

PUBLIC MEETING NOTICE

Denver Subregional Forum

On **July 19th, 2018 from 2pm to 4pm**, the public is invited to attend and provide comment at the Denver / Denver Regional Council of Governments (DRCOG) Subregional Forum Meeting. The purpose of the Subregional Forum is to develop and implement a process to provide a recommended package of projects to the full DRCOG Board for funding from the 2020-2023 Transportation Improvement Program (TIP). The meeting location shall be in the Denver City and County Building, 1437 Bannock Street, Room 391, Denver, CO 80202.

AGENDA

- 1) Public Comment
- 2) Review of Minutes from 5/17 SRF and 7/12 TSC Meetings
- 3) DRCOG Regional Project Application
- 4) Intersubregional Project Support
- 5) DRCOG Regional Review Panel Representative Discussion
- 6) Other Business

ADJOURN

Visit drcog.org/calendar for a link to the full agenda packet posted for July 19th as it becomes available, and any future Denver Subregional Forum meetings as they are scheduled.

If you are unable to attend this or any future meetings of the Denver Subregional Forum and would like to provide feedback, written comments will be accepted and may be sent to:

City and County of Denver
ATTN: Justin Begley, Project Manager
201 W Colfax Avenue, Dept. 509
Denver, CO 80202
DenverTIP@denvergov.org

Special Accommodations:

Any person requiring special accommodations to attend or participate, pursuant to the Americans with Disabilities Act, or those who may require translation services, should contact the City and County of Denver within at least three (3) business days prior to the meeting at 720-913-1743.

DRCOG TIP Subregional Forum

Thursday, May 17, 2018 2:00-4:00 PM

Denver City and County Building, Room 391

1237 Bannock St., Denver, CO

The first Denver / Denver Regional Council of Governments (DRCOG) Subregional Forum Meeting was held on May 17, 2018 and was open to the public. The purpose of the Subregional Forum is to develop and implement a process for recommending a package of projects to the full DRCOG Board for funding from the 2020-2023 Transportation Improvement Program (TIP).

Participants

Justin Begley, City and County of Denver Presenter

Councilman Jolon Clark, Council District 7

Todd Cottrell, DRCOG Presenter

Crissy Fanganello, Director of Transportation and Mobility – Denver Public Works

Councilman Kevin Flynn, Council District 2

Anthony E. Graves, Mayor's Office Director of Regional Affairs

Piep van Heuven, Bicycle Colorado - representing the Denver Streets Partnership

Lizzie Kemp, CDOT Transportation City Planner

Laura Perry, Director of Capital Planning and Programming for Denver Department of Finance

Bill Van Meter, Assistant General Manager of Planning - RTD

- I. **DRCOG Presentation on 2020-2023 TIP**
 - a. Denver's previous process for allocating TIP funding was a centralized call for projects.
 - i. For 2020-2023 TIP the city is using a dual model with a centralized call for regional projects and 8 decentralized calls for Subregional projects
 - b. Councilman Flynn addresses the fact that 98% of Metropolitan Planning Organizations (MPOs) conduct a centralized process
 - i. 2-3 MPOs conduct the Subregional process
 - ii. Denver is basing its model off the system in Puget Sound
 - c. Councilman Flynn confirms that there is \$20.1 million of funding remaining
 - i. Lizzie Kemp suggests further mention of the CDOT project
 1. CDOT project will take \$25 million of the \$46.1 million in Regional funding
 2. CDOT Central 70 project
 - d. Mr. Graves clarifies that DRCOG staff will audit/monitor the Subregional forums

- i. DRCOG will coordinate with CDOT and RTD should projects involve those agencies
 - e. The meeting was publicly noticed and staff took meeting notes
 - i. Notice met the requirements for City and County of Denver Public Meetings
 - 1. 7 days notice was given, with the goal being to get to 14 days
 - a. Location given on the City and County website
 - 2. All meeting materials posted on the DRCOG website
 - 3. Proactive push for public involvement
- a. Flynn confirms that there is 20.1 remaining
- b. Lizzie Kemp suggests further mention of the CDOT project
 - i. 20% 46.M, Central 70 is off the top
- c. Flynn? Why could that have been off the top
 - i. DRCOG board did deliberate that idea, landed with regional share.

II. Denver Staff Presentation on Denver's Approach for a Subregional Process

- a. Councilman Flynn asks about those involved in the Technical Subcommittees
 - i. Technical Subcommittees conduct work product review and are the Subregional forum recommending body
 - 1. Denver Parks and Recreation, Public Works, and Community Planning and Development will be the project implementing agencies
 - 2. CDOT and RTD will also be on the Technical Subcommittee
 - ii. Crissy Fanganello asks if the subregions will have knowledge of which regional projects will be awarded before the Subregional call begins
- b. Discussion on coordination between Subregional forums
 - i. There have been ideas for coordination on some projects, but they have not been approached
 - ii.
- c. Councilman Flynn highlights the need to be mindful that this process is a pilot and that MPOs will be watching what happens
 - i. Maintain a special focus on doing the project right and remaining on track with the DRCOG Board's directions
 - ii. DRCOG staff went to Federal Highways to have a process approved to work with Denver and Broomfield as their own separate entities
 - 1. Process was approved
- d. Additional discussion on Subregional forums
 - i. DRCOG Board does not want Subregions to veer too far off from Board direction
 - 1. They are permitted to adjust and add to DRCOG criteria for weighting and scoring projects

2) Presentation by CCD PW Staff

- a. Flynn: august 2018 and give with July
 - i. Call opens want to know what we are applying for
 - ii. Staff will need the 60 days to put together compelling applications

- b. Are we coordinating between sub regional forums?
 - i. Yes, ideas for some projects, but haven't been approached.
 - ii. You can allocate your Subregional share toward
 - iii. Minimum of 20% has to be non-Federal sources
 - 1. Could be private, but would need to discuss with CDOT and RTD (as they are the federal funding administrators)

III. Election of Forum Chair and Vice Chair

- a. Councilman Clark put forward slate
 - i. Councilman Flynn for Chair and Anthony Graves for Vice Chair
- b. Second: Laura Perry
- c. No further discussion
- d. Slate passed unanimously

IV. Discussion and Adoption of Operating Procedures

- a. Clarification for Technical Subcommittee operation
 - i. Technical Subcommittee should mirror what the Subregional forums is doing
 - 1. Have in place three Executive Directors
 - 2. RTD and CDOT sit as non-voting members
- b. Councilman Clark thanks the staff for the work they have done to get everyone there, Councilman Flynn seconds
- c. Laura Perry presents the Technical Subcommittee work and the format for the Subregional forum to receive information from the Technical Subcommittee
 - i. Staff will be the ones to bring information forward to the Subregional forum
 - ii. Anthony Graves comments that it will allow for flexibility in making adjustments and empower the staff to pitch solutions

- d. Adopting operating procedures
 - i. Chairman Clark adopts procedures as presented
 - ii. Laura Perry econds

3) Operating Procedures

- a. Reached out to Puget Sound county wide forms.
- b. Would the Forum come back together for mini-calls?
 - i. Put forward a slate of at least 200%--hope from DRCOG
 - ii. Top \$44M would go into TIP and the remaining would go onto a waiting list
 - 1. Could reconvene if desired.
- c. Technical subcommittee: take votes or reach consensus?
 - i. Mirror what the SRF is doing: Three Executive Directors, RTD and CDOT (non-voting)
- d. Contractors: leave it open to for support tasks as necessary.
- e. Strike section 19 as is redundant
- f. Councilman Clark: thank you for staff for the work to get us here today, Councilman Flynn second
- g. Laura Perry: presentation of Technical Subcommittee work; format for the SRF receiving the information. Staff would be the ones to bring the information forward to SRF.

- i. Anthony: allow ourselves the flexibility to make adjustments, empowering staff to pitch solutions
 - h. Crissy: that Metro Vision is the guiding document for process/project selection
 - i. Flynn to thank Crissy; lean on staff to come up with something that sets a high bar for other Subregions.
 - j. Anthony: bit historic, creating a brand new chapter
 - k. CDOT echos Crissys work and her coordination with CDOT, on behalf of CDOT to be present and coordinate with Denver.
 - i. Bill Van Meter for the SRF, Todd for DRCOG, planning representative: Lizzie Kemp and one Engineering representative
 - l. Adoption:
 - i. CM Clark adopts as presented
 - ii. Laura Perry seconds

V. Opportunity for Public Comment

4) Public Comment

- a. Piep Van Heuven with Bicycle Colorado, representing the Denver Streets Partnership
 - i. Review the set-asides and process to determination?
 - 1. Recommendation of DRCOG board to place in the DRAFT TIP Policy
 - 2. Not the only place that multi-modal projects can be funded, can be funded out of Regional and Subregional.
 - ii. Flynn follow-up question: Human Services Transportation is a new set-aside, how was that funded before? Why is it now a set-aside?
 - 1. \$4M is a supplement for Senior Transportation to support growing need
 - 2. DRCOG Transportation Advisory committee recommended and the DRCOG Board to approve.

VI. Topics and Schedule for Next Meeting

- a. The next meeting will take place on Thursday, July 19, 2018 2:00-4:00 PM
- b. Topics to discuss will be a Regional Call for Projects

DRCOG TIP Technical Subcommittee Meeting

Thursday, July 12, 2018 1:00-3:00 PM

Wellington Webb Building, Room 4.H.2

201 W. Colfax Ave, Denver, CO

On July 12, 2018 the public was invited to attend and provide comment at the Technical Subcommittee (TSC) of the Denver Subregional Forum. The purpose of the TSC is to support development and implementation of a process to provide a recommended package of projects to the full Denver Regional Council of Governments (DRCOG) Board for funding from the 2020-2023 Transportation Improvement Program (TIP).

Attendees

CDOT: Elizabeth Kemp

CPD: Eugene Howard

DOF: Emily Snyder, Ali Peper

DRCOG: Todd Cottrell

Parks: Gordon Robertson, Kathy Leveque, Mike Bouchard, Jason Coffey

PW: Eulois Cleckley, Nick Williams, Justin Begley, Deb Turner, Janice Finch, Jen Hillhouse, Ryan Billings

RTD: Bill VanMeter

Members of the Public: Jill Locantore, Walk Denver; Tricia Stevens, NETC; Jennifer Carpenter for Michael Baker

TSC Stakeholders: Eugene Howard – CPD, Euloise Cleckley and Jen Hillhouse – PW, Gordon Robertson – Parks, Bill VanMeter – RTD, Elizabeth Kemp – CDOT

I. Role of the TSC, Desired Outcomes and Schedule

- a. New DRCOG TIP process called for the creation of the Denver Subregional Forum
 - i) Forum approved the creation of the TSC at their meeting on May 17, 2018
- b. TSC is primarily a deliberative body to discuss projects but it is open to the public for comment
- c. Goals of the TSC:
 - i) Advance 3 Denver Regional project applications
 - (1) These projects must have a significant regional impact
 - ii) Review Subregional criteria and shape call for projects
 - iii) Review scoring and recommend package of Subregional projects to DRCOG board

II. DRCOG Regional Project Application

- a. About \$21 million in funding for project applications from 8 Subregions as well as CDOT and RTD
 - i) Each Subregion can submit 3 project applications as well as 2 from CDOT and RTD for a total of 28 eligible projects
 - ii) Funding requests for each project are capped at \$20 million
 - iii) Applications can only ask for up to 50% of the total project cost from TIP and projects need to have at least 20% of non-federal funding included
- b. Question: How will additional funding from SB-1 be handled?
 - i) Could see \$21 million regional pot increase to roughly \$30 million after money is divided between Regional and Subregional pots
 - (1) Will not change the project application process
 - ii) City raises concerns over adding state dollars to a federal process
- c. Project Scoring
 - i) Scoring is high, medium, low and applications will be evaluated against the quality of other applications
 - (1) Applications should draw a project narrative for DRCOG to evaluate
 - (2) Additional points for projects that need a small amount of funding to complete

III. Representative Discussion of Projects (DRCOG, CPD, PW, Parks, RTD, CDOT)

- a. I-25 Alameda/Santa Fe
 - i) City and County and CDOT have an IGA agreement to submit the project and include \$3 million each in match
 - ii) Project budget estimated at \$30 million, so the maximum TIP ask would be \$15 million
 - iii) **COMMENTS:**
 - (1) DRCOG stresses the need for full cost and project scope
 - (2) Each department is committed to working with CDOT to make this project work and believes it's an attractive application with its regional and multi-modal appeal
- b. 16th Street Mall Reconstruction
 - i) Need to finalize the scope and amount to be requested
 - ii) Project already has existing TIP funding, so the request would be for additional funding to complement what is already included in the project (needs to expand current scope)
 - iii) **COMMENTS:**
 - (1) High priority for all departments and an attractive project because the ask is for gap funding and is important for transit priorities
- c. Broadway Station Multimodal Access & Safety
 - i) \$15 million ask for a projected \$30 million project cost
 - ii) Funding would complement existing TIP project funding
 - (1) Extension of existing scope includes work on Exposition and safety improvements on the Kentucky, Ohio, and Lincoln areas
 - iii) **COMMENTS:**
 - (1) Application needs to include more specific direction of pieces that need to be completed and scope should provide better understanding of multimodal aspects
- d. 56th and Peña Operational Improvements
 - i) \$2-3 million ask for completion of an \$8 million project (last money in)
 - ii) Addressing serious safety problems and providing additional connectivity in the area

iii) High community priority for the Montbello/Gateway/GVR communities

iv) COMMENTS:

(1) DRCOG thinks it primarily serves 56th and may not be a high enough regional priority

e. Overland Park Bridge

i) Full project cost is \$4.7 million and there is existing funding allocated in the bond

ii) There is high regional appeal but it might be a project better served locally

(1) Could state in application we only want state funding and don't want to federalize

iii) COMMENTS:

(1) Would be smart to include a smaller project like this but the spot may be better served with something like Sand Creek

IV. Public Comment

a. Public request is to keep in mind goals around Denver's Mobility Action Plan and Vision Zero priorities

V. Next Steps

a. A Subregional Forum Meeting will take place on Thursday, July 19, 2018 from 2:00-4:00 p.m. in the Denver City and County Building (1437 Bannock) Room 391

Regional Project Applications – Process & Candidate List

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Outcome #1: Advance 3 Denver Regional Project Applications

- Denver staff will maintain coordination with regional partners: CDOT, RTD and neighboring SRFs to identify shared priorities and develop projects that could be competitive in the Regional competition. Consideration will be given to prior commitments to support shared priorities
- Those projects which best fit the City's priorities, can support the match requirements AND are expected to be most competitive given the criteria would be recommended to submit applications for

Regional Share

Approximately \$21 million available for the 8 subregions, CDOT and RTD to apply for

Denver Subregion may submit up to 3 Regional Share Applications

<u>Sponsor</u>	<u>Qty</u>	<u>Total</u>
8 Subregions	3	24
CDOT	2	2 (1 after Central 70)
RTD	2	2
		Total = 28

How are Regional Applications Valued?

Regional Significance of Project – 40%

Metro Vision TIP Focus Areas – 30%

Transportation Focused Metro Vision Objectives – 20%

Leverage of Non-Regional Funds – 10%

Regional Significance of Project – 40%

- Why is the project regionally significant?
- Crosses and/or benefits multiple municipalities?
- Crosses and benefits another subregion?
- How addresses specific Metro-Vision related regional problem?
- How the completed project allow people and businesses to thrive & prosper?
- How will connectivity to different travel modes be improved by the proposed project?
- Strength of funding and/or project partnerships established in association with project?

Metro Vision TIP Focus Areas – 30%

- How will the project improve mobility infrastructure and services for vulnerable population (incl improved access to health services)?
- How will the project increase the reliability of existing multimodal transportation network?
- How will the project improve transportation safety & security?

Transportation Focused Metro Vision

Objectives – 20%

- How will project contain urban development in locations designated for urban growth & services?
- How will project help increase housing & employment in urban centers?
- How will project help improve or expand the region's multimodal transportation system, services & connections?
- How will the project improve air quality & reduce GHG emissions?
- How will the project help connect people to natural resource or recreational areas?
- How will the project help increase access to amenities that support healthy, active choices?
- How will the project improve access to opportunity?
- How will the project improve the region's competitive position?

Leverage of Non-Regional Funds – 10%

HIGH: 80% Outside funding

MEDIUM: 60-79% Outside funding

LOW: 59% & below

Other Considerations

Is this project already or likely to be federalized?

-Adding cost, risk & schedule

Is there already significant investment in this project?

Project Readiness

Are we are seeking gap funding? ‘Last money in’

Diversity in project type, and size of asks

Multi-Departmental Team Project List

I-25 / Alameda - CDOT Central 70 IGA
16th street mall
I-25/ Broadway
Pena & 56th Ave Intersection
Overland Ped Bridge
Colfax BRT
Federal Blvd Corridor / Transit Design (STUDY)
Sheridan Sidewalks
Hampden Corridor Multimodal Improvements
S. Platte Greenway / Cherry Creek Trail: Confluence Bridge Upgrades
Sand Creek Regional Trail - Quebec Connection
52nd Avenue
Pena Blvd capacity

First Screen Projects

52nd Avenue Connection & Railroad Underpass –
Ineligible for DRCOG Regional or Subregional funding

Pena Blvd Capacity – per DIA will not pursue for TIP
funding in this cycle

Other Projects

- Colfax BRT – Project Readiness & other funding opportunities (CIG)
- Federal Blvd Corridor Design – Requires additional development
- Sheridan Sidewalks – Eligible but not regionally competitive
- Hampden Corridor Multimodal Improvements – Bond funding and questions to federalize
- Confluence Bridge Upgrades & Sand Creek Trail – Quebec Connection – May be less competitive regionally and hold better potential for Multimodal Options Funding from CDOT

CDOT Project – I-25 & Alameda

16th Street Mall Reconstruction



Eligible for Regional Funding as Rapid Transit FCRTTP (Busway)

Already federalized project – FTA grant

Significant match available to score high on leverage criteria

Regional destination and scores well in regional significance of project

NEPA in Process

Broadway Station Multimodal Access & Safety



Eligible as Freeway and Transit Station Access

Hub location for rail, bus & freeway access from multiple subregions

Already federalized project – Next Phase of TIP Project

Environmental Assessment completed, Supplemental EA in process

56th and Pena Operational Improvements

Eligible as Roadway Operational Project at Freeway Interchange

Already federalized project –seeking construction gap funding to complete

Benefits to Denver, Adams County, incl Aurora & Commerce City and access to Intermodal Facility (DIA)

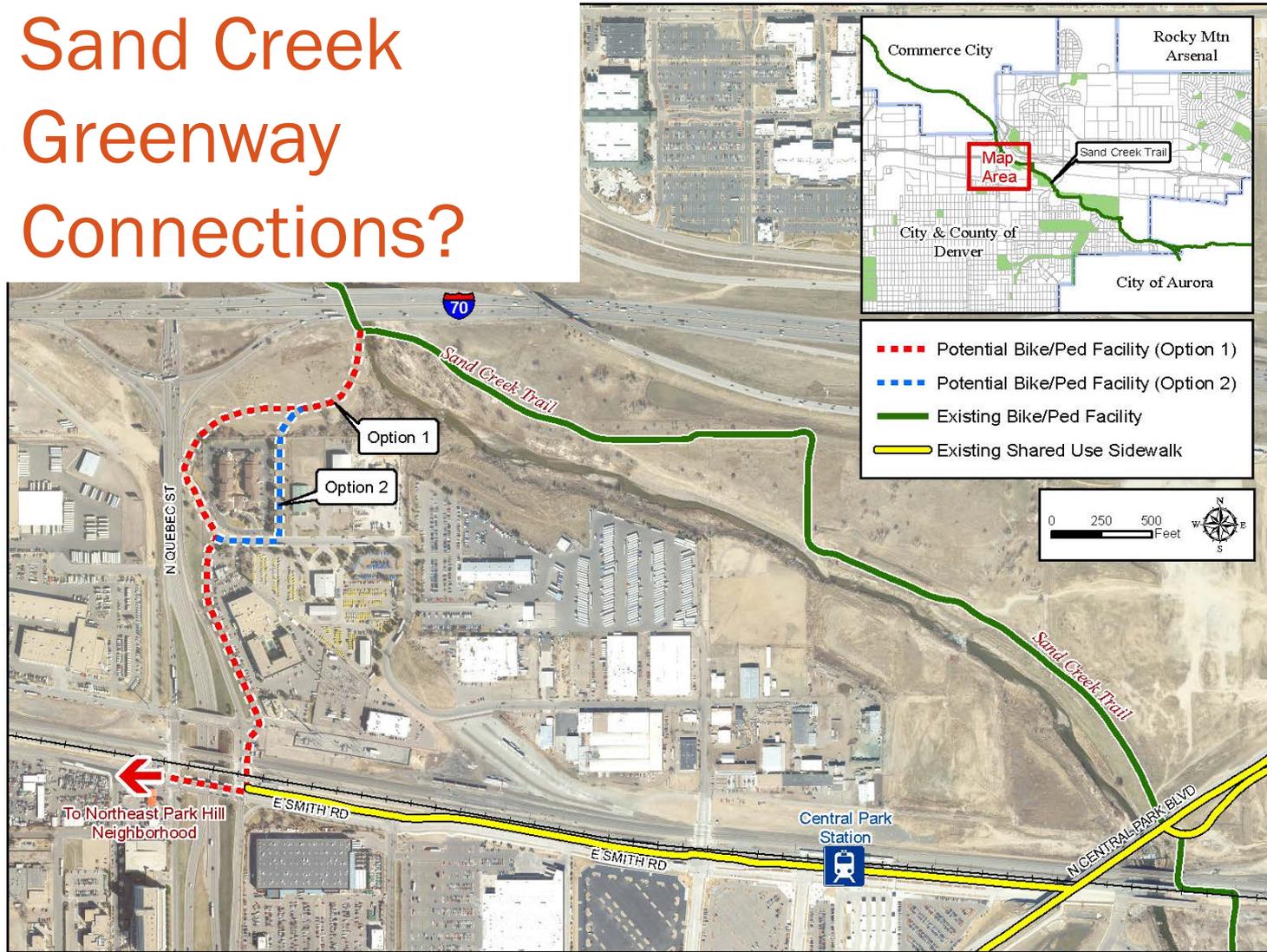
Design & Environmental Assessment in process



Overland Park Bridge?



Sand Creek Greenway Connections?



Recommend Prioritization of Regional Projects To Develop as Applications with a Return in August to Finalize

1. I-25/Alameda
2. 16th Street Mall Reconstruction
3. Broadway Station Multimodal Access & Safety
4. 56th and Pena Operational Improvements
5. Overland Park Bridge/Sand Creek Greenway Connections

Application of Criteria to Projects

Projects					Regional Significance of Project (40%)							
	Continuation of Existing Investment	Currently or potentially federalized?	Total Project Cost (Millions)	Max Total Regional Project Request (Millions)	Why is the project regionally significant?	Crosses and/or benefits multiple municipalities?	Crosses and benefits another subregion?	How addresses specific Metro-Vision related regional problem?	How the completed project allow people and businesses to thrive & prosper?	How will connectivity to different travel modes be improved by the proposed project?	Strength of funding and/or project partnerships established in association with project?	
I-25 / Alameda - CDOT Central 70 IGA	Y	Y	TBD	TBD	H	H	L	H	H	M	H	
16th street mall	Y	Y	114.00	20.00	H	M	L	H	H	H	H	
I-25/ Broadway	Y	Y	30.00	15.00	M	M	L	H	M	H	M	
Pena & 56th Ave Intersection	Y	Y	6.62	1.30	M	M	L	H	H	M	M	
Overland Ped Bridge	Y	?	4.70	2.35	M	M	L	H	H	H	?	
Colfax BRT	Y	Y	185.00	TBD	M	M	L	H	M	H	H	
Federal Blvd Corridor / Transit Design (STUDY)	Y	?	0.50	0.25	M	M	L	H	M	H	L	
Sheridan Sidewalks	Y	Y	5.00	2.50	L	L	L	H	M	L	M	
Hampden Corridor Multimodal Improvements	Y	?	15.00	7.50	M	L	L	H	H	M	L	
S. Platte Greenway / Cherry Creek Trail: Confluence Bridge Upgrades	Y	Y	13.00	6.50	H	M	L	H	M	H	L	
Sand Creek Regional Trail - Quebec Connection	Y	?	8.30	4.15	M	L	L	H	M	M	M	

Application of Criteria to Projects

Metro Vision TIP Focus Areas (30%)

Projects

	How will the project improve mobility infrastructure and services for vulnerable population (incl improved access to health services)?	How will the project increase the reliability of existing multimodal transportation network?	How will the project improve transportation safety & security?
I-25 / Alameda - CDOT Central 70 IGA	M	H	H
16th street mall	M	M	M
I-25/ Broadway	M	M	H
Pena & 56th Ave Intersection	M	H	H
Overland Ped Bridge	M	M	H
Colfax BRT	M	H	M
Federal Blvd Corridor / Transit Design (STUDY)	M	H	H
Sheridan Sidewalks	M	M	H
Hampden Corridor Multimodal Improvements	L	M	H
S. Platte Greenway / Cherry Creek Trail: Confluence Bridge Upgrades	M	L	M
Sand Creek Regional Trail - Quebec Connection	H	M	H

Application of Criteria to Projects

Projects

	Transportation Focused Metro Vision Objectives (20%)								non
	How will project contain urban development in locations designated for urban growth & services?	How will project help increase housing & employment in urban centers?	How will project help improve or expand the region's multimodal transportation system, services & connections?	How will the project improve air quality & reduce GHG emissions?	How will the project help connect people to natural resource or recreational areas?	How will the project help increase access to amenities that support healthy, active choices?	How will the project improve access to opportunity?	How will the project improve the region's competitive position?	Last money in to complete per DRCOG
I-25 / Alameda - CDOT Central 70 IGA	M	M	H	M	M	M	M	M	L
16th street mall	H	M	H	M	L	M	M	M	H
I-25/ Broadway	M	M	H	M	L	M	M	M	L
Pena & 56th Ave Intersection	L	M	H	M	H	M	M	H	H
Overland Ped Bridge	M	M	H	M	H	H	M	L	L
Colfax BRT	H	M	H	H	M	M	M	M	L
Federal Blvd Corridor / Transit Design (STUDY)	M	H	H	M	M	M	M	M	L
Sheridan Sidewalks	M	L	M	M	M	H	M	L	L
Hampden Corridor Multimodal Improvements	M	L	H	M	L	M	L	L	M
S. Platte Greenway / Cherry Creek Trail: Confluence Bridge Upgrades	L	L	M	M	H	H	L	L	L
Sand Creek Regional Trail - Quebec Connection	M	L	M	M	H	H	M	L	L

Intersubregional Coordination

Denver Subregional Forum
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Preserving Regional Coordination with the Dual-Model

- With the 20% Regional / 80% Subregional split – greater reliance on intersubregional coordination may be required to ensure collaborative and cross-jurisdictional projects are identified and supported
- Supporting and receiving support from other subregional forums at the project level can improve the competitiveness of projects for the Regional Share

Requests to and from Other Subregions

Support Types:

- Letter – Providing or receiving a letter of support for other subregion's projects
- Funding – In addition to a letter of support, providing a financial commitment from one subregion to another subregion's project

Discussion:

- Should Denver SRF support other Subregion's projects with a letter and/or funding?
- If yes, is it on a case-by-case basis?
- By what process should that determination be made?
- Should Denver Subregion be seeking similar support for its project(s)?

Request #1 – Arapahoe County

- US-85 PEL – Arapahoe County
- “Focused” PEL, which in turn will help in determining the cost/scope/participants in a Regional TIP Project Application
- Denver – 19.05 Miles 38.96%

Request #2 – Adams County

- Request is for Denver County Forum’s elected officials to consider supporting the NEPA/design for I-270.
- 270 is the metro area’s regional connection between US 36, I-25 and I-70, providing critical transport for goods & services
- Traffic analysis conducted indicate predominant origin and destination patterns within the sub area pass through the study area, with a large percentage of traffic flowing to/from the Boulder and Denver areas.
- \$3,000,000 in DRCOG regional or subregional funding request
- \$3,000,000 (Remaining Funding Partners may include the ADCOG, Boulder and Denver Forums, Adams County, Commerce City and CDOT.

Request #3 – Jefferson County

- Jeffco likely going to pursue Regional funding for Peaks-to-Plains trail along US 6 in Clear Creek Canyon.
- It is part of an extension of the Clear Creek trail which goes through a part of Denver and Adams County.
- This is a priority of Jeffco, Clear Creek County and has been stated as a priority of the Governor as part of a greater trail system to connect DIA to Glenwood Springs.
- JeffCo Open Space department has a draft funding plan that would propose to ask Denver for \$300,000.

Intersubregional Support Requests

Arapahoe County - US-85 PEL - \$150,000

Adams County – I-270/Vasquez – NEPA/Design – Amount Undefined

Jefferson County - Pikes to Plains Trail - \$300,000