rather than having three examples of what is basically the same thing.</p> <p>Subsidies: How are bikeshare membership discounts and micromobility credits differentiated?</p> <p>Similarly, are direct payments to service providers basically the same thing as a transit pass discount? They both involve an entity paying RTD to reduce the cost of transit. If they are different, an example of exactly what each refers to might be helpful in differentiating them.</p> <p>Regional planning context: A big driver of this plan is reducing vehicle emissions to conform to EPA requirements as well as meeting the Colorado GHG plan requirements. It is my understanding that DRCOG is obligated to do some of these activities to meet existing requirements related to GHGs and emissions. I would love to see a little more discussion of that in chapter 2 as a reason to create this plan.</p> <p>Page 6: This is nitpicky, but I would suggest changing the sentence under the bullet Transportation Demand Management Toolkit from "...to understand the full range of potential..." to read, "...to understand a wide range of potential..."</p> <p>On the right side of the page, there is a paragraph that begins with "Historically, transportation demand management work at the regional level has been focused on peak commute trips and championed marketing, ..." The way it is written suggests to me that our TDM focus is changing or expanding moving forward, although the following paragraphs don't tell the reader what's different. I suggest either explicitly writing about how the approach to TDM is changing, or to modify the paragraph to read something like "Historically, transportation demand management work at the regional level has is been focused on peak commute trips and championed marketing, ..."</p> <p>Page 10: Transportation Planning Factors: In the first paragraph consider making a clear connection between population growth and more trips. It is implied (you even talk about increased travel times), but not explicitly "more trips."</p> <p>Population and Employment Growth: In the second paragraph, it isn't intuitive that what you are talking about is the total number of trips for each mode, and not the share of trips for each mode. It might be worth clarifying that you are talking about an increase in total trips. It is mentioned at the end of the paragraph, but consider moving up the total trips per weekday by mode information.</p> <p>Page 11: Under traffic congestion please say how you are making the estimates. Stating how you made the estimate (with the model presumably) will make the reader less skeptical of the figures you go on to present.</p> <p>Page 13: Microtransit - considering how much focus went into equity in the planning process for development of this document, it seems like this blurb about Microtransit should expand on the critical role it plays for equity. For older adults and those with disabilities this may be the only transportation option that works to meet their needs. It often serves as the paratransit option in communities.</p> <p>Connected &amp; automated vehicles - it might be worth mentioning the ongoing issues with the technology (it's not ready yet), particularly in a plan that only looks 6 years out. Beyond driving in inclement conditions, Waymo cars have had major issues with roadway construction in San Francisco as well as when there are vehicle crashes or emergency vehicles present. There are lots of reports of autonomous vehicles just stopping and becoming immobile in the middle of traffic for long durations of time. Talking about autonomous vehicles as a longer term potential strategy seems reasonable, but suggesting it can be a part of a near term solution feels unlikely in a 6-year plan. Part of the issue is about establishing public expectations. Autonomous vehicles can be perceived as a panacea that is going to fix everything, but it isn't ready yet and there are other potential issues even when it is a mature technology.</p> <p>Page 20: Summary of Recommendations: Given the plan horizon is only six years, I was hoping that the recommendations would be a little more actionable.</p> <p>Recommendation- In addition to the next steps listed, DRCOG could consider collecting TDM program evaluation data to help support and make the case for transportation demand management implementation</p>	<p>Thank you for your comments. Based on your feedback, staff has made revisions to the Plan.</p>
<p>Plan</p>	<p>Douglas County is supportive of DRCOG providing best practices and general resources to member governments in support of development of TDM strategies. However, we have concerns regarding the creation of a TDM technical assistance program and believe the plan should identify possible funding sources for such a program to ensure that funds would not be redirected from TDM projects. Additionally, this Strategic Plan should clarify that any new policies or plans developed through this program will be at the request of, in partnership with, and unique to the conditions of each individual member government rather than created with the intent of regional adoption.</p>	<p>Thank you for your comments. Funding for the proposed technical assistance program would not be redirected from the TIP, nor from the TDM Set-Aside, as this program would be staff-led. The intent of the technical assistance program is to provide technical assistance services to local jurisdictions who are interested in seeking the assistance of DRCOG in the implementation of TDM strategies that fit the context, goals and budget of each individual jurisdiction.</p>

Plan	<p>I suppose. The language seems broad and so there isn't much to disagree with. I appreciate the consideration of Transit Supportive Infrastructure due to the extreme weather here in Denver. Covered waiting areas, perhaps even with heating and cooling components, would make ride sharing or bus riding much more attractive. In winter, clearing/managing ice accumulation also important. All the talk about bike lanes and using scooter seems to ignore the realities of weather.</p> <p>I would like to see more rail transit as opposed to buses and bike lanes. This is the only way to efficiently move large numbers of people. Whenever possible, I would like to see overpasses or tunnels to accommodate walkers and bikers as opposed to reducing driving lanes.</p>	Thank you for your comments.
Toolkit	Edits for funding clarification by DRCOG Staff	We have edited the Toolkit for clarity.
Toolkit	Edits for clarification by DRCOG Staff	We have edited the Toolkit for clarity.
Toolkit	<p>Page 37 Add information on how to work with RTD to make mobility hubs possible at existing RTD stations</p> <p>Page 81 RTD needs to get better at providing services. They are cutting services in some places and this hurts the region and this TDM plan.</p>	Thank you for your comment. We have added clarification to the Toolkit based on your comment.
Toolkit	<p>Broomfield staff understands that this toolkit was intended to be aimed at a wide range of TDM strategies for the region, but we are disappointed with the lack of detail about the tools that are aimed at supporting municipal implementation of TDM strategies. The range of "tools" appears to be for State level down to individual level.</p> <p>Many of the tools feel aimed at guiding CDOT or RTD and not super useful at a municipal level. It also feels like some of these bigger strategies are looking at the region in a vacuum, without accounting for existing challenges and realities in the region like:</p> <ul style="list-style-type: none"> <li>• A lack of adequate funding for transit necessary to implement high quality service in the region</li> <li>• The past issues at RTD that have led to a contraction of service provided to the region</li> <li>• The national transit driver shortage</li> <li>• Political and practical challenges of implementing roadway fees or congestion pricing</li> </ul> <p>It feels like to see TDM work in the region, we need municipalities to do a lot of the leg work, but the many of the examples in the document feel really big and aren't really helping municipalities figure out how to do our part.</p> <p>It would also be really helpful to have more info in here about how to translate these TDM ideas into reality. We can go on the internet and do a quick search for TDM tools and come up with the list that was provided. Case studies, or other practical examples of how to implement some of these strategies would be incredibly helpful, but there are very limited practical examples, just big ideas.</p> <p>Carshare is a good example. Carshare is a great idea, but it is not straightforward about how to implement it if there isn't an existing relationship with a provider. It isn't like you can just call Colorado Carshare and have them drop off a car. What would be great if there was some sort of "how to" section. For carshare it would probably look like:</p> <ul style="list-style-type: none"> <li>• To have a successful carshare program you will need X members within an X mile radius</li> <li>• A dedicated parking spot</li> <li>• This type of TDM measure works best for multifamily residential (or whatever) with at least X units</li> </ul> <p>• For more information contact peter@carshare.org</p> <p>Context Guide- "Implementing agencies" is left out of the description in this section.</p> <p>Page 6 - Land use - it would be nice to get #s in the land use definitions to categorize density. Like 5-30 DU+Jobs per acre is suburban, 30+ is urban, etc.</p> <p>Transit - Please use frequency of transit service or density of transit connections in the definition of the tiers. As is, it requires a municipality to make a subjective judgment about where they fall in the transit tiers.</p> <p>Page 12 - Fixed Route Transit: This is a TDM "tool," but it's being presented in a vacuum (as mentioned at the beginning of the comments) and doesn't address the reality of the challenges in the region. I guess if this is a "tool" it feels like it should be framed as "leveraging existing fixed route transit" so as not to establish unrealistic expectations. This comes from the Broomfield perspective where we have seen most of our fixed transit routes eliminated and we have had extreme difficulty getting RTD to implement on-demand transit (let alone fixed route) even when we have money to pay for it. It just feels like it is glossing over the reality of the situation and I'm not sure how much value "tools" like this provide the region in actually supporting TDM.</p> <p>Page 14- Mobility as a Service: I think the contingent factor in this recommendation is RTD. Is RTD planning to implement an integrated platform for MaaS within the timeframe of this plan?</p> <p>Page 28: ITS feels like a component of other TDM tools like "parking management," or "traveler information systems," or "real time transit information system." It feels odd that it is a standalone TDM strategy. In and of itself, I'm not sure the purpose of ITS is TDM...</p> <p>Page 23- Parking Management: Parking management is the "golden ticket" for influencing transportation demand so I think the parking management section could be expanded.</p> <p>Page 52: I love the ideas in the subsidies, rebates, and rewards section. It would be great if this section was expanded and explored. Honestly, I wish it made up the majority of the document and had some detail about how to implement the various ideas it touches on.</p>	Thank you for your comment. Staff has mad updates to the Toolkit to reflect several clarifications and additions.
Toolkit	<p>For the TDM Toolkit, here are tools and strategies that could potentially be added to the Transportation Demand Management Toolkit (sorry if they're already in there and I missed them!):</p> <ul style="list-style-type: none"> <li>• TDM plans for new development</li> <li>• Employer and community or residential surveys</li> <li>• Transportation Coordinators designated at organizations (employers, schools and universities, municipalities, sports arenas, event venues, etc)</li> <li>• Valet bike parking (as another bullet point in the bike parking section)</li> </ul>	Thank you for your comment. Staff has mad updates to the Toolkit based on your feedback.



Denver Regional Council of Governments  
State of Colorado

Board of Directors

Resolution No. 12, 2023

**A resolution adopting** the Regional Transportation Demand Management Strategic Plan.

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

**Whereas**, the Transportation Demand Management Strategic Plan was prepared by the Denver Regional Council of Governments in cooperation with regional transportation partners, including member governments, the Regional Transportation District, the Colorado Department of Transportation and other stakeholders; and

**Whereas**; the Transportation Demand Management Strategic Plan identifies ten strategic recommendations for the Denver Regional Council of Governments to lead over a five-year time horizon; and

**Whereas**; a 30-day public review period was completed on October 31, 2023 and comments received on the Transportation Demand Management Strategic Plan were addressed; and

**Whereas**; the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the Transportation Demand Management Strategic Plan.

**Now, therefore, be it resolved** that the Board of Directors of the Denver Regional Council of Governments hereby adopts the Regional Transportation Demand Management Strategic Plan.

**Resolved, passed, and adopted** this 20<sup>th</sup> day of December 2023 at Denver, Colorado.

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

ATTEST:

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Douglas W. Rex, Executive Director

**Attachment F**

Update on the Taking Action on Regional Vision Zero plan

## Board of Directors

Meeting date: December 20, 2023

Agenda Item #: 11

### Update on the Taking Action on Regional Vision Zero plan

Agenda item type: Informational Briefing

#### Summary

Informational briefing on the strategic update to Taking Action on Regional Vision Zero.

#### Background

In June 2020, the Denver Regional Council of Governments adopted Taking Action on Regional Vision Zero to support the region's commitment to eliminate traffic-related fatalities and severe injuries on our roadways and make safety a priority for all users of the transportation system. The action plan is guided by robust collaboration with local, regional, and state stakeholders through the Regional Vision Zero Working Group. The plan sets out Action Initiatives, an implementation timeline and measures that will help track regional progress toward safety improvements.

DRCOG staff have been working on a strategic update to Taking Action on Regional Vision Zero to ensure its relevance and consistency with emerging best practices in transportation safety.

The objectives for this update are to:

- Take a holistic approach to updating the Implementation Plan Action Initiatives to create a valuable and sustainable approach to addressing multiple aspects of safety across the region, with the goal of achieving zero fatalities and serious injuries.
- Develop an accompanying story map as a resource for staff, local government members, regional partners, safety stakeholders and the public.
- Meet upcoming state accessibility requirements (HB-1110).

The Regional Vision Zero Working Group has been meeting monthly since February 2023 to conduct workshops focused on the six objectives identified in the plan. The Working Group met on October 30, 2023, to participate in a 2.5-hour workshop to identify regional priorities and timelines.

Using the Working Group's feedback, staff have drafted an updated Vision Zero Implementation Plan that is representative of the region. The plan includes actions with measurable goals, timelines, and appropriate stakeholders responsible for implementation, with the ultimate goal of achieving zero deaths or serious injuries on our roadways.

Since adopting Taking Action on Regional Vision Zero in 2020, the region has completed or made substantial progress on several actions recommended in the plan:



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- Developed a Complete Street Toolkit for the DRCOG region, addressing safety-related aspects of street design, incorporating Vision Zero principles, crash profiles and countermeasures, and including further guidance for establishing safe design components.
- Performed a prioritization analysis of the Complete Streets network of the region to identify the top corridors for investing funds and resources to improve mobility and accessibility for all users.
- Created a story map data tool on the Regional Data Catalog to enhance the Regional Vision Zero toolkit and provide local governments with easy access to quick analysis of area type crash profiles.

Staff from RPD and TPO have also been developing a companion story map that explores the fatal and serious injury crash trends in the Denver region, where these crashes are occurring on the regional roadway system and the top contributing factors. Analyzing patterns in the data helps determine which countermeasures will have the biggest impact. For more information, please visit the [Regional Vision Zero Story Map](#).

Along with the story map and implementation update work, staff have also been working to ensure the plan meets upcoming state accessibility requirements and making any necessary changes to be compliant. The updated document is about to be released for a 30-day public comment period, as well as eventual consideration for approval from the DRCOG Board. This update to Taking Action on Regional Vision Zero is expected to be completed and presented to the Board for approval in the first quarter of 2024.

**Previous discussion/action**

n/a

**Attachment**

Staff presentation

**For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Emily Kleinfelter, Safety/Regional Vision Zero Planner at 303-480-5647 or [ekleinfelter@drcog.org](mailto:ekleinfelter@drcog.org).



# Taking Action On Regional Vision Zero Strategic Update

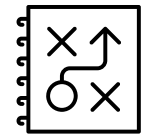
December 20, 2023

Emily Kleinfelter, Safety/Vision Zero Planner,  
Transportation Planning & Operations

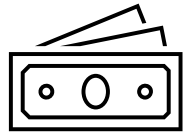
# Why Update Now?



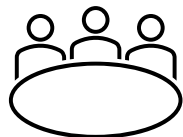
Fatalities are moving in the wrong direction



New national approach to safety (Safe Systems)



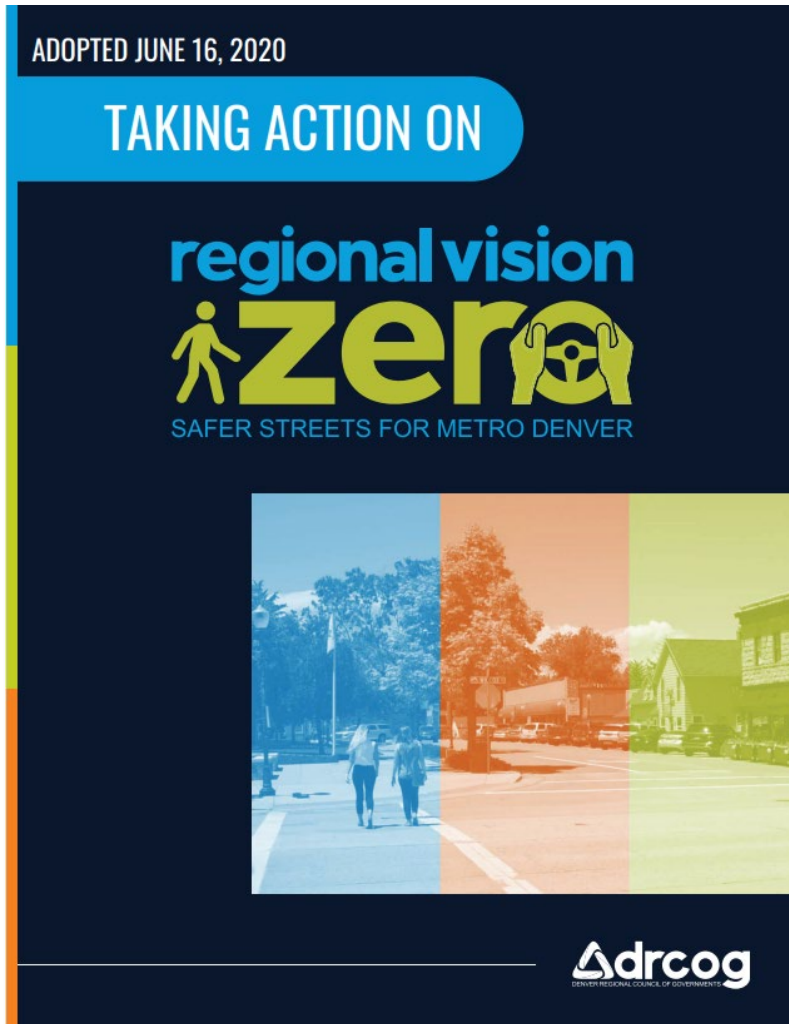
More funding opportunities through the Bipartisan Infrastructure Law



Increased feedback and collaboration from member governments



# Taking Action On Regional Vision Zero



Chapters 1: Background on Vision Zero

Chapter 2: Why the Region Needs Vision Zero

Chapter 3: DRCOG Vision Zero Principles

Chapter 4: Community Engagement

Chapter 5: Regional Vision Zero Toolkit

Chapter 6: Implementation Plan

Chapter 7: Additional Efforts

Chapter 7: How to Stay Engaged

New! Vision Zero Story Map

# Update Structure



## Status Check

- Reviewed completion status of current strategies and actions for each Objective.

## Objective Workshops & Surveys

- Solicit feedback from RVZ Working Group on the level of impact and difficulty to implement each Objective's strategies and actions.
- Follow-up surveys to identify priorities and stakeholder involvement in the draft strategies and action are sent out to the RVZ Working Group after each workshop

## Prioritization Workshop

- In-person Breakout Group Exercise to identify Short Term, Mid Term, Long Term, and Ongoing actions, using feedback from previous virtual workshops.

## Public Comment

- 30-day period for public comment and feedback before Committee approvals



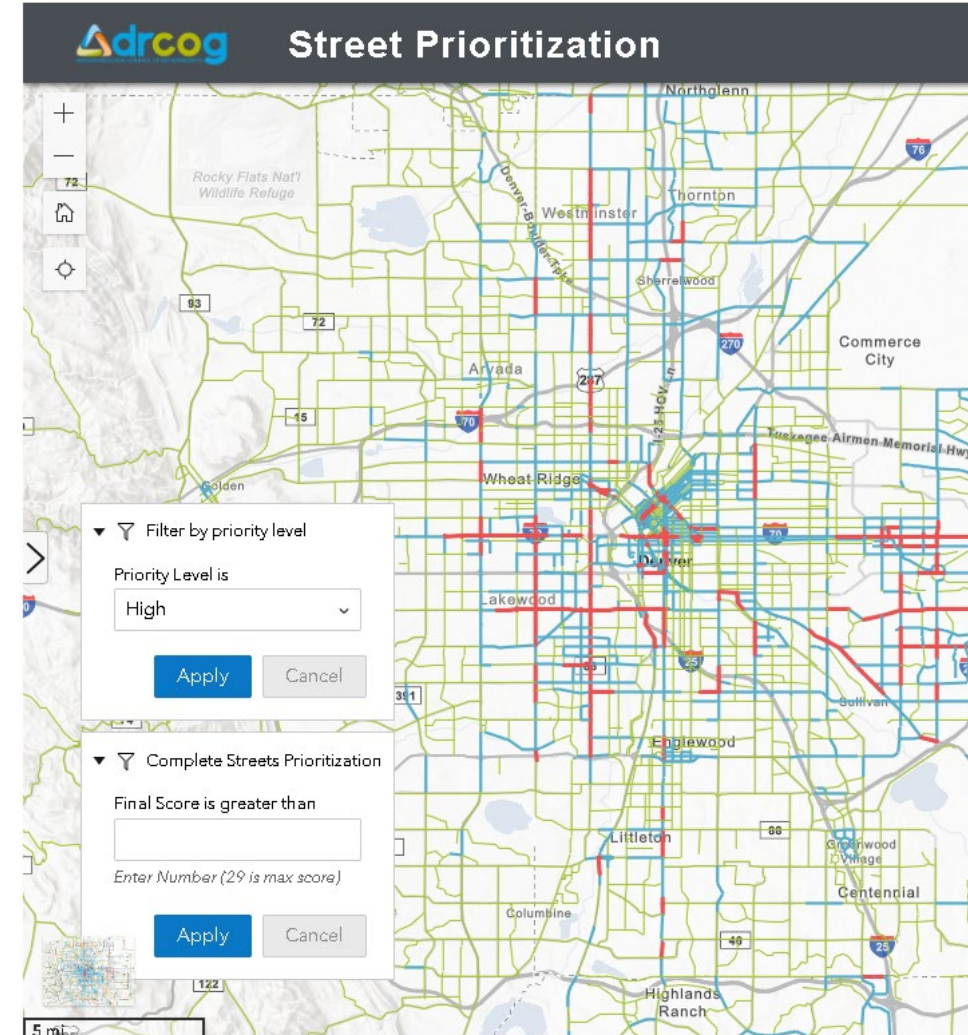
# Key Takeaways



- Interagency cooperation is critical to the success of most actions
- Coordination with partners will be crucial to make actions sustainable
- Take advantage of existing programs instead of creating new ones
- Reliable crash data is important and a known challenge
- Clarifying which actions are currently underway, and to what extent, would be useful for partners


## Objective 3: Design and Retrofit Roadways to Prioritize Safety

- Developed a Complete Streets Toolkit for the DRCOG region, addressing safety-related aspects of street design, incorporating Vision Zero principles, regional crash profiles and countermeasures, and including further guidance for establishing safe design components.
- Performed a prioritization analysis of the Complete Streets network of the region to identify the top corridors for investing funds and resources to improve mobility and accessibility for all users.



## Objective 4: Improve Data Collection and Reporting

Created a story map data tool on the Regional Data Catalog to enhance the Regional Vision Zero toolkit and provide local governments with easy access to quick analysis of area type crash profiles.




**Collection**


### Regional Vision Zero

Working towards zero fatalities and serious injuries on the Denver region's transportation system.


This story map explores the fatal and serious injury crash trends in the Denver region, breaking down where these crashes are occurring on the regional roadway system and the top contributing factors. Analyzing the patterns in the data shows where crashes occur, reveals how they happen and helps determine which countermeasures will make the biggest impact.




1 Taking Action on Regional Vision Zero




2 Urban areas crash profiles




3 Suburban/compact communities crash profiles




4 Rural areas crash profiles



5 Limited-access highway crash profiles



6 Behavior profiles



7 Implementing Vision Zero

Objective	Action
1.4	Continue monthly meetings of the Regional Vision Zero Working Group. Use the working group as a place to share updates on local safety efforts, provide information on funding opportunities related to safety, and collaborate with regional safety stakeholders.
4.7	Continue to participate in the Colorado Statewide Traffic Records Advisory Committee (STRAC) meetings to help improve the quality of crash data and form completeness.
4.8	Coordinate the creation of a regional crash data consortium to inventory the needs of the region and identify solutions to address with crash data collection, processing, and analysis.
5.5	Research and share information on grant funding opportunities in the monthly Regional Vision Zero Work Group agenda as potential funding resources for DRCOG and regional stakeholders, including CDOT, RTD, and local governments.
6.7	Re-evaluate legislative priorities as new safety research arises.

## 1) Improve Collaboration Between Allied Agencies



**1.1**

Convene regular local safety meetings of state and local transportation and public health professionals, police and fire departments, and community and advocacy organizations, to collaboratively address dangerous behaviors on the roadways with strategies like culturally appropriate safety programs and educational messages, paired with outreach and investments.

## 2) Increase Awareness and Adoption of Vision Zero



**2.6**

Update the Regional Vision Zero webpage to include traffic safety resources and information, including details on the Safe Systems Approach and updates on DRCOG's progress towards Vision Zero in the region.

## 3) Design and Retrofit Roadways to Prioritize Safety



**3.5**

Develop a Quick-Build Toolkit for member governments to provide guidance on the design and implementation of quick-to-deliver and adjustable traffic measures to improve safety on the Regional High-Injury Network and Critical Corridors.

## 4) Improve Data Collection and Reporting



**4.2**

Perform a comprehensive crash data analysis to understand high-risk actions, pre-crash activities and demographics to further build out crash profiles. (Initiate in 0-2 years and perform every 3 to 5 years following)



## 5) Increase Funding and Resources



**5.1**

Modify Transportation Improvement Program (TIP) criteria to prioritize safety projects on the regional High-Injury Network that address key crash profiles, or otherwise reduce fatal and serious-injury crashes.

## 6) Increase Support for Legislation, Policies, and Practices that Focus on Safety at All Levels



**6.3**

Support legislation to increase funding and evaluate reallocation of existing funding to safety projects to create a reliable, dedicated funding stream.

# Next Steps



- 30-Day Public Review Period
  - December to January
- Committees and Board Approval
  - TAC – February 26
  - RTC – March 19
  - Board – March 20





**Thank You!**  
**Questions?**

**Emily Kleinfelter**  
Safety/Vision Zero Planner, Transportation Planning & Operations  
[ekleinfelter@drcog.org](mailto:ekleinfelter@drcog.org)  
303-480-5647

## **Attachment G**

Review of the Special Session and preview of the 2024  
Legislative Session

## Board of Directors

Meeting date: December 20, 2023

Agenda Item #: 13

### **Review of the Special Session and preview of the 2024 Legislative Session**

Agenda item type: Informational Briefing

#### **Summary**

This item concerns a review of the just completed special session, which was mostly focused on property tax relief, and a preview of the 2024 legislative session, including updates on affordable housing, transportation, and Area Agency on Aging funding discussions.

#### **Background**

DRCOG staff and lobbyists will provide a review of the First Extraordinary Session of the 74th General Assembly and a preview of the 2024 state legislative session scheduled to commence on January 10, 2024.

#### **Action by others**

n/a

#### **Previous discussions/actions**

n/a

#### **Recommendation**

n/a

#### **Attachments**

n/a

#### **For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Rich Mauro, Director, Legislative Affairs at (303) 480-6778 or [rmauro@drcog.org](mailto:rmauro@drcog.org).



**Attachment H**

Administrative modifications to the 2024-2027  
Transportation Improvement Program

## Board of Directors

Meeting date: December 20, 2023

Agenda Item #: 14

### Administrative Modifications to the Fiscal Year 2024-2027 Transportation Improvement Program

Agenda item type: Informational Item

#### Summary

December 2023 Administrative Modifications to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

#### Background

Per the Board-adopted [Policies for Transportation Improvement Program Development](#), administrative modifications to the [Fiscal Year 2024-2027 Transportation Improvement Program](#) are reviewed and processed by staff. Administrative modifications represent revisions to Transportation Improvement Program projects that do not require formal action by the Board of Directors.

After the Board is informed of the administrative modifications, the modifications are processed and posted on the [Fiscal Year 2024-2027 Transportation Improvement Program web page](#). They are then emailed to the Transportation Improvement Program Notification List, which includes members of the Transportation Advisory Committee, the Regional Transportation Committee, project sponsors, staff of various federal and state agencies, and other interested parties.

Identification Number	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2012-107	CDOT	Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - CDOT)	Add two pool projects	Add \$1,110,000 in federal Section 5310 funds	None



Identification Number	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2020-079	DRCOG	Human Services Transportation / FASTER Set-Aside	Shift unallocated FASTER funding to Fiscal Year 2024	None	None
2020-081	CDOT Region 4	CO119 Operational Improvements : Boulder to Longmont	Replace Congestion Mitigation / Air Quality and Surface Transportation Block Grant funds with Multimodal Transportation and Mitigation Options Fund - American Rescue Plan Act funds	None	Swap funding types with 2022-031
2022-031	Denver	East Colfax BRT	Replace Multimodal Transportation and Mitigation Options Fund - American Rescue Plan Act funds with Congestion Mitigation / Air Quality and Surface Transportation Block Grant funds	None	Swap funding types with 2020-081



Identification Number	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2022-055	Arapahoe County	Arapahoe County Transit and Micromobility Study	Swap Carbon Reduction Program funding for Surface Transportation Block Grant funding	None	None
2022-056	Aurora	Aurora Multimodal Transportation Master Plan	Swap Carbon Reduction Program funding for Surface Transportation Block Grant funding	None	None
2022-064	Commuting Solutions	CO119 Branding and Wayfinding Study	Swap Carbon Reduction Program funding for Surface Transportation Block Grant funding	None	None
2022-066	Nederland	Nederland Multimodal Transportation Plan	Swap Carbon Reduction Program funding for Surface Transportation Block Grant funding	None	None



Identification Number	Sponsor	Title	Reason for Amendment	New/Removed Funding	Internal Funding Shifts
2024-010	Erie	SW Weld County Transit First and Last Mile Study	Swap Carbon Reduction Program funding for Surface Transportation Block Grant funding	None	None
2024-034	Boulder County	S Boulder Rd BRT Study: Broadway / Table Mesa-CO7/119 <sup>th</sup>	Swap Carbon Reduction Program funding for Surface Transportation Block Grant funding	None	None
New Project	CDOT	Clean Transit Enterprise Pool	Create new pool	Add \$158,000 in state Clean Transit Enterprise funds	None

**Action by others**

n/a

**Previous discussion/action**

n/a

**Recommendation**

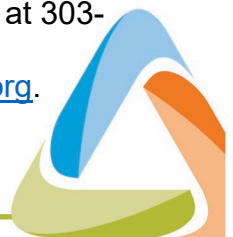
n/a

**Attachment**

Fiscal Year 2024-2027 Transportation Improvement Program Administrative Modifications (December 2023)

**For more information**

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701; or Todd Cottrell, Programming and Project Delivery Program Manager, Transportation Planning and Operations Division, at 303-480-6737 or [tcottrell@drcog.org](mailto:tcottrell@drcog.org).





# Attachment 1

## Administrative Modifications to the Fiscal Year 2024-2027 Transportation Improvement Program (December 2023)

**2012-107:** Add two pool projects and \$1,110,000 in federal Section 5310 funds

### Existing Project

Title: **Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - CDOT)**

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-107**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

#### Project Scope

Funds will be used for Mobility Management and activities such as purchase of vans and operating assistance for door-to-door service for older adults and people with disabilities.



#### Affected County(ies)

Regional

#### Performance Measures

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

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

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Via Mobility Services	Bus replacement (FY19 Small Urban)	\$105	SRC	Bus Replacement (FY19 Large Urban)	\$124	Laradon Hall Society	Van Replacement (FY20)	\$103
Easter Seals	Minivan replacement (FY19 Large Urban)	\$38	Adams County	Mobility Management (FY20)	\$108	Goodwill - Denver	Replacement Vehicle (FY20)	\$55
Seniors Resource Center	Bus Replacement (FY19 Large Urban)	\$408	Broomfield	1 Vehicle Expansion (FY20)	\$54	Continuum of Colorado	Operating (FY21)	\$135
Via	Mobility Management (FY19 Large Urban)	\$227	Broomfield	Equipment (FY20)	\$25	VIA	2 Replacement Vehicles (FY21 Small Urban)	\$180
Seniors Resource Center	Mobility Management (FY19 Large Urban)	\$248	DRMAC	Mobility Management (FY20)	\$288	VIA	Mobility Management (FY22 Small Urban)	\$573
Seniors Resource Center	Operating (FY19 Large Urban)	\$273	SRC	Mobility Management (FY20)	\$439	VIA	One BOC Replacement (FY22 Small Urban)	\$144
DRMAC	Mobility Management (FY19 Large Urban)	\$250	SRC	Operating (FY20)	\$385	Laradon Hall Society	3 Replacement Vehicles (FY22 Small Urban)	\$176
Douglas County	Mobility Management (FY19 Large Urban)	\$375	SRC	Van Expansion (FY20)	\$83	VIA	4 Replacement Vans (FY22 Small Urban)	\$315
Continuum of Colorado	Operating (FY19 Large Urban)	\$90	SRC	BOC Expansion (FY20)	\$73	VIA	Mobility Management (FY23 Small Urban)	\$585
Continuum of Colorado	Vehicle Replacement (FY19 Large Urban)	\$88	VIA	Mobility Management (FY20)	\$192	VIA	Operating (FY23 Small Urban)	\$491
Easter Seals Colorado	Vehicle Replacement (FY19 Large Urban)	\$55	Douglas County	1 Van Expansion (FY20)	\$48	Laradon Hall Society	5 Vehicle Replacements (FY23 Small Urban)	\$392
SRC	Vehicle Replacement (FY19 Large Urban)	\$42	Douglas County	Mobility Management (FY20)	\$395			
SRC	Bus Replacement (FY19 Large Urban)	\$72	Easter Seals	1 BOC Expansion (FY20)	\$52			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (5310)		\$3,001	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$717	\$0	\$0	\$0		
<b>Total</b>	<b>\$34,561</b>	<b>\$3,718</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$38,279</b>

### Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Via Mobility Services	Bus replacement (FY19 Small Urban)	\$105	SRC	Bus Replacement (FY19 Large Urban)	\$124	Laradon Hall Society	Van Replacement (FY20)	\$103
Easter Seals	Minivan replacement (FY19 Large Urban)	\$38	Adams County	Mobility Management (FY20)	\$108	Goodwill - Denver	Replacement Vehicle (FY20)	\$55
Seniors Resource Center	Bus Replacement (FY19 Large Urban)	\$408	Broomfield	1 Vehicle Expansion (FY20)	\$54	Continuum of Colorado	Operating (FY21)	\$135
Via	Mobility Management (FY19 Large Urban)	\$227	Broomfield	Equipment (FY20)	\$25	VIA	2 Replacement Vehicles (FY21 Small Urban)	\$180
Seniors Resource Center	Mobility Management (FY19 Large Urban)	\$248	DRMAC	Mobility Management (FY20)	\$288	VIA	Mobility Management (FY22 Small Urban)	\$573
Seniors Resource Center	Operating (FY19 Large Urban)	\$273	SRC	Mobility Management (FY20)	\$439	VIA	One BOC Replacement (FY22 Small Urban)	\$144
DRMAC	Mobility Management (FY19 Large Urban)	\$250	SRC	Operating (FY20)	\$385	Laradon Hall Society	3 Replacement Vehicles (FY22 Small Urban)	\$176
Douglas County	Mobility Management (FY19 Large Urban)	\$375	SRC	Van Expansion (FY20)	\$83	VIA	4 Replacement Vans (FY22 Small Urban)	\$315
Continuum of Colorado	Operating (FY19 Large Urban)	\$90	SRC	BOC Expansion (FY20)	\$73	VIA	Mobility Management (FY23 Small Urban)	\$585
Continuum of Colorado	Vehicle Replacement (FY19 Large Urban)	\$68	VIA	Mobility Management (FY20)	\$192	VIA	Operating (FY23 Small Urban)	\$491
Easter Seals Colorado	Vehicle Replacement (FY19 Large Urban)	\$55	Douglas County	1 Van Expansion (FY20)	\$48	Laradon Hall Society	5 Vehicle Replacements (FY23 Small Urban)	\$392
SRC	Vehicle Replacement (FY19 Large Urban)	\$42	Douglas County	Mobility Management (FY20)	\$395	Via	Operating (Fiscal Year 2024 Small Urban)	\$510
SRC	Bus Replacement (FY19 Large Urban)	\$72	Easter Seals	1 BOC Expansion (FY20)	\$52	Via	Mobility Management (Fiscal Year 2024 Small Urban)	\$600

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (5310)		\$4,111	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$1,377	\$0	\$0	\$0		
<b>Total</b>	<b>\$34,561</b>	<b>\$5,488</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,049</b>

**2020-079:** Shift \$210,000 in unallocated state FASTER-Transit funding from prior years to Fiscal Year 2024

**Existing Project**

Title: **Human Services Transportation/FASTER Set-Aside**

Project Type: **Transit Service**

TIP-ID: **2020-079**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

**Project Scope**

TIP Set-Aside that funds underfunded and underserved trips and rolling stock expansion to improve service and mobility for older adults and people with disabilities.



**Affected County(ies)**

Regional

**Performance Measures**

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

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

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
	Boulder County - Operating (FY20) - \$177			VIA - Mobility Management (FY21-22) - \$100	\$0		Boulder County - Mobility Management (FY24) - \$40	
	City of Boulder - Operating (FY20) - \$17			A Little Help - Capital Facilities (FY21-22) - \$25	\$0		Douglas County - Capital 1 Vehicle Expansion (FY24) - \$124	
	VIA - Operating (FY20) - \$43			VIA - Capital Software (FY21-22) - \$42	\$0		Douglas County - Capital EV Charging Station (FY24) - \$44	
	VIA - Capital Replacement-BOC (FY20) - \$87			VIA - Capital Security Cameras (FY21-22) - \$242	\$0		Douglas County - Mobility Management (FY24) - \$162	
	VIA - Capital Replacement-Van (FY20) - \$56			A Little Help - Mobility Management (FY23) - \$34	\$0		DRCOG - Mobility Management (FY24) - \$55	\$0
	Broomfield - Capital 1 Vehicle Expansion (FY20) - \$11	\$0		Boulder County - Operating (FY23) - \$200	\$0		DRMAC - Mobility Management (FY24) - \$74	\$0
	Broomfield - Capital Equipment (FY20) - \$5			Denver Inner City Parish - Capital 1 Vehicle Expansion (FY23) - \$73	\$0		Jewish Family Service - Capital 1 Vehicle Expansion (FY24) - \$54	
	DRMAC - Mobility Management (FY20) - \$60	\$0		Douglas County - Capital 2 Vehicle Replacements (FY23) - \$120	\$0		Lakewood - Capital 2 Vehicle Replacements (FY24) - \$247	\$0
	Douglas County - Operating (FY20) - \$138			Douglas County - Mobility Management (FY23) - \$248	\$0		Laradon Hall - Capital 2 Vehicle Replacements (FY24) - \$153	\$0
	DRCOG - Program Administration (FY20) - \$97			DRMAC - Mobility Management (FY23) - \$63	\$0		Erie - Operating (FY24) - \$200	

	VIA - SRC Fleet Acquisition (FY20) - \$250	\$0		Firestone - Operating (FY23) - \$32	\$0		VIA - Operating (FY24) - \$515	\$0
	VIA - Capital 4 Vehicle Expansion - \$58	\$0		VIA - Capital Facilities (FY23) - \$800	\$0		DRCOG - Program Administration (FY24) - \$254	
	Boulder County - Operating (FY21-22) - \$150	\$0		VIA - Mobility Management (FY23) - \$146	\$0	Capital Projects		\$2,388
	VIA - Operating (FY21-22) - \$500	\$0		VIA - Operating (FY23) - \$116	\$0	Mobility Management Projects		\$1,427
	A Little Help - Mobility Management (FY21-22) - \$45	\$0		A Little Help - Capital - Software (FY24) - \$25	\$0	Operating Projects		\$2,088
	Douglas County - Mobility Management (FY21-22) - \$287	\$0		A Little Help - Mobility Management (FY24) - \$40	\$0	Program Administration		\$297
	DRMAC - Mobility Management (FY21-22) - \$74	\$0		AbleLight - Capital 2 Vehicle Replacements (FY24) - \$170	\$0			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,318	\$2,000	\$2,000	\$2,000		
State		\$0	\$0	\$0	\$0		
State (Faster-T)		\$0	\$0	\$0	\$0		
State (MMOF)		\$682	\$0	\$0	\$0		
Local		\$1,249	\$500	\$500	\$500		
<b>Total</b>	<b>\$6,023</b>	<b>\$3,249</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$0</b>	<b>\$16,772</b>

### Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,318	\$2,000	\$2,000	\$2,000		
State		\$0	\$0	\$0	\$0		
State (Faster-T)		\$210	\$0	\$0	\$0		
State (MMOF)		\$682	\$0	\$0	\$0		
Local		\$1,249	\$500	\$500	\$500		
<b>Total</b>	<b>\$5,813</b>	<b>\$3,459</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$0</b>	<b>\$16,772</b>

**2020-081:** Swap \$10,988,000 in federal Congestion Mitigation/Air Quality funds and \$2,261,000 in federal Surface Transportation Block Grant funds for \$13,249,000 in federal Multimodal Transportation and Mitigation Options Fund - American Rescue Plan Act funds. All Fiscal Year 2023 funding rolls to 2024

### Existing Project

Title: **CO119 Operational Improvements: Boulder to Longmont**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-081**

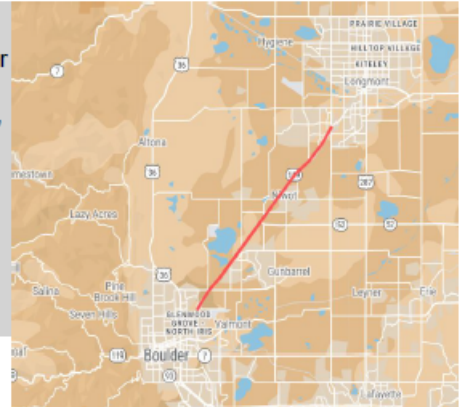
STIP-ID: **SDR5000**

Open to Public: **2027**

Sponsor: **CDOT Region 4**

#### Project Scope

This project will improve safety and mobility on the CO119 corridor from Boulder to Longmont. Project will design and construct: transit, intersection, safety and bike/pedestrian improvements at the intersections of Jay Rd, 63rd St, Niwot Rd, and Airport Rd; reconstruct CO52 and Hover St intersections; queue bypass lanes at: Jay Rd, 63rd St, CO52, Niwot Rd, Airport Rd (SB only); BRT stations at 63rd St, CO52 and Niwot Rd; Park-n-Rides at 63rd St and Niwot Rd; and bikeway from Foothills Pkwy to Hover St, including 6 underpasses and two bike/pedestrian bridges.



Affected Municipality(ies)
Boulder
Longmont
Unincorporated

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2024	Initiate Construction
2025	Initiate Construction

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

Amounts in \$1,000s	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	Total Funding
Federal (CMAQ)	\$0	\$0	\$0	\$3,070	\$7,918	\$0	\$0	\$0	
Federal (MMAF-ARPA)	\$0	\$0	\$0	\$500	\$17,409	\$0	\$0	\$0	
Federal (STBG)	\$0	\$0	\$0	\$0	\$0	\$9,036	\$0	\$0	
Federal (RAISE)	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	
Federal (TA-CDOT)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,679	\$0	
Federal (STBG-PAN)	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	
State (Leg)	\$500	\$2,983	\$0	\$32,817	\$925	\$22,254	\$0	\$0	
State (Leg-T)	\$0	\$0	\$0	\$500	\$4,500	\$0	\$0	\$0	
State (PRI)	\$162	\$164	\$0	\$0	\$0	\$0	\$0	\$0	
State (R P P)	\$0	\$50	\$0	\$7,770	\$0	\$0	\$0	\$0	
Local	\$0	\$0	\$0	\$0	\$590	\$300	\$1,662	\$1,000	
Local (RTD)	\$0	\$0	\$0	\$4,860	\$10,640	\$1,500	\$0	\$0	
Total	\$662	\$3,197	\$3,200	\$49,517	\$41,982	\$58,090	\$3,341	\$1,000	\$160,989

## Revised Funding Table

Amounts in \$1,000s	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	Total Funding
Federal (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Federal (MMOF-ARPA)	\$0	\$0	\$0	\$0	\$31,158	\$0	\$0	\$0	
Federal (STBG)	\$0	\$0	\$0	\$0	\$0	\$6,775	\$0	\$0	
Federal (RAISE)	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	
Federal (TA-CDOT)	\$0	\$0	\$0	\$0	\$0	\$0	\$1,679	\$0	
Federal (STBG-PAN)	\$0	\$0	\$3,200	\$0	\$0	\$0	\$0	\$0	
State (Leg)	\$500	\$2,983	\$0	\$0	\$33,742	\$22,254	\$0	\$0	
State (Leg-T)	\$0	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0	
State (PRI)	\$162	\$164	\$0	\$0	\$0	\$0	\$0	\$0	
State (R P P)	\$0	\$50	\$0	\$0	\$7,770	\$0	\$0	\$0	
Local	\$0	\$0	\$0	\$0	\$590	\$300	\$1,662	\$1,000	
Local (RTD)	\$0	\$0	\$0	\$0	\$15,500	\$1,500	\$0	\$0	
Total	\$662	\$3,197	\$3,200	\$0	\$93,760	\$55,829	\$3,341	\$1,000	\$160,989



**2022-031:** Swap \$13,249,000 in federal Multimodal Transportation and Mitigation Options Fund - American Rescue Plan Act funds for \$10,988,000 in federal Congestion Mitigation/Air Quality funds and \$2,261,000 in federal Surface Transportation Block Grant funds

### Existing Project

Title: **East Colfax BRT**

Project Type: **Rapid Transit**

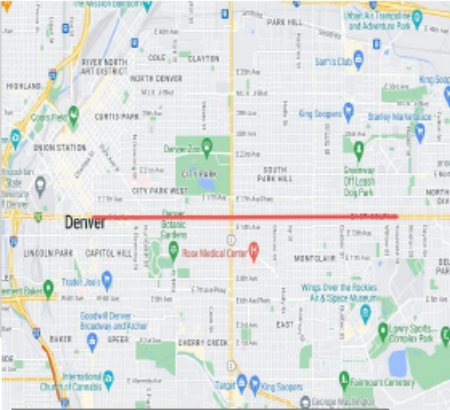
TIP-ID: **2022-031**

STIP-ID:

Open to Public: **2025**

Sponsor: **Denver**

**Project Scope**  
 Design and construct a fixed-guideway center-running bus rapid transit line along Colfax Ave between Civic Center Station and Yosemite St.



Affected Municipality(ies)
Denver

Affected County(ies)
Denver

Project Phases	
Year	Phase
2024	Initiate Design
2024	Initiate Construction
2026	Initiate Construction

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

Amounts in \$1,000s	FY23	FY24	FY25	FY26	Total Funding
Federal (CRP)	\$1,155	\$2,845	\$0	\$0	
Federal (MMOF-ARPA)	\$7,563	\$5,686	\$0	\$0	
Federal (STBG)	\$0	\$8,513	\$0	\$2,685	
Local	\$6,408	\$9,840	\$0	\$2,305	
<b>Total</b>	<b>\$15,126</b>	<b>\$26,884</b>	<b>\$0</b>	<b>\$4,990</b>	<b>\$47,000</b>



## Revised Funding Table

Amounts in \$1,000s	FY23	FY24	FY25	FY26	Total Funding
Federal (CMAQ)	\$7,563	\$5,686	\$0	\$0	
Federal (CRP)	\$1,155	\$2,845	\$0	\$0	
Federal (MMOF-ARPA)	\$0	\$0	\$0	\$0	
Federal (STBG)	\$0	\$8,513	\$0	\$2,685	
Local	\$6,408	\$9,840	\$0	\$2,305	
Total	\$15,126	\$26,884	\$0	\$4,990	\$47,000

**2022-055: Swap federal Carbon Reduction Program funds for federal Surface Transportation Block Grant funds**

**Existing Project**

Title: **Arapahoe County Transit and Micromobility Study**

Project Type: **Study**

TIP-ID: **2022-055**

STIP-ID:

Open to Public:

Sponsor: **Arapahoe County**

**Project Scope**

Study to determine existing transit conditions, needs analysis, prioritized recommendations, and pilot project identification.



**Affected County(ies)**

Arapahoe

**Project Phases**

Year	Phase
2024	Initiate Study

**Performance Measures**

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

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (CRP)		\$263	\$0	\$0	\$0		
Federal (MMOF-ARPA)		\$332	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$70	\$0	\$0	\$0		
<b>Total</b>	<b>\$790</b>	<b>\$665</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,455</b>

**Revised Funding Table**

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (MMOF-ARPA)		\$332	\$0	\$0	\$0		
<b>Federal (STBG)</b>		<b>\$263</b>	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$70	\$0	\$0	\$0		
<b>Total</b>	<b>\$790</b>	<b>\$665</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,455</b>

**2022-056: Swap federal Carbon Reduction Program funds for federal Surface Transportation Block Grant funds**

**Existing Project**

Title: **Aurora Multimodal Transportation Master Plan**

Project Type: **Study**

TIP-ID: **2022-056**

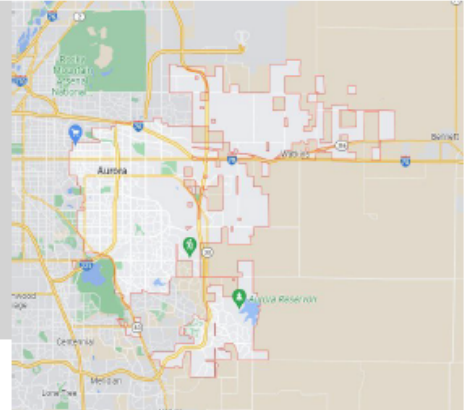
STIP-ID:

Open to Public:

Sponsor: **Aurora**

**Project Scope**

Citywide multimodal master plan focused on complete streets, vision zero, freight, new technology, mobility hubs, system performance, implementation, and operations and maintenance.



Affected Municipality(ies)
Aurora

Affected County(ies)
Adams
Arapahoe
Douglas

Project Phases	
Year	Phase
2024	Initiate Study
2025	Initiate Study

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

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CRP)		\$356	\$424	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (MMOF)		\$593	\$707	\$0	\$0		
Local		\$237	\$283	\$0	\$0		
<b>Total</b>	<b>\$625</b>	<b>\$1,186</b>	<b>\$1,414</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,225</b>

**Revised Funding Table**

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
<b>Federal (STBG)</b>		<b>\$356</b>	<b>\$424</b>	<b>\$0</b>	<b>\$0</b>		
State		\$0	\$0	\$0	\$0		
State (MMOF)		\$593	\$707	\$0	\$0		
Local		\$237	\$283	\$0	\$0		
<b>Total</b>	<b>\$625</b>	<b>\$1,186</b>	<b>\$1,414</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,225</b>

**2022-064:** Swap federal Carbon Reduction Program funds for federal Surface Transportation Block Grant funds (all funding in prior funds)

**Existing Project**

Title: **CO119 Branding and Wayfinding Study**

Project Type: **Study**

TIP-ID: **2022-064**

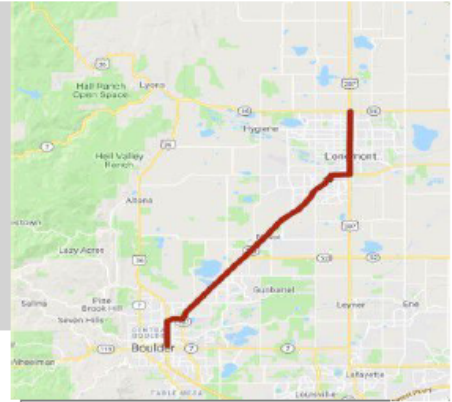
STIP-ID:

Open to Public:

Sponsor: **Commuting Solutions**

**Project Scope**

Study to develop consistent wayfinding signage between BRT stations, park-and-rides, commuter bikeway, and adjacent areas.



Affected Municipality(ies)
Boulder
Longmont
Unincorporated

Affected County(ies)
Boulder

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

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CRP)		\$0	\$0	\$0	\$0		
Federal (MMOF-ARPA)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (10C)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	\$350	\$0	\$0	\$0	\$0	\$0	\$350

**Revised Funding Table**

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (MMOF-ARPA)		\$0	\$0	\$0	\$0		
Federal (STBG)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (10C)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	\$350	\$0	\$0	\$0	\$0	\$0	\$350



**2024-010: Swap federal Carbon Reduction Program funds for federal Surface Transportation Block Grant funds**

**Existing Project**

Title: **SW Weld County Transit First and Last Mile Study**

Project Type: **Study**

TIP-ID: **2024-010**

STIP-ID:

Open to Public:

Sponsor: **Erie**

**Project Scope**

Needs analysis, alternatives identification, and funding strategies for future transit service, and prioritization of multimodal access to future mobility hubs in Southwest Weld County.



Affected Municipality(ies)
Erie
Dacono
Frederick

Affected County(ies)
Weld

Project Phases	
Year	Phase
2025	Initiate Study

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

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CRP)		\$0	\$67	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (MMOF)		\$0	\$83	\$0	\$0		
Local		\$0	\$17	\$0	\$0		
<b>Total</b>	\$0	\$0	\$167	\$0	\$0	\$0	\$167

**Revised Funding Table**

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
<b>Federal (STBG)</b>		\$0	<b>\$67</b>	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (MMOF)		\$0	\$83	\$0	\$0		
Local		\$0	\$17	\$0	\$0		
<b>Total</b>	\$0	\$0	\$167	\$0	\$0	\$0	\$167

**2024-034: Swap federal Carbon Reduction Program funds for federal Surface Transportation Block Grant funds**

**Existing Project**

Title: **S Boulder Rd BRT Study: Broadway/Table Mesa-CO7/119th**

Project Type: **Study**

TIP-ID: **2024-034**

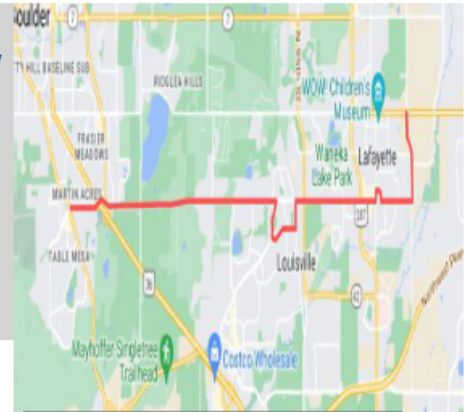
STIP-ID:

Open to Public:

Sponsor: **Boulder County**

**Project Scope**

Study potential bus rapid transit enhancements and related bike/ped and safety measures for the corridor.



Affected Municipality(ies)
Boulder
Lafayette
Louisville
Unincorporated

Affected County(ies)
Boulder

Project Phases	
Year	Phase
2025	Initiate Study

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

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (CRP)		\$0	\$399	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$101	\$0	\$0		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

**Revised Funding Table**

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
<b>Federal (STBG)</b>			\$0	\$399	\$0	\$0	
State			\$0	\$0	\$0	\$0	
Local			\$0	\$101	\$0	\$0	
<b>Total</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500</b>

**New Project:** Add new project for a Clean Transit Enterprise Pool

**New Project**

Title: **Clean Transit Enterprise Pool**

Project Type: **Transit Operational Improvements**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

**Project Scope**  
 The Clean Transit Enterprise supports public transit electrification planning efforts, facility upgrades, fleet motor vehicle replacement, as well as construction and development of electric motor vehicle charging and fueling infrastructure. The Colorado Department of Transportation Office of Innovative Mobility will award funds in this pool to grantees on an application basis.



Affected County(ies)  
 Regional

- Performance Measures**
- Bridge Condition
  - Congestion
  - Freight Reliability
  - Pavement Condition
  - Safety
  - Transit Assets
  - Transit Safety
  - Travel Time Reliability

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

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Laradon Hall	Planning (Fiscal Year 2024)	\$0	Via Mobility	Planning (Fiscal Year 2024)	\$68			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (CTE)		\$158	\$0	\$0	\$0		
Local		\$18	\$0	\$0	\$0		
<b>Total</b>	\$0	\$176	\$0	\$0	\$0	\$0	\$176



**Attachment I**

Fiscal Year 2023 Annual Listing of Obligated Projects

## Board of Directors

Meeting date: December 20, 2023

Agenda Item #: 15

### Fiscal Year 2023 Annual Listing of Obligated Projects

Agenda item type: Informational Item

#### Summary

Submitting the Fiscal Year 2023 Annual Listing of Obligated Projects, which includes all projects that received federal funding obligation in the region between October 1, 2022 and September 30, 2023.

#### Background

Federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal funding obligation. The attached report lists all surface transportation projects in the Denver region that received obligations of federal funds in federal fiscal year 2023 (October 1, 2022 – September 30, 2023).

A net total of \$489.7 million of federal funds was obligated in fiscal year 2023 for 80 transportation projects throughout the region.

#### Action by others

n/a

#### Previous discussion/action

n/a

#### Recommendation

n/a

#### Attachment

Fiscal Year 2023 Annual Listing of Obligated Projects

#### For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Josh Schwenk, Senior Planner, Transportation Planning and Operations Division at 303-480-6771 or [jschwenk@drcog.org](mailto:jschwenk@drcog.org).





# Fiscal Year 2023 Annual Listing of Obligated Projects

**Denver Regional Council of Governments**  
**1001 17<sup>th</sup> Street**  
**Denver, Colorado 80202**  
**[www.drcog.org](http://www.drcog.org)**

# Abstract

**Title:** Fiscal Year 2023 Annual Listing of Obligated Projects

**Author:** Denver Regional Council of Governments

**Subject:** Listing of all project funding obligations in the Denver region from October 1, 2022, to September 30, 2023

**Date:** Published November 10, 2023

**Source of Copies:** Communications and Marketing  
Denver Regional Council of Governments  
1001 17<sup>th</sup> Street, Suite 700  
Denver, Colorado 80202  
(303) 455-1000  
<http://www.drcog.org>

**Number of Pages:** 17

**Abstract:** The Annual Listing of Obligated Projects lists all federal transportation funding obligated within the Denver region for the period October 1, 2022, through September 30, 2023 (federal fiscal year 2023).



Preparation of this report has been financed in part through grants from the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation.

If you have difficulty using this document's content or you need an accommodation, please email [access@drcog.org](mailto:access@drcog.org) or call 303-455-1000.

# Purpose of this Report

The federal [metropolitan transportation planning statute](#) requires metropolitan planning organizations to work cooperatively with their relevant state and public transportation operator to develop a listing of projects for which federal transportation funds were obligated each federal fiscal year.

The Federal Highway Administration defines obligation as the federal government's legal commitment (or 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. Obligation does not necessarily mean that a project was initiated or completed during this year. The amount of funding obligated each year also may not be the same as the final project cost.

This report lists all federally funded transportation funding in the Denver region that was obligated in federal fiscal year 2023 (October 1, 2022, to September 30, 2023), as required in statute.

## Background

### Denver Regional Council of Governments

The [Denver Regional Council of Governments](#) is an association of 58 local governments committed to protecting and enhancing the quality of life in the Denver, Colorado metropolitan area. The council serves several functions for the region, including as a federally designated metropolitan planning organization. In this capacity, the council coordinates regional transportation planning to address important regional needs in Broomfield, Denver, Douglas, and Jefferson counties and portions of Adams, Arapahoe, Boulder, and Weld counties.

### Transportation Improvement Program

The Transportation Improvement Program is the adopted list of surface transportation projects and studies scheduled to receive federal or state transportation funds over a four-year period. Once a project is listed in the program, project sponsors work with the Colorado Department of Transportation, the Regional Transportation District, or other contracting agencies to initiate their project and receive federal authorization (and obligation of federal funds). Sponsors may then begin work on their project and receive reimbursements of the federal share of costs.

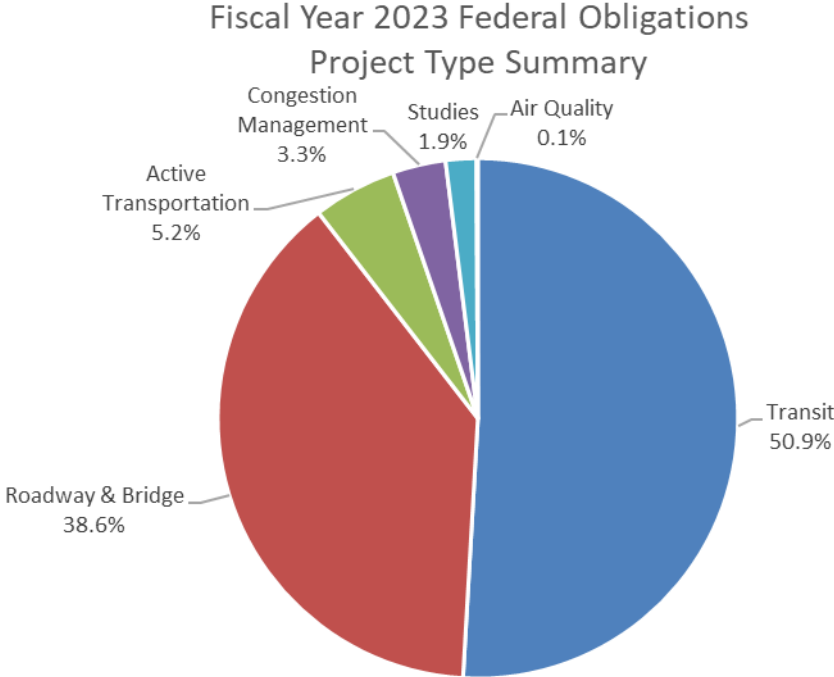
The Transportation Improvement Program covering federal fiscal year 2023 is the Fiscal Year 2022-2025 Transportation Improvement Program and was adopted on April 21, 2021. It has been amended regularly since adoption and has since been superseded by the Fiscal Year 2024-2027 Transportation Improvement Program. Some of the projects in this obligation report are from previous Transportation Improvement Programs.

# Summary of Obligated Projects

A net total of \$489.7 million was obligated in federal fiscal year 2023 on 80 transportation projects. Some statistics regarding these obligations include:

- \$249.3 million (50.9%) for transit projects,
- \$189.0 million (38.6%) for roadway and bridge projects,
- \$25.4 million (5.2%) for stand-alone active transportation projects (does not include active transportation elements of other projects),
- \$16.2 million (3.3%) for congestion management projects,
- \$9.3 million (1.9%) for studies, and
- \$0.4 million (0.1%) for other air quality projects.

Figure 1 illustrates these percentages:



# Obligation Report

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

- **Sponsor** lists the agency that is financially responsible for the project.
- **Project Name** provides a brief description of the project.
- **TIP ID (Transportation Improvement Program Identification)** is a unique number given to each project selected for inclusion in the Denver Regional Council of Governments' Transportation Improvement Program.
- **Funding Type** identifies the program that funds the project.
- **Obligation** is the sum of all the obligations that occurred for that project in this identified fiscal year only.
- **Active Transportation** indicates if active transportation infrastructure is part of the project.
- **Total Cost** lists the total project cost for the lifecycle of the project.
- **Federal Funds** lists the total amount of federal transportation funds awarded in the most recent Transportation Improvement Program that the project was active (may or may not be the currently adopted Transportation Improvement Program).
- **Federal Funds Remaining** lists the programmed federal transportation funds that are remaining for the project.

Local and state funds are included within the Total Cost column as part of the total overall project cost and are not broken out by project type. The federal funds in this report include the following funding type or Colorado Department of Transportation funding category:

- **On-System and Off-System Bridge** funds are for the replacement, rehabilitation, and widening of any public bridge, either on the state highway system or on locally maintained roadways.
- **Carbon Reduction Program** funds projects that reduce transportation-related carbon dioxide emissions.
- **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.
- **Freight** funds improve the efficient movement of freight on the National Highway Freight Network.
- **High Priority Project** funds are allocated by Congress for projects of priority to particular Congressmembers.
- **National Highway Performance Program** funds improvements to the condition and performance of the National Highway System to help ensure progress toward achieving federal performance targets.
- **Safety** funds are typically used for projects that reduce the number and severity of crashes. It is a state 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 5310** funds capital assistance grants to agencies, including private nonprofit organizations, to serve the transportation needs of older adults and people 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 repairs and upgrades of rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- **Surface Transportation Block Grant** is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadways, new interchanges, interchange reconstruction, active transportation improvements, and studies. Additional funds were provided to both the state and region to assist in recovery from the coronavirus pandemic.
- **Transportation Alternatives** primarily funds active transportation projects.

This report also contains deobligations, depicted as negative numbers. Deobligation occurs when the obligation is returned to the federal government. Deobligation occurs for several reasons, including:

- Bids came in lower than expected. After the project bid is accepted, the remaining obligated funds are returned and shown as a deobligation.
- Advanced construction projects (where the sponsor first pays the cost with non-federal funding and is reimbursed later) often result in a deobligation because first the project must be obligated to authorize work to begin 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 or project phase is closed out, deobligating any remaining funding. Project closeouts can sometimes take place many years after the project was completed.

This report also identifies which projects contain elements improving active transportation infrastructure. In some cases, this is an active transportation-only project (reflected in Figure 1). However, in most circumstances, the active transportation components are part of a larger project. Since deobligations are not current “investments,” their active transportation applicability is noted as “No”.

Descriptions of the projects that are contained in this report can be found within the [Transportation Improvement Program documents](#) or by using the searchable [online database of transportation projects](#) in the Denver region. This report is based on records obtained from the Colorado Department of Transportation and the Regional Transportation District, as the Denver Regional Council of Governments does not directly participate in the obligation process.



Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Adams County	120th Safety and Multimodal Corridor Study - US85 to Tower	2022-043	Carbon Reduction Program	\$320,000	No	\$800,000	\$720,000	\$400,000
Arapahoe County	Arapahoe County Transit and Micromobility Study	2022-055	Carbon Reduction Program	\$568,000	No	\$1,455,000	\$1,295,000	\$727,000
Arapahoe County	I-25 and Dry Creek Rd. SB On-Ramp Operational Improvements	2020-058	Congestion Mitigation / Air Quality	\$1,150,082	No	\$2,000,000	\$1,380,000	\$229,918
Arapahoe County	Illiff Ave Operational Improvements: Parker Rd to Quebec St	2016-024	Congestion Mitigation / Air Quality	\$4,000,000	Yes	\$23,519,000	\$17,346,000	\$13,346,000
Aurora	13th Ave. Multimodal Mobility Study	2020-069	Surface Transportation Block Grant	\$100,000	No	\$500,000	\$295,000	\$195,000
Aurora	Aurora Multimodal Transportation Master Plan	2022-056	Carbon Reduction Program	\$968,000	No	\$3,225,000	\$968,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Aurora	Havana St. Transit Improvements: Montview Blvd. to Dartmouth Ave.	2020-046	Congestion Mitigation / Air Quality	\$539,580	No	\$782,000	\$540,000	\$420
Aurora	High Line Canal Trail: East Colfax Ave. to I-70	2020-008	Transportation Alternatives-DRCOG	\$3,544,000	Yes	\$4,851,000	\$3,301,000	\$0
Aurora	Nine Mile Station Bicycle and Pedestrian Bridge over Parker Rd.	2020-010	Surface Transportation Block Grant	-\$240,000	No	\$7,400,000	\$5,066,000	\$5,066,000
Aurora	Smith Rd. Multimodal Improvements: Peoria to Powhaton - Precon	2022-044	Carbon Reduction Program	\$2,000,000	Yes	\$5,000,000	\$4,500,000	\$2,500,000
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	Congestion Mitigation / Air Quality	\$200,000	Yes	\$7,105,000	\$5,683,000	\$5,483,000
Boulder	28th St. Business Access Transit (BAT) Lanes	2020-085	Surface Transportation Block Grant	\$4,560,000	No	\$5,700,000	\$4,560,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	Congestion Mitigation / Air Quality	\$2,000,000	Yes	\$16,050,000	\$4,750,000	\$2,750,000
Boulder County	CO119 Bikeway: Boulder to Longmont - Precon	2020-013	Surface Transportation Block Grant	\$100,000	Yes	\$1,383,000	\$1,106,000	\$1,006,000
Boulder County	US287 BRT Feasibility & Safety Study: Longmont to Broomfield	2022-007	Surface Transportation Block Grant	\$250,000	No	\$536,000	\$250,000	\$0
Broomfield	Active Transportation Wayfinding Pilot	2020-020	Surface Transportation Block Grant	\$40,708	No	\$350,000	\$280,000	\$239,292
Broomfield	Broomfield Quiet Zones	2018-012	Surface Transportation Block Grant	-\$144,293	No	\$1,182,000	\$946,000	\$946,000
Broomfield	CO7 Corridor Multimodal Improvements - Precon	2020-007	Surface Transportation Block Grant	\$2,198,200	No	\$17,408,000	\$10,280,000	\$8,081,800
Broomfield	Industrial Ln. Bikeway Phase 2	2020-019	Surface Transportation Block Grant	\$500,000	Yes	\$3,501,000	\$2,800,000	\$2,300,000
Broomfield	Midway Blvd. Multimodal Corridor Action Plan	2020-044	Surface Transportation Block Grant	\$39,673	No	\$500,000	\$400,000	\$360,327

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Broomfield	US287/120th Multimodal and Safety Study	2020-071	Surface Transportation Block Grant	\$200,000	No	\$600,000	\$480,000	\$280,000
CDOT	Federal Blvd BRT - Precon	2024-008	Surface Transportation Block Grant	\$2,400,000	Yes	\$63,349,000	\$16,651,000	\$14,251,000
CDOT	Safe Routes to School Pool	2007-144	Safety	\$1,379,075	Yes	\$10,720,000	\$2,572,000	\$1,192,925
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$1,207,566	No	\$10,649,000	\$6,416,000	\$5,208,434
CDOT Region 1	I-25 Chain Down Station: Larkspur	2022-029	Freight	\$549,998	No	\$5,000,000	\$5,000,000	\$4,450,002
CDOT Region 1	I25 Improvements: 84th to 104th - Precon	2022-076	National Highway Performance Program	\$400,000	No	\$20,000,000	\$16,000,000	\$15,600,000
CDOT Region 1	I25: 120th to E470 Managed Lanes	2016-055	Surface Transportation Block Grant	\$803,151	No	\$114,284,000	\$38,041,000	\$37,237,849
CDOT Region 1	I-25: Santa Fe Dr. to Alameda Ave. Interchange Improvements	2007-158	Safety	\$9,303	No	\$50,902,000	\$22,100,000	\$22,090,697

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
CDOT Region 1	I-70/Kipling Interchange - Preconstruction Activities	2012-062	National Highway Performance Program	\$10,000	No	\$4,600,000	\$3,680,000	\$3,670,000
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$1,590,770	No	\$19,906,000	\$1,779,000	\$188,230
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$10,927,803	No	\$183,182,000	\$125,785,000	\$114,857,197
CDOT Region 1	Region 1 Design Pool	2007-164	Freight	\$1,000,000	No	\$11,700,000	\$2,000,000	\$1,000,000
CDOT Region 1	Region 1 FASTER Pool	2008-076	Safety	\$5,706,047	No	\$323,875,000	\$10,200,000	\$4,493,953
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$11,769,707	No	\$201,758,000	\$181,582,000	\$169,812,293
CDOT Region 1	Region 1 Permanent Water Quality Pool	2018-011	National Highway Performance Program	\$300,000	No	\$14,697,000	\$11,758,000	\$11,458,000
CDOT Region 1	Region 1 RPP Pool	2016-057	National Highway Performance Program	\$5,531,268	No	\$170,875,000	\$136,700,000	\$131,168,732
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	National Highway Performance Program	\$62,131,040	No	\$543,948,000	\$435,158,000	\$373,026,960
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$1,200,935	No	\$46,015,000	\$41,414,000	\$40,213,065

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives-CDOT	\$3,027,998	Yes	\$28,604,000	\$20,403,000	\$17,375,002
CDOT Region 1	Safer Main Streets Pool	2020-087	Surface Transportation Block Grant	\$6,556,612	Yes	\$91,751,000	\$26,500,000	\$19,943,388
CDOT Region 1	US85 Cook Ranch to Meadows Widening	2001-154	Surface Transportation Block Grant	\$10,000	No	\$132,002,000	\$13,968,000	\$13,958,000
CDOT Region 1	Vasquez Operational Improvements: 52nd to 64th	2018-009	Freight	\$1,160,000	No	\$26,832,000	\$12,750,000	\$11,590,000
Commerce City	120th/US85 Interchange Improvements: Precon	2020-031	Surface Transportation Block Grant	\$5,040,813	No	\$12,600,000	\$6,300,000	\$1,259,187
Commerce City	88th NEPA Study: I76 to Hwy 2	2016-079	Surface Transportation Block Grant	\$1,875,000	No	\$250,000	\$150,000	\$0
Commuting Solutions	CO119 Branding and Wayfinding Study	2022-064	Carbon Reduction Program	\$100,000	No	\$350,000	\$250,000	\$150,000
Denver	56th Ave.: Quebec St. to Pena Blvd.	2007-082	High Priority Projects	-\$11,887	No	\$19,721,000	\$13,010,000	\$13,010,000

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Denver	Federal Transit Improvements: Floyd to 54th	2020-049	Surface Transportation Block Grant	\$144,356	No	\$4,000,000	\$3,000,000	\$2,855,644
Denver	I25/Broadway Station Interchange Improvements	2016-021	Surface Transportation Block Grant	\$20,531,451	No	\$89,922,000	\$39,440,000	\$18,908,549
Douglas County	Douglas County Transit & Multimodal Feasibility Study	2022-069	Carbon Reduction Program	\$200,000	No	\$600,000	\$500,000	\$300,000
Douglas County	US 85: Highlands Ranch Pkwy. to County Line Rd. Capacity Improvements	2016-042	Surface Transportation Block Grant	\$19,534,123	Yes	\$60,000,000	\$26,273,000	\$6,738,877
DRCOG	Community Mobility Planning and Implementation Set-Aside	2020-077	Surface Transportation Block Grant	\$2,242,027	Yes	\$7,310,000	\$5,773,000	\$3,530,973
DRCOG	Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 - DRCOG)	2022-025	Section 5310	\$1,712,284	No	\$19,880,000	\$11,903,000	\$10,190,716

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
DRCOG	Regional TDM Set-Aside: TMA Partnerships	1999-097	Congestion Mitigation / Air Quality	\$6,678,125	No	\$31,824,000	\$25,533,000	\$18,854,875
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	Congestion Mitigation / Air Quality	\$8,327,059	No	\$62,241,000	\$51,877,000	\$43,549,941
Englewood	US285 Congestion Management Study	2020-078	Surface Transportation Block Grant	\$1,280,000	No	\$1,600,000	\$1,280,000	\$0
Englewood	US285/ Broadway Operational Improvements	2020-059	Surface Transportation Block Grant	\$6,080,000	Yes	\$14,900,000	\$7,600,000	\$1,520,000
Golden	Colfax Complete Streets: Violet to I70	2020-026	Surface Transportation Block Grant	\$100,000	Yes	\$18,600,000	\$10,910,000	\$10,810,000
Golden	US6/Heritage Interchange: Precon	2020-037	Surface Transportation Block Grant	\$100,000	No	\$9,500,000	\$6,800,000	\$6,700,000
Jefferson County	JC73: CO74 to Buffalo Park Operational Improvements	2020-066	Surface Transportation Block Grant	\$8,750,000	Yes	\$12,500,000	\$8,750,000	\$0



Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Lakewood	Multi-use path on the D10: Wadsworth to Zephyr and Kipling to Oak	2016-006	Transportation Alternatives-DRCOG	\$477,547	Yes	\$2,400,000	\$1,920,000	\$1,442,453
Lakewood	Wadsworth Operational Improvements: Vassar to Woodard	2022-015	Surface Transportation Block Grant	\$310,400	Yes	\$8,644,000	\$6,915,000	\$6,604,600
Littleton	Broadway Corridor Study	2022-006	Surface Transportation Block Grant	\$800,000	No	\$1,000,000	\$800,000	\$0
Littleton	Mineral/Santa Fe Operational Improvements	2020-060	Congestion Mitigation / Air Quality	\$615,818	Yes	\$24,041,000	\$12,652,000	\$12,036,182
Lone Tree	I25/Lincoln Traffic and Mobility Improvements	2020-062	Surface Transportation Block Grant	\$700,000	No	\$8,500,000	\$3,500,000	\$2,800,000
Longmont	CO66 Improvements: Hover to Main: Precon	2020-038	Surface Transportation Block Grant	\$100,000	No	\$650,000	\$450,000	\$350,000
Longmont	Longmont 1st and Emery Quiet Zone	2016-070	Surface Transportation Block Grant	\$10,000	No	\$1,956,000	\$1,056,000	\$1,046,000
Lyons	US36 Multimodal Improvements	2022-014	Surface Transportation Block Grant	\$1,728,140	Yes	\$2,701,000	\$2,154,000	\$425,860

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Nederland	Downtown ADA Sidewalk Connections	2020-015	Surface Transportation Block Grant	\$30,000	Yes	\$1,550,000	\$750,000	\$720,000
Northglenn	120th Ave. Operational Improvements: Washington St. to west of York St.	2020-055	Congestion Mitigation / Air Quality	\$8,393,000	Yes	\$13,461,000	\$9,481,000	\$1,088,000
Parker	Parker Rd. Operational Improvements: Lincoln to Pine	2020-063	Congestion Mitigation / Air Quality	\$41,064	Yes	\$4,000,000	\$1,400,000	\$1,358,936
RAQC	Air Quality Improvements Set-Aside	2016-002	Congestion Mitigation / Air Quality	\$400,000	No	\$25,529,000	\$20,310,000	\$19,910,000
RTD	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$185,512,695	No	\$1,494,110,000	\$1,130,499,000	\$944,986,305
RTD	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$53,183,570	No	\$349,431,000	\$278,735,000	\$225,551,430
Thornton	104th Widening: Colorado to US85: Precon	2020-033	Surface Transportation Block Grant	\$1,400,000	Yes	\$5,750,000	\$4,225,000	\$2,825,000
Thornton	88th Corridor Study: Pecos to Dahlia	2022-024	Surface Transportation Block Grant	\$200,000	No	\$250,000	\$200,000	\$0

Sponsor	Project Name	TIP ID	Funding Type	Obligation	Active Transportation	Total Cost	Federal Funds	Federal Funds Remaining
Thornton	Thornton Protected Bike Facility Study	2022-052	Carbon Reduction Program	\$204,000	Yes	\$510,000	\$459,000	\$255,000
Westminster	100th Ave. Multimodal Improvements: Alkire to Simms	2022-011	Surface Transportation Block Grant	\$1,400,000	Yes	\$1,400,000	\$1,400,000	\$0
Westminster	Federal Bus Stop Improvements: 70th to 92nd	2022-053	Carbon Reduction Program	\$68,000	No	\$879,000	\$779,000	\$711,000
Westminster	Sheridan/US36 Multimodal Improvements	2020-039	Congestion Mitigation / Air Quality	\$2,579,411	Yes	\$8,500,000	\$5,500,000	\$2,920,589
Wheat Ridge	Wadsworth Operations and Widening: 35th to I70	2016-020	Surface Transportation Block Grant	\$8,280,000	Yes	\$65,201,000	\$36,160,000	\$27,880,000