AGENDA
BOARD OF DIRECTORS
WEDNESDAY, September 16, 2020
6:30 – 8:30 p.m.
VIDEO/WEB CONFERENCE
Denver, CO

1. 6:30 Call to Order

2. Roll Call and Introduction of New Members and Alternates

3. Move to Approve Agenda

STRATEGIC INFORMATIONAL ITEM

4. 6:35 COVID-19 impacts on regional economic development
   (Attachment A) J.J. Ament, CEO, Metro Denver Economic Development Corporation

5. 6:50 Report of the Chair
   - Report on Performance and Engagement Committee
   - Report on Finance and Budget Committee

6. 6:55 Report of the Executive Director

7. 7:00 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.

TIMES LISTED WITH EACH AGENDA ITEM ARE APPROXIMATE. IT IS REQUESTED THAT ALL CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING. THANK YOU

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701.

We make life better!

CONSENT AGENDA

8. 7:15 <u>Move to Approve Consent Agenda</u>
   i. <u>Minutes of July 15, 2020</u>
      (Attachment B)
   ii. <u>Discussion of 2020-2023 Transportation Improvement Program (TIP) amendments</u>
      (Attachment C)
   iii. <u>Discussion of Amending the FY 20-FY21 Unified Planning Work Program (UPWP)</u>
      (Attachment D)

ACTION ITEMS

9. 7:20 <u>Discussion of project funding for January 2021-June 2022 Human Service Transportation (HST) Set Aside Program of the 2020-2023 Transportation Improvement Program (TIP) and Federal Transit Administration (FTA) Section 5310 Program</u>
   (Attachment E) Travis Noon, Senior Program Specialist, Administration & Finance, and Matthew Helfant, Senior Transportation Planner, Transportation Planning & Operations

10. 7:35 <u>Discussion of the recommendation of projects to be funded through the Regional Transportation Operations and Technology (RTO&T) Set-Aside of the 2020-2023 Transportation Improvement Program (TIP)</u>
    (Attachment F) Steve Cook, Manager, Transportation Planning & Operations, and Greg MacKinnon, Manager, Transportation Planning & Operations

INFORMATIONAL BRIEFINGS

11. 7:50 <u>2050 small-area household and employment forecast for the 2050 Metro Vision Regional Transportation Plan</u>
    (Attachment G) Andy Taylor, Manager, Regional Planning & Development

12. 8:15 <u>Committee Reports</u>
    The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
    A. <u>Report from State Transportation Advisory Committee</u> – Elise Jones
    B. <u>Report from Metro Mayors Caucus</u> – Herb Atchison
    C. <u>Report from Metro Area County Commissioners</u> – Roger Partridge
    D. <u>Report from Advisory Committee on Aging</u> – Jayla Sanchez-Warren
    E. <u>Report from Regional Air Quality Council</u> – Doug Rex
    F. <u>Report from E-470 Authority</u> – George Teal
    G. <u>Report from CDOT</u> – Rebecca White
    H. <u>Report on FasTracks</u> – Bill Van Meter

INFORMATIONAL ITEMS

13.   Summary of engagement activities for Phase Two of the 2050 Metro Vision Regional Transportation Plan
       (Attachment H) Jacob Riger, Manager, Transportation Planning & Operations, and Lisa Houde, Public Engagement Specialist, Communications & Marketing

14.   2020 Census grant report
       (Attachment I) Lisa Houde, Public Engagement Specialist, Communications & Marketing, and Kelly Roberts, Community Resource Specialist, Communications & Marketing

15.   Transportation Improvement Program (TIP) administrative modifications
       (Attachment J) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

16.   Draft 2021 Work Plan
       (Attachment K) Flo Raitano, Director, Partnership Development & Innovation

17.   Equity Background Information
       (Attachment L) Ron Papsdorf, Director, Transportation Planning & Operations

ADMINISTRATIVE ITEMS

18.   **Next Meeting – October 21, 2020**

19.   Other Matters by Members

20. 8:30   Adjourn

CALENDAR OF FUTURE MEETINGS

September 2020

2	Board Work Session	4:00 p.m.
2	Performance and Engagement Committee	5:30 p.m.*
15	Regional Transportation Committee	8:30 a.m.
16	Finance and Budget Committee	5:30 p.m.
16	Board of Directors	6:30 p.m.
18	Advisory Committee on Aging	Noon – 3 p.m.

October 2020

5	Transportation Advisory Committee	1:30 p.m.
7	Board Work Session	4:00 p.m.
7	Performance and Engagement Committee	5:30 p.m.*
20	Regional Transportation Committee	8:30 a.m.
21	Finance and Budget Committee	5:45 p.m.
21	Board of Directors	6:30 p.m.
23	Advisory Committee on Aging	Noon – 3 p.m.
26	Transportation Advisory Committee	1:30 p.m.

November 2020

4	Board Work Session	4:00 p.m.
4	Performance and Engagement Committee	5:30 p.m.*
17	Regional Transportation Committee	8:30 a.m.
18	Finance and Budget Committee	5:30 p.m.
18	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.

*Start time for this meeting is approximate. The meeting begins at the end of the preceding Board Work Session

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
           (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Strategic Informational Briefing	4

SUBJECT

Overview of the impacts COVID-19 has had on economic development

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

J.J. Ament, CEO for the Metro Denver Economic Development Corp., will present insights into the impacts COVID-19 has had on our region's economic development efforts.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Flo Raitano, Director, Partnership Development & Innovation, at 303-480-6789 or fraitano@drcog.org.

ATTACH B

SUMMARY
BOARD OF DIRECTORS
WEDNESDAY, July 15, 2020

Members/Alternates Present

John Diak, Chair	Town of Parker
Eva Henry	Adams County
Jeff Baker	Arapahoe County
Mike Coffman	City of Aurora
Elise Jones	Boulder County
Aaron Brockett	City of Boulder
William Lindstedt	City and County of Broomfield
Deborah Mulvey (Alternate)	City of Castle Pines
George Teal	Town of Castle Rock
Tammy Mauer	City of Centennial
Randy Weil	City of Cherry Hills Village
Craig Hurst (Alternate)	City of Commerce City
Kathryn Wittman	City of Dacono
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Roger Partridge	Douglas County
Steve Conklin	City of Edgewater
Bill Gippe	City of Erie
Linda Olson	City of Englewood
Josie Cockrell	Town of Foxfield
Lynette Kelsey	Town of Georgetown
Jim Dale	City of Golden
Libby Szabo	Jefferson County
Stephanie Walton	City of Lafayette
Jacob LaBure	City of Lakewood
Karina Elrod	City of Littleton
Larry Strock	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Colleen Whitlow (Alternate)	Town of Mead
Julie Duran Mullica	City of Northglenn
Sandie Hammerly	Town of Superior
Herb Atchison	City of Westminster
Bud Starker	City of Wheat Ridge
Rebecca White	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Division Assistant, DRCOG; Chris Chovan, Adams County; Bryan Weimer, Arapahoe County; John Firouzi, Arvada; Alison Coombs, Mac Callison, Aurora; Sarah Grant, Heidi Henkel, Broomfield; Brad Boland, Brent Soderlin, Castle Rock; Justin Begley, Denver; Art Griffith, Lauren Pulver, Douglas County; Debra Farreau, Foxfield; Jon Whiting, Thornton; Anita

Seitz, Westminster; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell Public Affairs; Danny Herrmann, Jordan Rudel, CDOT; and DRCOG staff.

Chair John Diak called the meeting to order at 6:30 p.m. with a quorum present.

The Chair noted a switch for the member and alternate for the City of Dacono: The new representative will be Kathryn Wittman and the new alternate will be Jackie Thomas.

<u>Move to approve agenda</u>

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

<u>Report of the Chair</u>
Chair Diak reported he was able to participate, along with Shoshanna Lew and Douglas Rex, in the official launch of the Safer Main Streets initiative.
- Director Flynn reported the Performance and Engagement Committee met and discussed the following:
  - The 2020 Metro Vision Awards Celebration – the committee recommended holding the celebration April 28th 2021 and to only celebrate 2020 winners.
  - The results of the 2020 DRCOG Board Director Collaboration Assessment, which had a majority of positive results.
- Director Conklin reported the Finance and Budget Committee met and had its annual Regional Response meeting, where the committee was briefed on the 2019 audit. They also approved two resolutions approving the Executive Director to:
  - accept funds from the Colorado Department of Regulatory Agencies of up to $200,000 for approximately one year ending June 30, 2021 to administer a regional State Health Insurance Assistance program.
  - accept funds of $300,761 from the Colorado Department of Health Care Policy and Financing for the period July 1, 2020 to June 30, 2021 to support DRCOG's Community Options program.

  The committee received briefings on the DRCOG 2019 audit and the change in fiscal year for the organization.

<u>Report of the Executive Director</u>
- COVID-19 update: mandatory telework for DRCOG staff was planned for July 12 but has been extended to August 3. Senior staff members are still working on a safe workplace transition plan.
- Executive Director Rex expanded on the 2019 Audit discussed at the Finance and Budget Committee. Anyone wishing to review the audit can do so by visiting the <u>July 15, 2020 F&B</u> calendar item.
- The Safer Main Streets Initiative, which was referred to as the urban arterials safety program in past presentations to the Board, launched on July 9.
- DRCOG has been hosting City and County Managers meetings for over a year and staff would like to encourage directors to reach out to their city managers to attend to share information and best practices.

- Small Communities Hot Topics Forum – DRCOG will be sending out a survey for topics to be discussed at the annual forum before the end of July.
- 2020 Census update – DRCOG is preparing the final report and DRCOG counties are leading the way, with Douglas county at the top with a 76.9% return rate.
- Melinda Stevens was selected as the new Executive Assistant for DRCOG and will begin her new role on August 3.

Public Comment
There was no public comment

Chair Diak closed the public hearing at 6:48 p.m.

Move to approve consent agenda

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

> Items on the consent agenda included:
> - Summary of the June 17, 2020 meeting

Discussion on a technical amendment to the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP)
Jacob Riger, Manager, Transportation Planning & Operations, presented the amendment to the directors. During routine coordination with the E-470 Public Highway Authority, both agencies identified the need for a technical amendment to update the completion timeframe for an E-470 project within the 2040 MVRTP. The project in question is the widening of E-470 from four to six lanes between East Quincy Avenue and I-70.

> Director Partridge **moved** to approve the amended 2040 Metro Vision Regional Transportation Plan and associated DRCOG CO and PM-10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination. The motion was **seconded** and **passed** unanimously.

Discussion of the project solicitation and evaluation process for the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)
Jacob Riger, Manager, Transportation Planning & Operations, provided an overview of the proposed candidate project solicitation and evaluation process to the Board. DRCOG staff proposes to solicit major candidate projects using the "dual-track" process, which was developed to address CDOT's feedback about its role in this process. The proposed solicitation process has two parallel tracks:
  - County transportation forums: DRCOG will solicit candidate priority projects through each forum.
  - Inter-Agency Coordination Process: DRCOG, CDOT and RTD will develop draft regional investment priorities through a series of workshops based on the Policy
Framework and Desired Outcomes (included in the attachment to this item).

Staff also proposes to qualitatively evaluate major projects using the Metro Vision Plan transportation-related primary objectives and federally required FAST Act performance measures.

Candidate projects will be evaluated via a committee comprised of DRCOG, CDOT, RTD, and a staff representative from each county transportation forum. The Inter-Agency Coordination Process will review those outcomes, along with the Draft Financial Plan and the broader Policy Framework and Desired Outcomes, to develop draft program and project investment priorities.

> Director Jones **moved** to approve the proposed 2050 MVRTP candidate project solicitation and evaluation process and criteria documented in Attachments 1 and 2. The motion was **seconded** and **passed** unanimously.

COVID-19 Impacts to the DRCOG Ombudsman program
Shannon Gimbel, Manager, Area Agency on Aging, provided an update on the COVID-19 impacts to the directors. DRCOG's Ombudsman programs received numerous calls since COVID-19 began, as facilities and PACE centers have been put on strict lock-down. This has left residents, participants, and families with many concerns about care and quality of life. The most difficult part of this situation has been transitioning to virtual check-ins with residents to report on their wellbeing. Ms. Gimbel provided information on the trends and patterns the Ombudsman program had been seeing, as well as what work was being done with the State Ombudsman's office and Colorado Department of Public Health and Environment/Health Care Policy and Finance.

2020-2023 Transportation Improvement Program COVID-19 Impacts
Ron Papsdorf, Director, Transportation Planning & Operations, provided an overview of the impacts to the Board. The extent and duration of the economic impacts from COVID-19 is still uncertain. DRCOG staff want to understand these impacts (fiscal and otherwise) and begin a discussion of possible options to keep programmed federal funds flowing as much as possible.

DRCOG is aware that several of the most common transportation funding sources are being impacted: HUTF revenues, state gas tax, sales taxes, use taxes, car rental fees, lodging taxes. Current recovery options include:

- Delay Policy Waiver/Extension
- Reprogram Federal Funds
- Backfill Local Match with Toll Credits

DRCOG and other agencies, jurisdictions, and state and national associations are advocating for additional federal infrastructure funding to help with economic recovery, in addition to match relief for current federal funding to maintain project scopes of work for those with local funding reductions.

After having this same discussion with the TAC and RTC, Mr. Papsdorf suggested to the directors that they allow discussions to take place through the subregional forums, recognizing that different jurisdictions may be facing different financial issues than other jurisdictions, and have them decide and make recommendations to the TAC, RTC, and Board of Directors on approval of projects and funding.

Committee Reports
State Transportation Advisory Committee – Director Jones reported that Karen Stuart was elected as chair of the Transportation Commission. The committee received an update on the budget forecast and how HUTF funds will be impacted by the pandemic and how CDOT is anticipating a decline of $63 million. They also received an update on the financial status of transit agencies across the state. There was a discussion on SB-267 transit projects and due to COVID-19, there is a possibility of only funding the first two years of these projects versus the original four years.
Metro Mayors Caucus – Director Atchison reported they will meet on July 16.
Metro Area County Commissioners – Chair Diak, on behalf of Director Partridge, stated there was no report.
Advisory Committee on Aging – Jayla Sanchez-Warren provided an update on the transition from using SRC services to Via. As on July 1, when the transition took place, every person that had a scheduled ride was able to receive their transport with no issues.
Regional Air Quality Council – Doug Rex reported that they received an update on the ozone season to date. The council received an overview of the draft and are working towards finalizing the 2020 State Implementation Plan (SIP).
E-470 Authority – Director Teal stated that the Board met and passed a remnant parcel resolution that simplifies and streamlines the process of disposing authority property that is no longer needed. The City of Aurora brought forward an IGA for the 64th Ave. Interchange proposal, which the Board agreed to. They received a brief from their financial department and based on the results of the 2020 bond transaction, on June 10, E-470 sold $167 million of its Senior Revenue bonds and closed on the transaction on June 18. This transaction was coupled with a $50 million cash contribution that was used to pay of "callable" bonds from 2004 and 2010. Chair Diak added that the entire transaction created an $80 million savings.
Report from CDOT – Director White reported the launch of the Safer Main Streets Initiative. Another main focus has been on CDOT's scenario planning around SB-267. CDOT announced their Clean Truck strategy and their partnership with the CEO and the CDPHE to look at opportunities to advance clean technology for freight.
Report on FasTracks – Director Van Meter reported the N-line will open September 21. RTD is planning on updating their financial projections for the unfunded FasTracks plan. Re-Imagine RTD will be focusing on the bus and rail service plan beginning January 2021. The RTD Board is considering a set of COVID-19 budget response principles to help guide RTD staff and their policy making decisions for the future.

Next meeting – **August 19, 2020**

Other matters by members

There were no other matters by members.

<u>Adjournment</u>
The meeting adjourned at 8:20 p.m.

_____
John Diak, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

_____
Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
            (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Consent Agenda	8-ii

SUBJECT

2020-2023 Transportation Improvement Program (TIP) amendments.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current TIP amendment procedures, as contained within the Board-adopted 2020-2023 TIP Policy.

ACTION BY OTHERS

August 24, 2020 – TAC Recommended Approval
September 15, 2020 – RTC will make a recommendation

SUMMARY

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) 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 TIP.

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the *2020-2023 Transportation Improvement Program* have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments

- **2020-086**   **I-25 Valley Highway: Phases 3 and 4**
  Reduce State SB-1 funds from $60 million to $575,000 due to COVID-19 impacts to state revenues.
- **New Project**   **Bridge Reconstruction: I-70 and Harlan St.**
  Add $21.5 million in State SB-267 funds for the reconstruction of the I-70 bridge over Harlan St. in Wheat Ridge.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the attached amendments to the *2020-2023 Transportation Improvement Program* (TIP).

ATTACHMENTS

Proposed TIP amendments

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Todd Cottrell, Senior Planner, Short Range Transportation Planning, Transportation Planning and Operations Division at 303-480-6737 or tcottrell@drcog.org.

2020-086: Decrease funding due to COVID-19 impacts to state revenues

Existing

Title: **I-25 Valley Highway: Phases 3 and 4**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-086**   STIP-ID: Open to Public: Sponsor: **CDOT Region 1**

Project Scope

Valley Highway Phases 3 and 4 consolidate heavy and light rail tracks away from I-25 and provide space to improve safety through highway geometric and access improvements. This project also includes funding for I-25 Corridor Traffic and Revenue Study.

FY20 funds are primarily for ROW purchases.
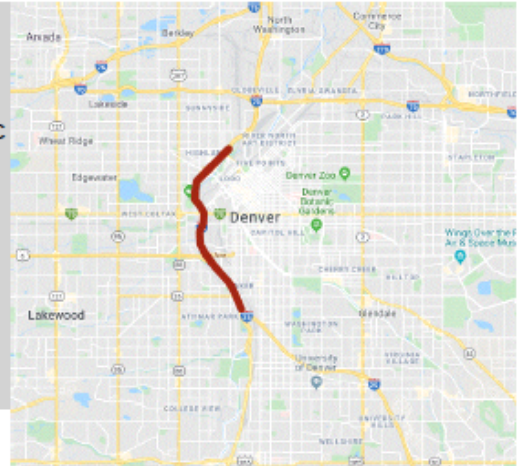
Affected Municipality(ies)
Denver

Affected County(ies)
Denver

Performance Measures

☒	Bridge Condition
☒	Congestion
☒	Freight Reliability
☒	Pavement Condition
☒	Safety
☒	Travel Time Reliability

Amounts in $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (SB-1)		$60,000	$0	$0	$0		
Local		$0	$0	$0	$0		
Total	$0	$60,000	$0	$0	$0	$0	$60,000

Revised

Amounts in $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (SB-1)		$575	$0	$0	$0		
Local		$0	$0	$0	$0		
Total	$0	$575	$0	$0	$0	$0	$575

New Project: Add $21.5 million in state SB-267 funding for I-70 bridge reconstruction over Harlan St.

New Project

Title: **Bridge Reconstruction: I-70 and Harlan St.**   Project Type: **Bridge**
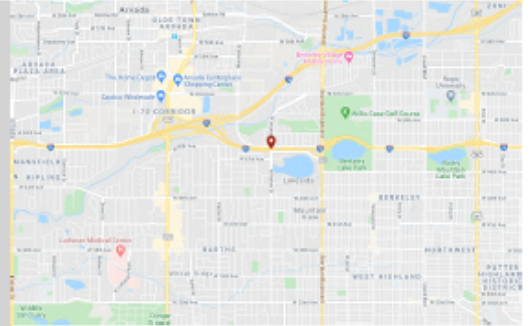
TIP-ID: **Request**   STIP-ID: Open to Public: Sponsor: **CDOT Region 1**

Project Scope

Reconstruction of the I-70 bridge over Harlan St.

Affected Municipality(ies)	Affected County(ies)
Wheat Ridge	Jefferson

Performance Measures

- ☒ Bridge Condition
- ☐ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☐ Safety
- ☐ Travel Time Reliability

Amounts in $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (SB267)		$0	$21,500	$0	$0		
Local		$0	$0	$0	$0		
Total	$0	$0	$21,500	$0	$0	$0	$21,500

ATTACH D

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
           (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Consent Agenda	8-iii

SUBJECT
Amending the *FY 20-FY21 Unified Planning Work Program* (UPWP).

PROPOSED ACTION/RECOMMENDATIONS
DRCOG staff recommends approval of the proposed FY 2020-FY 2021 UPWP amendments.

ACTION BY OTHERS
August 24, 2020 – TAC Recommended Approval
September 15, 2020 – RTC will make a recommendation

SUMMARY
The *FY 2020-FY 2021 Unified Planning Work Program* (UPWP) describes the transportation planning activities to be conducted in the Denver region. The UPWP, prepared biennially, is the two-year work program for the MPO and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. The FY 2020-FY2021 UPWP was adopted in July 2019, and most recently amended earlier this year in May.

Periodically, amendments to the UPWP are necessary to reflect changes to work that will be performed, other updated revenue or expenditure information, or to comply with changes in federal law. This amendment is necessary to reflect updated anticipated FY2021 revenues (Table 1 on p. 44) and how and where those revenues are expended (Table 2 on p. 45). The amendments are 1) that anticipated federal resources increased slightly and 2) that CDOT and DRCOG agree that DRCOG's contribution to the Statewide Travel Survey ($500,000 in FY 2021) will be held back and paid out directly by CDOT rather than transferring those funds between the agencies. The proposed amendments to the document are shown in the track changes version of the FY 2020-FY 2021 UPWP (see attachment).

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to approve amendments to the *FY 2020-FY 2021 Unified Planning Work Program*.

ATTACHMENT
Link: *Amended FY 2020-FY 2021 Unified Planning Work Program* (in track-changes)

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Todd Cottrell at (303) 480-6737 or tcottrell@drcog.org.

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
           (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Action	9

SUBJECT

Project funding for January 2021- June 2022 Human Service Transportation (HST) Set Aside Program of the 2020-2023 Transportation Improvement Program (TIP) and Federal Transit Administration (FTA) Section 5310 Program.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the January 2021- June 2022 HST and FTA 5310 projects as recommended by the Peer Review Panel ("Panel").

ACTION BY OTHERS

August 24, 2020 – TAC Recommended Approval
September 15, 2020 – RTC will make a recommendation

SUMMARY

In 2018, DRCOG adopted a set-aside of $4 million over four years for Human Service Transportation (HST) as part of the FY 2020-2023 TIP Policy. The HST set-aside provides a dedicated funding source to improve mobility for vulnerable populations, including older adults, low-income individuals, veterans, and individuals with disabilities. This set-aside complements FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities and Older Americans Act/Older Coloradans Act dollars by funding identified needs that are underfunded or underserved by those sources.

In December 2019, DRCOG became the Designated Recipient for the FTA 5310 program in the Denver-Aurora Urbanized Area. This program provides approximately $2 million annually.

DRCOG conducted a combined call for projects for both the HST set-aside and Denver-Aurora Urbanized Area FTA 5310 projects to be implemented between January 1, 2021 and June 30, 2022. Projects are intended to be 18-month projects, which will allow these two funding sources to be aligned with the Older Americans Act/Older Coloradans Act funding administered by the DRCOG Area Agency on Aging (AAA).

Applications for both funding sources were evaluated by a Peer Review Panel made up of staff from Mile High Connects, the Colorado Department of Public Health and the Environment, and the Colorado Cross Disability Coalition, as well as a representative from DRCOG's Advisory Committee on Aging. DRCOG staff participated on the panel in an advisory role and did not score the projects. The Panel scored the projects based on the criteria from the 5310 Program Management Plan (Attachment 1). Projects that scored the highest were recommended for funding and placed into the funding category (FTA 5310 or HST) that was the best or only fit based on the project's

characteristics as compared to the eligibility criteria for each funding source. The Panel's recommendations are attached (Attachment 2).

DRCOG staff conducted an equity analysis to ensure distribution of funds to cover services across the service area. Projects not selected for funding were limited in scope and clients that would have been served by those projects are able to receive services through other projects recommended for funding.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to approve the HST and FTA 5310 projects for January 2021 through June 2022 as recommended by the Peer Review Panel.

ATTACHMENTS
- *Link:* FTA 5310 Project Management Plan
- Project Scoring and Recommendations
- Staff Presentation

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Travis Noon, Senior Program Specialist, Accounting and Finance, at 303-480-6775 or tnoon@drcog.org or Matthew Helfant, Senior Planner, Long Range Transportation Planning, at 303-480-6731 or mhelfant@drcog.org.

FTA 5310 Denver-Aurora
DRCOG Human Services TIP Set Aside
Project Recommendations

Respondent	Service	Score	Requested	Reccomended	Total Awarded	FTA 5310 Funds	HST Funds
Via Mobility Services	Transportation - Mobility Management	2.9	$1,000,391.32	Yes	$500,000.00	$400,000.00	$100,000.00
Via Mobility Services	Transportation - Operating	2.9	$2,302,625.00	Yes	$1,500,000.00	$1,000,000.00	$500,000.00
Via Mobility Services	Capital Projects - Software	2.9	$300,000.00	Yes	$300,000.00	$258,000.00	$42,000.00
Via Mobility Services	Capital Projects - Security Cameras	2.6	$248,000.00	Yes	$248,000.00	$0.00	$248,000.00
Denver Regional Mobility & Access Council	Transportation - Mobility Management	2.6	$438,923.20	Yes	$437,000.00	$350,000.00	$87,000.00
A Little Help	Transportation - Mobility Management	2.4	$66,990.00	Yes	$45,000.00	$0.00	$45,000.00
Douglas County Government	Transportation - Mobility Management	2.3	$936,374.40	Yes	$737,000.00	$450,000.00	$287,000.00
City of Lakewood	Transportation - Operating	2.2	$75,000.00	Yes	$60,000.00	$60,000.00	$0.00
Laradon Hall Society for Exceptional Children and Adults	Capital Projects - 4 Replacement Vehicles	2.2	$281,206.35	Yes	$211,734.00	$211,734.00	$0.00
Boulder County	Planning Project	2.1	$16,000.00	Yes	$16,000.00	$0.00	$16,000.00
Laradon Hall Society for Exceptional Children and Adults	Transportation - Operating	2.0	$141,411.50	Yes	$72,000.00	$72,000.00	$0.00
Boulder County	Transportation - Operating	1.9	$184,000.00	Yes	$150,000.00	$0.00	$150,000.00
A Little Help	Capital Projects - Facilities	1.9	$25,000.00	Yes	$25,000.00	$0.00	$25,000.00
City of Arvada	Transportation - Mobility Management	1.9	$532,392.00	No	$0.00	$0.00	$0.00
Continuum of Colorado	Transportation - Operating	1.6	$182,404.22	No	$0.00	$0.00	$0.00
Denver Regional Council of Governments	Ride Alliance Annual Maintenance	N/A	$0.00	N/A	$57,000.00	$57,000.00	$0.00
	Total		**$6,730,717.99**		**$4,358,734.00**	**$2,858,734.00**	**$1,500,000.00**

2021 DRCOG HST TIP Set-Aside and FTA 5310 Denver-Aurora Projects

Presented by:

Travis P. Noon

September 16, 2020

Background

- Federal Transit Administration 5310 Denver-Aurora (5310)

  - DRCOG became direct recipient in December 2019

  - Approximately $2 million annually

- DRCOG Human Services Transportation TIP Set-Aside (HST)

  - Adopted as part of the 2020-2023 TIP Policy

  - $4 million over 4 years ($1 million annually)

  - Complements 5310 and Older Americans Act (OAA) funding.

- Released a call for projects in April
  - Projects are intended to be 18-month projects beginning January 1, 2021 and ending June 30, 2022
    - This will align the funding with OAA funding administered through the AAA
- DRCOG's first call for 5310 funding
  - Prior years administered through CDOT

Project Selection

- Peer review panel of independent stakeholder reviewed applications
  - Scored according to the criteria out lined in DRCOG's 5310 Project Management Plan (PMP)
  - DRCOG Staff participated in the review as non-scoring members
- Review committee recommendations
  - Highest scored projects were recommended for funding
  - Levels of funding recommended were adjusted to match projected available funds
  - Projects not awarded funding were limited in scope
- Per the PMP DRCOG will be setting aside approximately $57,000 for Ride Alliance Annual Maintenance

Proposed Motion

- Move to approve the HST and FTA 5310 projects for January 2021 through June 2022 as recommended by the Peer Review Panel.

Questions?

Travis P Noon
Senior Program Specialist
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THANK YOU

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
            (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Action	10

SUBJECT

Recommendation of projects to be funded through the Regional Transportation Operations and Technology (RTO&T) Set-Aside of the *2020-2023 Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the FY21-23 project funding awards and waiting list proposed by the RTO&T Set-Aside Project Review Panel.

ACTION BY OTHERS

April 15, 2020 - Board of Directors approved the RTO&T Set-Aside Eligibility Rules and Selection Process.
August 24, 2020 – Transportation Advisory Committee recommended approval of the RTO&T Set-Aside Project Review Panel recommendations including projects to be funded and the associated waiting list.
September 15, 2020 – RTC will make a recommendation

SUMMARY

The DRCOG Board adopted the *2020-2023 Transportation Improvement Program* (TIP) that included the Regional Transportation Operations & Technology (RTO&T) Set-Aside at $5 million per year.

The purpose of the RTO&T set-aside is to fund transportation technology and systems improvements that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan.

The RTO&T Set-Aside contains the following components:
- RTO&T Improvement Program of projects (~$3.5 million per year)
  - traffic signal systems, fiber communications system expansion, multimodal detection, monitoring cameras, interjurisdictional corridor management, and transportation management center infrastructure.
- DRCOG Regional Traffic Operations Program (~$1.5 million per year)
  - Technical services (e.g. traffic signal system planning and design) and support from DRCOG staff and engineering consultants for project implementation.

Accounting for previous project funding commitments and cost savings, approximately $13.8 million is available for capital projects to be allocated over the next three fiscal years.

In April 2020, DRCOG issued a call for letters of intent with full applications due July 8, 2020. A total of 30 applications were submitted for consideration with a total federal request of $21,621,547.

After applications were received, staff convened an internal Project Review Panel that individually evaluated the applications and met several times in July 2020 to review evaluation outcomes and rank applications. The project recommendations were also reviewed by the Advanced Mobility Partnership (AMP) and the Regional Transportation Operations Working Group. The Project Review Panel recommends the following projects for funding:

Sponsor	Project Title	Federal Amount
RTD	Transit Signal Priority (TSP) Conditionality	$450,000
RTD	TSP Data Management	$530,000
Littleton	System Communication	$589,600
Castle Rock	Automated Traffic Signal Performance Measurement (ATSPM) System	$694,960
Westminster	Traffic Camera & Signal System Upgrade	$283,176
Westminster	Controllers & Communications Switches Upgrades	$445,855
Thornton	Travel Time Monitoring	$100,326
Northglenn	ATSPM System	$960,000
CDOT R1	Traffic Camera Expansion	$160,914
Denver	Bluetooth Expansion	$977,184
Denver	Pedestrian Detection	$926,766
Centennial	System-to-System (S2S) Communications	$800,000
CDOT R1	Advance detection (Arapahoe Rd)	$222,992
CDOT R1	Advance detection (Wadsworth Blvd)	$668,976
Boulder	ATSPM System & System Communication	$1,349,300
Denver	Adaptive Signal Control & ATSPM System	$891,100
CDOT R4	Advance Detection SH 119	$387,420

Sponsor	Project Title	Federal Amount
CDOT R4	Advance Detection US 287	$180,180
Jefferson County	System Communications	$433,907
Douglas County	ATSPM System	$292,000
Parker	Traffic Responsive Signal Control	$400,000
Commerce City	ATSPM System	$189,600
Aurora	Signal Controller Upgrades	$795,800
Aurora	Signal System Upgrade	$460,000
Lone Tree	Adaptive Signal Control	$200,000
Erie	Signal System Communications	$893,000

The total recommended allocation is $14,283,056, which is $438,134 above the amount available for capital projects. It is recommended that these additional funds be reallocated from the DRCOG Regional Traffic Operations Program.

In addition, the review panel recommended the following waiting list if funds become available over the duration of the program:

Sponsor	Project Title	Federal Amount
Denver	Bluetooth Expansion (remainder)	$705,312
CDOT R1	Advance detection (remainder)	$364,896
Boulder	ATSPM System & System Communication (remainder)	$1,161,700
Aurora	ATSPM System Chambers	$632,500
CDOT R1	SH 7 System Communications	$2,708,412
CDOT R1	SH 121 System Communications	$353,271

| PREVIOUS DISCUSSIONS/ACTIONS |
April 15, 2020 BOD – Approval of RTO&T Set-Aside Eligibility Rules and Selection Process

| PROPOSED MOTION |
Move to approve the FY21-23 RTO&T Set-Aside project funding awards and waiting list recommended by the Project Review Panel.

| ATTACHMENTS |
- Recommended Project Allocations
- Recommended Annual Programming Amounts
- Staff presentation

| ADDITIONAL INFORMATION |
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Steve Cook, Transportation Modeling and Operations Manager, at 303-480-6749 or scook@drcog.org; or Greg MacKinnon, Transportation Operations Program Manager, at 303 480-5633 or gmackinnon@drcog.org.

Table 1: 2020 Call for Regional Transportation Operations Technology Set-Aside Criteria Points and Review Panel Recommended Projects

Criteria Pts.	Project	Federal Request	Recommended Allocation	Notes
	Recommended for Funding:			
67	RTD Transit Signal Priority (TSP) Conditionality	$ 450,000	$ 450,000	
65	RTD TSP Data Management	$ 530,000	$ 530,000	
58	Littleton System Communication	$ 606,400	$ 589,600	Signal head purchases ineligible
56	Castle Rock Automated Traffic Signal Performance Measures (ATSPM) Sy	$ 798,560	$ 694,960	N. Meadows and Meadows Blvd. not on regional roadway system
54	Westminster Traffic Cameras & Signal System Upgrade	$ 283,176	$ 283,176	
54	Westminster Controllers & Switches Upgrade	$ 445,855	$ 445,855	
53	Thornton Travel Time Monitoring	$ 100,326	$ 100,326	
53	Northglenn ATSPM System	$ 960,000	$ 960,000	
53	CDOT R1 Traffic Camera Expansion	$ 160,914	$ 160,914	
51	Denver Bluetooth Expansion	$ 1,682,496	$ 977,184	Partial allocation for 118 locations identified on priority corridors
51	Denver Pedestrian Detection	$ 926,766	$ 926,766	
51	Centennial System-to-System (S2S) Communications	$ 800,000	$ 800,000	
47	CDOT R1 Advance detection	$ 1,682,496	$ 891,968	Arapahoe Rd. and N. Wadsworth Blvd. elements
47	Boulder ATSPM System & System Communications	$ 2,511,000	$ 1,349,300	Top 3 prioroity corridors and part of Broadway
47	Denver Adaptive Signal Control & ATSPM System	$ 1,133,100	$ 891,100	Stop bar detector purchases ineligible (deducted $242,000)
46	CDOT R4 Advance Detection SH 119	$ 387,420	$ 387,420	
45	CDOT R4 Advance Detection US 287	$ 180,180	$ 180,180	
45	Jefferson County System Communications	$ 433,907	$ 433,907	
44	Douglas County ATSPM System	$ 292,000	$ 292,000	
43	Parker Traffic Responsive Signal Control	$ 400,000	$ 400,000	
42	Commerce City ATSPM System	$ 189,600	$ 189,600	
41	Aurora Signal Controller Upgrades	$ 795,800	$ 795,800	
41	Aurora Signal System Upgrade	$ 460,000	$ 460,000	
38	Lone Tree Adaptive Signal Control	$ 200,000	$ 200,000	
38	Erie Signal System Communication	$ 893,000	$ 893,000	
	Wait List Projects:			
51	Denver Bluetooth Expansion (remainder)	$ 705,312		Remaining project elements
47	CDOT R1 Advance detection (remainder)	$ 364,896		Remaining S. Wadsworth Blvd. element of project
47	Boulder ATSPM System & System Communication (remainder)	$ 1,161,700		Remaining project corridors
38	Aurora ATSPM System Chambers	$ 632,500		
36	CDOT R1 SH 7 System Communications	$ 2,708,412		
31	CDOT R1 SH 121 System Communications	$ 353,271		
	Others Ineligible for Set-Aside:			
	Boulder County Transit Corridor Study	$ 400,000		Minor RTO&T elements; implementation uncertain; eligible other set-asides
	Lakewood Travel Time Message Board	$ 650,000		Required match not provided; portable sign procurement ineligible

Table 2: 2020 Regional Transportation Operations and Technology Set-Aside Review Panel Recommended Projects and Annual Programming of Funds

Submittal		Brief Summary	FY21		FY22		FY23		Totals		
			Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Total Project Cost
Aurora	Automated Traffic Signal Performance Measures (ATSPM) System Chambers	Upgrade signal controllers and deploy detection and implement ATSPM.							$0	$0	$0
Aurora	Signal System Upgrade	Upgrade traffic signal system hardware and software.			$460,000				$460,000	$0	$460,000
Aurora	Signal Controller Upgrades	Upgrade signal controllers.					$795,800		$795,800	$0	$795,800
Boulder	ATSPM & System Communication	Upgrade signal system communications to fiber optic; install traffic cameras (connected to existing enterprise video management system); deploy radar advance detection and implement ATSPM system.			$320,000	$80,000	$1,029,300	$257,325	$1,349,300	$337,325	$1,686,625
Boulder County	Transit Corridor Study	A study and preliminary design for transit priority improvements that support Flatiron Flyer operations.							$0	$0	$0
Castle Rock	ATSPM	Deployment of advance detection for expansion of existing ATPSM. Also includes deployment of advance detection for expansion of CDOT ATSPM and integration between the two systems.	$666,160	$166,540	$28,800	$7,200			$694,960	$173,740	$868,700
CDOT R1	Advance detection	Deployment of advance detection for expansion of existing ATPSM.	$222,992				$668,976		$891,968	$0	$891,968
CDOT R1	Traffic Camera Expansion	Expanded deployment of traffic cameras, expanding coverage of an existing traffic camera system.	$57,470	$14,367	$71,836	$17,960	$31,608	$7,902	$160,914	$40,229	$201,143
CDOT R1	SH 121 System Communications	Extension of fiber optic signal interconnect.							$0	$0	$0
CDOT R1	SH 7 System Communications	Extension of fiber optic signal interconnect.							$0	$0	$0
CDOT R4	Advance Detection SH 119	Upgrade/replacement of existing video detection to provide advance detection capability. The primary purpose is to expand ATSPM functionality. The application also suggests adaptive signal control will be deployed.			$387,420				$387,420	$0	$387,420
CDOT R4	Advance Detection US 287	Upgrade/replacement of existing video detection to provide advance detection capability. The primary purpose is to expand ATSPM functionality. The application also suggests adaptive signal control will be deployed.	$180,180						$180,180	$0	$180,180
Centennial	System-to-System (S2S) Communication	Develop a multiagency operations concept for jurisdictions with Centracs signal control systems. Design and implement infrastructure and systems improvements to close identified gaps to achieve concept, which is largely envisioned as SPM and incident management.	$200,000	$50,000	$300,000	$75,000	$300,000	$75,000	$800,000	$200,000	$1,000,000
Commerce City	ATSPM System	Upgrade controllers, extend signal interconnect communications, and deploy advance detection to support new implementation of ATSPM.	$47,400	$11,850	$142,200	$35,550			$189,600	$47,400	$237,000

Table 2: 2020 Regional Transportation Operations and Technology Set-Aside Review Panel Recommended Projects and Annual Programming of Funds

Submittal		Brief Summary	FY21		FY22		FY23		Totals		
			Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Total Project Cost
Denver	Bluetooth Expansion	Deploy travel time monitoring devices to expand an existing travel time monitoring system. This includes expansion of the existing data feed to CDOT who will distribute the traveler information.					$977,184	$244,296	$977,184	$244,296	$1,221,480
Denver	Adaptive Signal Control & ATSPM System	Deploy advance detection. Deploy adaptive signal control using data from advance (and stop bar) detection. Deploy ATSPM using data from advance detection.			$891,100				$891,100	$0	$891,100
Denver	Pedestrian Detection	Deploy passive pedestrian detection devices to activate and control pedestrian phases at select intersections.	$926,766	$231,691					$926,766	$231,691	$1,158,457
Douglas County	ATSPM System	Signal controller upgrades and procurement and deployment of ATSPM system.			$292,000	$73,000			$292,000	$73,000	$365,000
Erie	Signal System Communications	Installation of a new traffic signal system. Installation of a new communications system interconnecting existing and future traffic signals.	$173,000		$720,000				$893,000	$0	$893,000
Jefferson County	System Communications	Installation of signal interconnect infrastructure connecting existing wireless communications system and Jefferson County's TMC.	$433,907						$433,907	$0	$433,907
Lakewood	Travel Time Message Board	Development and deployment of a traveler information system including for dynamic messages on arterial roadways.							$0	$0	$0
Littleton	System Communications	Install fiber optic signal interconnect. Upgrade traffic signal controllers, deploy advance detection, expand existing travel time monitoring system, and implement traffic cameras. All improvements are in advance of and in support of Centennial's multiagency S2S project.	$404,266	$101,067	$185,334	$46,334			$589,600	$147,401	$737,001
Lone Tree	Adaptive Signal Control	Upgrade signal controllers, deploy advance detection and stop bar detection to expand existing adaptive signal control system. The project also procures the ATSPM module for each intersection.			$200,000	$50,000			$200,000	$50,000	$250,000
Northglenn	ATSPM System	Upgrade traffic signal controllers and deploy a new wireless communications system interconnecting signals. Deploy advance detection cameras at each intersection. Proposer states commitment to share data with CDOT.	$960,000	$240,000					$960,000	$240,000	$1,200,000
Parker	Traffic Responsive Signal Control	Deployment of advance detection ('mid-block counting stations') and traffic cameras to expand existing systems.	$400,000	$100,000					$400,000	$100,000	$500,000
RTD	Transit Signal Priority (TSP) Data Management	Develop and design data sharing system with Denver. Procure and implement server infrastructure, develop and deploy software, and develop and deploy data catalog and API for data sharing.	$180,000		$350,000				$530,000	$0	$530,000

Table 2: 2020 Regional Transportation Operations and Technology Set-Aside Review Panel Recommended Projects and Annual Programming of Funds

Submittal		Brief Summary	FY21		FY22		FY23		Totals		
			Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Total Project Cost
RTD	TSP Conditionality	Develop and deploy conditional TSP, which requires integration of existing TSP system with the Automated Passenger Counting (APC) system and the real-time transit schedule.	$327,000		$123,000				$450,000	$0	$450,000
Thornton	Travel Time Monitoring System	Deploy travel time monitoring devices and a new travel time monitoring system. Project description includes commitment to sharing data with CDOT for subsequent distribution as traveler information.	$100,326	$25,082					$100,326	$25,082	$125,408
Westminster	Controllers & Switches Upgrades	Upgrade traffic signal controllers and associated communications infrastructure.	$445,855						$445,855	$0	$445,855
Westminster	Traffic Cameras and Signal System Upgrade	Installation of traffic cameras expanding an existing system. Deployment of travel time monitoring technology and SPM module.	$283,176	$70,794					$283,176	$70,794	$353,970
Totals			**$6,008,498**	$1,011,391	**$4,471,690**	$385,044	**$3,802,868**	$584,523	**$14,283,056**	$1,980,958	$16,264,014

FY 20-23 Regional Transportation Operations and Technology Set-Aside:
Review Panel Recommendations

REVIEW PANEL PROCESS OVERVIEW

Evaluation Criteria

Category	Description	Weight
Alignment with Metro Vision	The project's ability to contribute to the implementation of Metro Vision.	10
Alignment with RTO&T Objectives	The extent of the project's capability to contribute to program objectives, including the main objective: "Improve transportation system performance and reliability."	15
Collaboration and Partnerships	The extent to which the project involves multi-agency and/or multi-jurisdictional collaboration.	15
Innovation and Transferability	The extent to which the project involves an innovative practice or technique and/or potential transferability of project process or products.	10
Project Need	The extent to which the project location is an area needing improvement offered by the project.	20
Project Impact	The extent to which the project provides improvements in air quality, congestion and travel reliability	25
Risk Management Plan	The extent to which project development prepared for the rigors of implementation.	5

Review Panel Process

- Review panel individually evaluated the Metro Vision and program objectives
- DRCOG staff determined the CMP and HIN designations – Project Need
- DRCOG staff translated the emissions and congestion benefits information to common units. This information was normalized by the total project costs
- DRCOG staff assessed the effort to prepare an initial risk management plan

REVIEW PANEL OUTCOMES

Ordered List of Projects

- Prepared ordered list while considering eligibility exclusions
- Assessed project values against available funding

~$13,850,000 over three years

- Assigned funding to prepare project phase sizes no larger than about $1 M resulting in partial allocation to:

  - Denver-1 FY21 Bluetooth Expansion
  - CDOT R1-1 Advance Detection
  - Boulder ATSPM & System Communication

- Ordered waiting list in the case there are project savings or returned funds

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Eligibility Exclusions

- Ineligible project elements:
  - Littleton – new signal heads ineligible
  - Castle Rock – N Meadows and Meadows Blvd not on RRS
  - Denver - stop bar detection ineligible

- Review panel ultimately determined two projects ineligible:
  - Lakewood Travel Time Message Boards
  - Boulder County Transit Corridor Study

Recommended Projects – Federal Allocations

Criteria	Project	Federal Amount	Cumulative Sum
67	RTD-2 TSP Conditionality	$ 450,000	$ 450,000
65	RTD-1 TSP Data Management	$ 530,000	$ 980,000
58	Littleton System Communication	$ 589,600	$ 1,569,600
56	Castle Rock ATSPM	$ 694,960	$ 2,264,560
54	Westminster-2 CCTV & Signal System Upgrade	$ 283,176	$ 2,547,736
54	Westminster-1 Controllers & Switches	$ 445,855	$ 2,993,591
53	Thornton Travel Time Monitoring	$ 100,326	$ 3,093,917
53	Northglenn ATSPM	$ 960,000	$ 4,053,917
53	CDOT R1-2 CCTV	$ 160,914	$ 4,214,831
51	Denver-1 FY21 Bluetooth Expansion	$ 977,184	$ 5,192,015
51	Denver-3 FY23 Ped Detection	$ 926,766	$ 6,118,781
51	Centennial S2S Communication	$ 800,000	$ 6,918,781
47	CDOT R1-1 Advance detection	$ 222,992	$ 7,141,773

Criteria	Project	Federal Amount	Cumulative Sum
47	CDOT R1-1 Advance detection	$ 668,976	$ 7,810,749
47	Boulder ATSPM & System Communication	$ 1,349,300	$ 9,160,049
47	Denver-2 FY22 Adaptive ATSPM	$ 891,100	$ 10,051,149
46	CDOT R4-1 Detection SH 119	$ 387,420	$ 10,438,569
45	CDOT R4-2 Detection US 287	$ 180,180	$ 10,618,749
45	Jefferson County System Communication	$ 433,907	$ 11,052,656
44	Douglas County ATSPM	$ 292,000	$ 11,344,656
43	Parker Traffic Responsive Control	$ 400,000	$ 11,744,656
42	Commerce City ATSPM	$ 189,600	$ 11,934,256
41	Aurora-3 Signal Controller Upgrades	$ 795,800	$ 12,730,056
41	Aurora-2 Signal System Upgrade	$ 460,000	$ 13,190,056
38	Lone Tree Adaptive Control	$ 200,000	$ 13,390,056
38	Erie Signal System Communication	$ 893,000	$ 14,283,056

Recommended Waiting List

Criteria	Project	Federal Amount	Cumulative Sum
51	Denver-1 FY21 Bluetooth Expansion (remainder)	$ 705,312	$ 14,988,368
47	CDOT R1-1 Advance detection (remainder)	$ 364,896	$ 15,353,264
47	Boulder ATSPM & System Communication (remainder)	$ 1,161,700	$ 16,514,964
38	Aurora-1 ATSPM Chambers	$ 632,500	$ 17,147,464
36	CDOT R1-4 SH 7 System Communications	$ 2,708,412	$ 19,855,876
31	CDOT R1-3 SH 121 System Communications	$ 353,271	$ 20,209,147

RECOMMENDED PROGRAMMING BY YEAR

Recommended Programming By Year

	FY21		FY22		FY23	
	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match
Aurora ATSPM Chambers						
Aurora Signal System Upgrade			$460,000			
Aurora Signal Controller Upgrades					$795,800	
Boulder ATSPM & System Communications			$320,000	$80,000	$1,029,300	$257,325
Boulder County Transit Corridor Study						
Castle Rock ATSPM System	$666,160	$166,540	$28,800	$7,200		
CDOT R1 Advance detection	$222,992				$668,976	
CDOT R1 Traffic Camera Expansion	$57,470	$14,367	$71,836	$17,960	$31,608	$7,902
CDOT R1 SH 121 System Communications						
CDOT R1 SH 7 System Communications						
CDOT R4 Advance Detection SH 119			$387,420			
CDOT R4 Advance Detection US 287	$180,180					
Centennial S2S Communications	$200,000	$50,000	$300,000	$75,000	$300,000	$75,000
Commerce City ATSPM System	$47,400	$11,850	$142,200	$35,550		
Denver FY21 Bluetooth Expansion					$977,184	$244,296
Denver FY22 Adaptive Signal Control & ATSPM			$891,100			
Denver FY23 Pedestrian Detection	$926,766	$231,691				

Recommended Programming (cont'd)

	FY21		FY22		FY23	
	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match	Federal Allocation	Non-Federal Match
Douglas County ATSPM System			$292,000	$73,000		
Erie Signal System Communications	$173,000		$720,000			
Jefferson County System Communications	$433,907					
Lakewood Travel Time Message Board						
Littleton System Communications	$404,266	$101,067	$185,334	$46,334		
Lone Tree Adaptive Control			$200,000	$50,000		
Northglenn ATSPM System	$960,000	$240,000				
Parker Traffic Responsive Control	$400,000	$100,000				
RTD TSP Data Management	$180,000		$350,000			
RTD TSP Conditionality	$327,000		$123,000			
Thornton Travel Time Monitoring	$100,326	$25,082				
Westminster Controllers & Switches	$445,855					
Westminster Traffic Cameras and Signal System Upgrade	$283,176	$70,794				

Proposed Motion

Move to approve the FY21-23 RTO&T Set-Aside project funding awards and waiting list recommended by the Project Review Panel.

THANK YOU

ATTACH G

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
            (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Informational Briefing	11

SUBJECT

2050 small-area household and employment forecast for the *2050 Metro Vision Regional Transportation Plan*

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

By forecasting the growth of households and jobs in areas much smaller than counties, DRCOG staff can forecast future travel patterns to support the regional transportation planning process. A new small-area forecast of households and jobs is now available for use with upcoming travel demand and air quality conformity modeling for the *2050 Metro Vision Regional Transportation Plan.*

DRCOG's small area forecasting process begins with the work of the State Demography Office in the Department of Local Affairs. Because their work ends at the county-level, the work of DRCOG begins with the forecast of internal distribution of those county-level 2050 forecasts, otherwise known as control totals.

Total forecast for the DRCOG region

	2010	2020	2030	2040	2050
Households	1,126,500	1,345,900	1,570,100	1,741,300	1,858,400
Jobs	1,677,900	2,160,400	2,440,700	2,701,900	2,964,500

Data sources: "Jobs Forecast," State Demography Office. Accessed July 2019.
                 "Household Forecast," State Demography Office. Obtained February 2020.
Data notes: Job forecast extended from 2040 to 2050 by DRCOG staff.
                Weld County portion reflected as output of DRCOG small-area forecast.
                2020 reflects a pre-COVID forecast of 2020.

DRCOG forecasts the distribution of household and employment growth across just over 2,800 small areas, known as transportation analysis zones (TAZ). That information then serves as one set of input assumptions for travel demand modeling efforts that forecast travel patterns between zones and on the regional transportation network.

To do this work, DRCOG staff relies on:
- A **predictive model**, known as UrbanSim, which uses nine discrete choice models that simulate household and employment location choices with real estate market dynamics and within natural and regulatory constraints. DRCOG's UrbanSim model underwent significant improvements over the course of 2019 in

preparation for *2050 Metro Vision Regional Transportation Plan* scenario planning earlier this year.

- **Extensive model inputs** gathered from the Census Bureau, the state, local governments, and other sources to establish base year and other observable conditions; estimate, calibrate and validate model parameters; and estimate capacity for household and job growth.
- **Feedback from local governments** on preliminary model results to improve model inputs – DRCOG staff received nearly 900 comments from 31 local jurisdictions over two comment periods (September 2019 and May 2020) associated with this update.

The resulting household and job forecast is available for viewing and downloading in a variety of formats on DRCOG's Regional Data Catalog: https://data.drcog.org/dataset/small-area-household-and-employment-forecasts-2020

Steps beyond the *2050 Metro Vision Regional Transportation Plan* include:
- Additional analysis to inform a discussion of the "gap" between this forecast and the region's aspirations in *Metro Vision*
- Informing additional DRCOG staff activities in 2021, which include revisiting the predictive discrete choice models in UrbanSim, exploring hybrid control total functionality that may allow DRCOG to use county control totals for household forecasts in the same simulation as regional control totals for employment forecasts, and collaboration with the State Demography Office on future region- and county-level forecasting

PREVIOUS DISCUSSIONS/ACTIONS

Informational Briefing – January 15, 2020

PROPOSED MOTION

N/A

ATTACHMENTS

- Presentation slides
- *Link:* Small-area household and employment forecast on Regional Data Catalog

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Andy Taylor, Manager, Regional Planning at 303-480-5636 or ataylor@drcog.org.

Small-area forecast

Distribution of households and jobs for the *2050 Metro Vision Regional Transportation Plan*

Presented by:
Andy Taylor

September 16, 2020

Forecasting for the regional transportation planning process

Like different legs in a relay race

Statewide forecasts
(State Demography Office,
Colo. Department of Local Affairs)

- 2050 forecasts: population, households, jobs
- 64 counties

Small-area forecasting
(DRCOG)

- Forecast internal distribution of 2050 forecasts (aka *control totals*)
- 2,800+ small areas (aka *zones*)

Travel demand modeling
(DRCOG, other studies)

- Forecast travel patterns between zones, on transportation network

drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Feedback loops outside regional transportation planning process

Statewide forecasts
(State Demography Office, Colo. Department of Local Affairs)

- 2050 forecasts: population, households, jobs
- 64 counties

Small-area forecasting
(DRCOG)

- Forecast internal distribution of 2050 forecasts (aka *control totals*)
- 2,800+ small areas (aka *zones*)
- Piloting more formal feedback loop with State Demography Office in 2021

Travel demand modeling
(DRCOG, other studies)

- Forecast travel patterns between zones, on transportation network

Metro Vision gap analysis
(DRCOG, local government cohorts)

- Gap between this forecast and region's aspirations in *Metro Vision* (~Oct 2020)

Total forecast for the DRCOG region
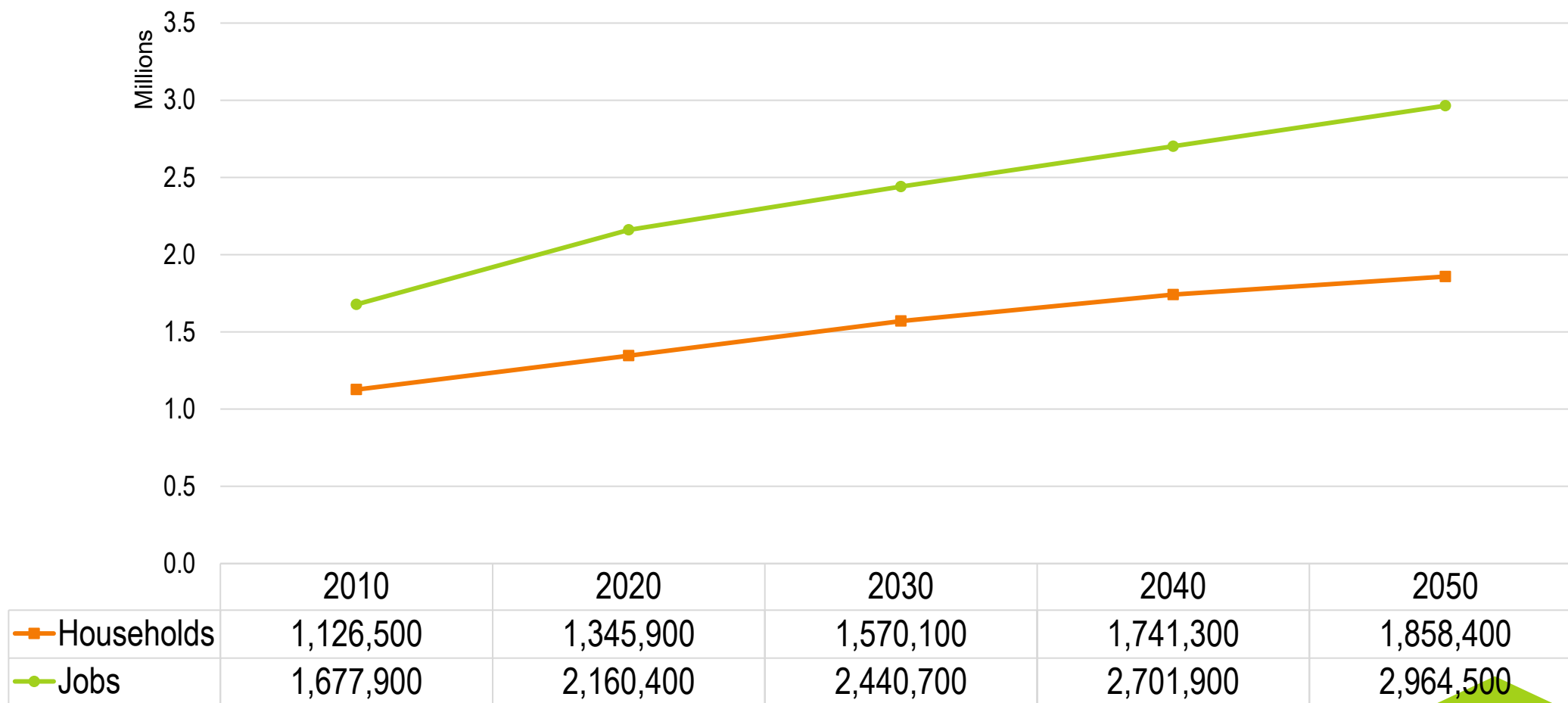
	2010	2020	2030	2040	2050
Households	1,126,500	1,345,900	1,570,100	1,741,300	1,858,400
Jobs	1,677,900	2,160,400	2,440,700	2,701,900	2,964,500

Data sources: "Jobs Forecast," State Demography Office. Accessed July 2019. "Household Forecast," State Demography Office. Obtained February 2020.
Data notes: Job forecast extended from 2040 to 2050 by DRCOG staff. Weld County portion reflected as output of DRCOG small-area forecast.
2020 reflects a pre-COVID forecast of 2020.

Slowing growth: 2010-2030 vs. 2030-2050

Yesterday and today aren't tomorrow

	2010-2020	2020-2030	2030-2040	2040-2050
Household growth	219,400	224,200	171,200	117,000
Job growth	482,500	280,300	261,200	262,700

More perspective: past and future growth

Looking 30 years back and 30 years forward

		1990-2020	2020-2050
Households	Change	593,800	512,500
	Pct. Change	79%	38%
Jobs	Change	1,021,100	804,100
	Pct. Change	90%	37%

Less absolute growth in the coming 30 years

Trends behind the forecast

- State's growth rate continuing to outpace nation's, though both declining

- Expected retirements 2025-2030 forecast to drive migration higher than 2020-2025 rate (labor force replacement vs. growth)

- Long run, 2030-2050, slowing due to:
  - Lower birth rates
  - Slowing job growth ← tight labor market
  - Slowing net migration ← domestic and international

COLORADO'S POPULATION AND ECONOMIC TRENDS

COLORADO
Department of Local Affairs
Office of the Executive Director
DOLA
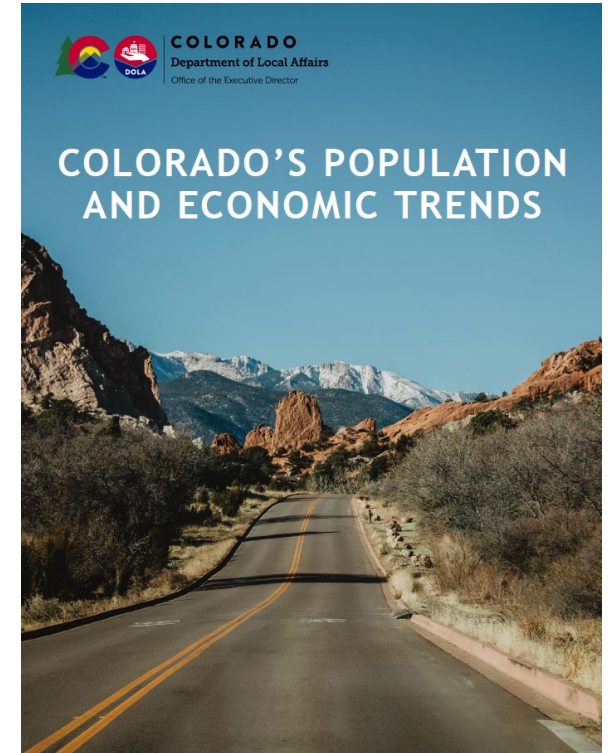
[Full 12-page report from State Demography Office](#)

2019: **UrbanSim modeling improvements**

- Updated **model codebase** in the **cloud**
- Tuning of capacity of **local zoning constraints** to better reflect local conditions
  - Past approach: 17 regional categories local zoning assigned to
  - Updated approach: 1,400+ local categories used to estimate
  - September – Initial results under new approach shared with local government via web map (to inform regional scenario baseline)

≈ 300 comments from 17 jurisdictions

- Ability to **incorporate scheduled development** information
  - Observed housing and employment data through 2018
  - Develop committed projects dataset for 2018 and beyond

Q1 2020: **Deploy modeling improvements for scenarios**

- Three household and employment forecasts using **regional control totals**
  - Baseline
  - Infill
  - Centers

- **Note:** "What if…?" scenario questions did not _directly_ inform subsequent predictive small-area forecast run (next slide)

Q2-3 2020: **Small-area forecast development**

≈ 600 comments from 29 jurisdictions (and numerous follow-ups)

- April – prep forecast using **county control totals**
- May – invite **local government feedback** via web map
- June – **review and integrate feedback**, focus on comments affecting 2020 (RTD system optimization scenarios)
- July – continue to **review and integrate feedback**
- August – **post forecast** to Regional Data Catalog
- Now and September – **Committee and Board** informational items on these household and employment assumptions for the *2050 Metro Vision Regional Transportation Plan*

Forecast distribution of households (2020 and 2050)

Households 2020
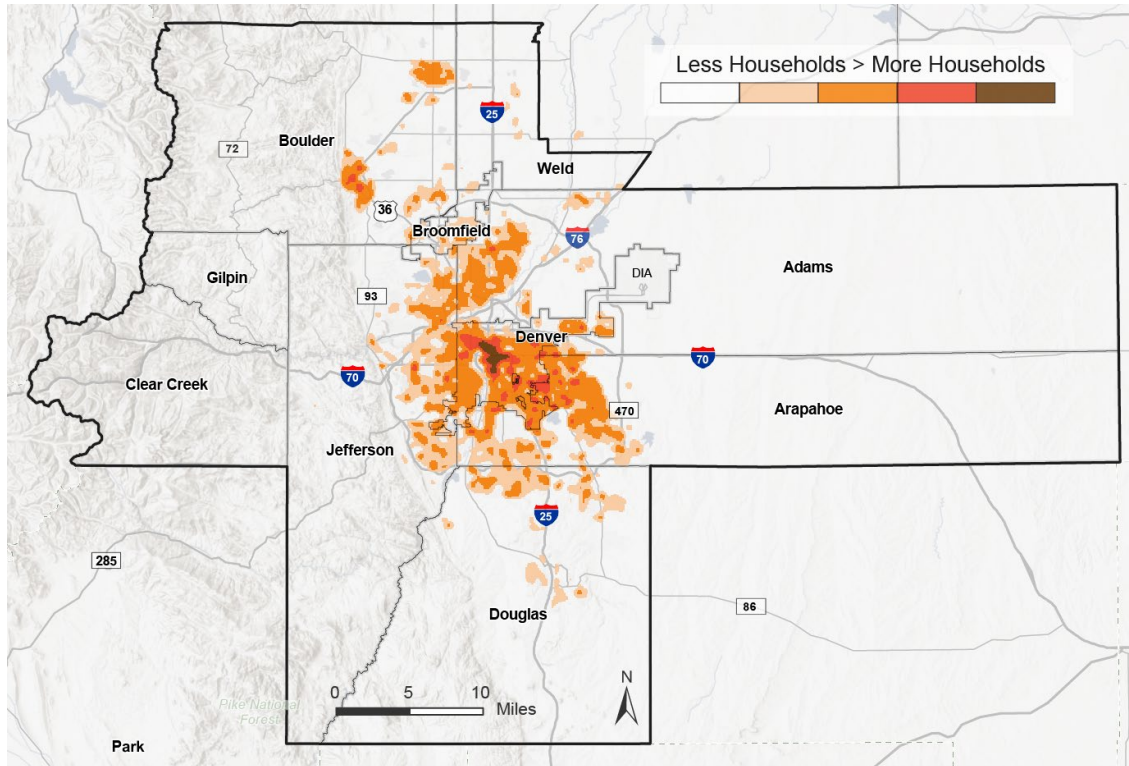
Households 2050*
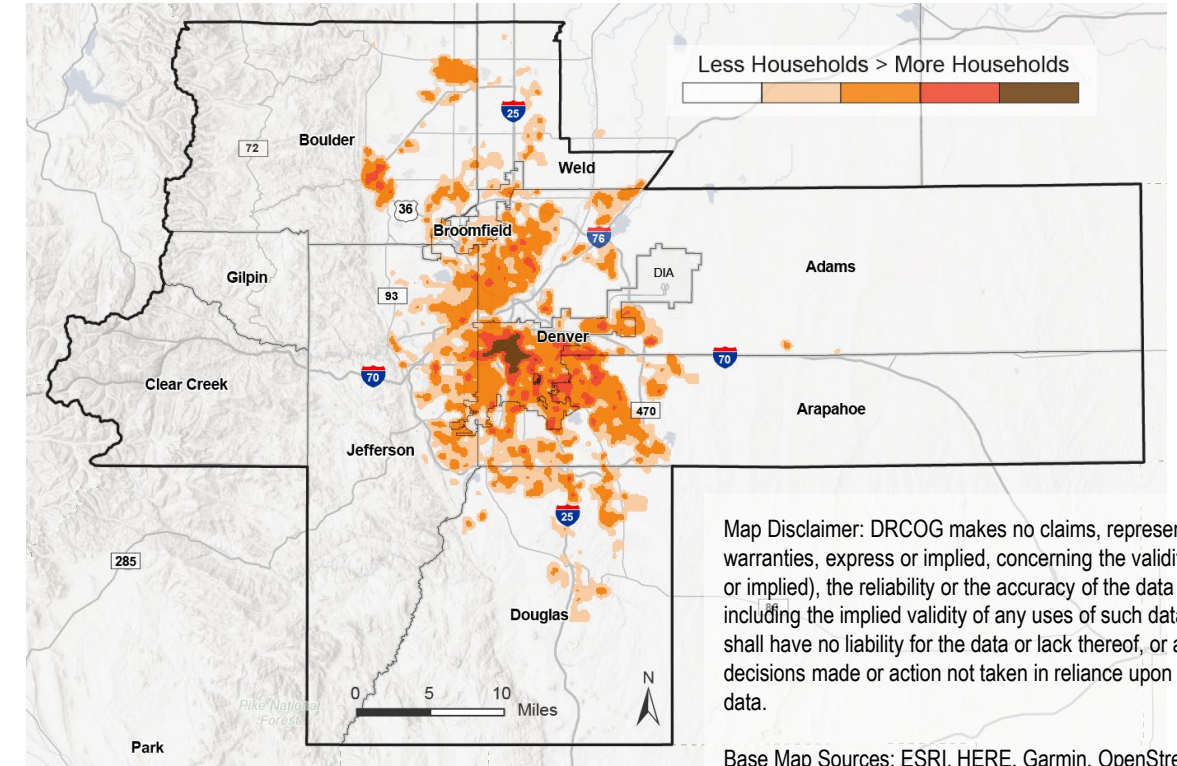
Map Disclaimer: DRCOG makes no claims, representations, or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.

Base Map Sources: ESRI, HERE, Garmin, OpenStreetMap contributors, NOAA, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, FEMA, Geoland, Intermap, and the GIS user community.

* Reminder: Forecast small-area growth must remain within state-forecast county control totals

Forecast distribution of jobs (2020 and 2050)

Jobs 2020

Jobs 2050*
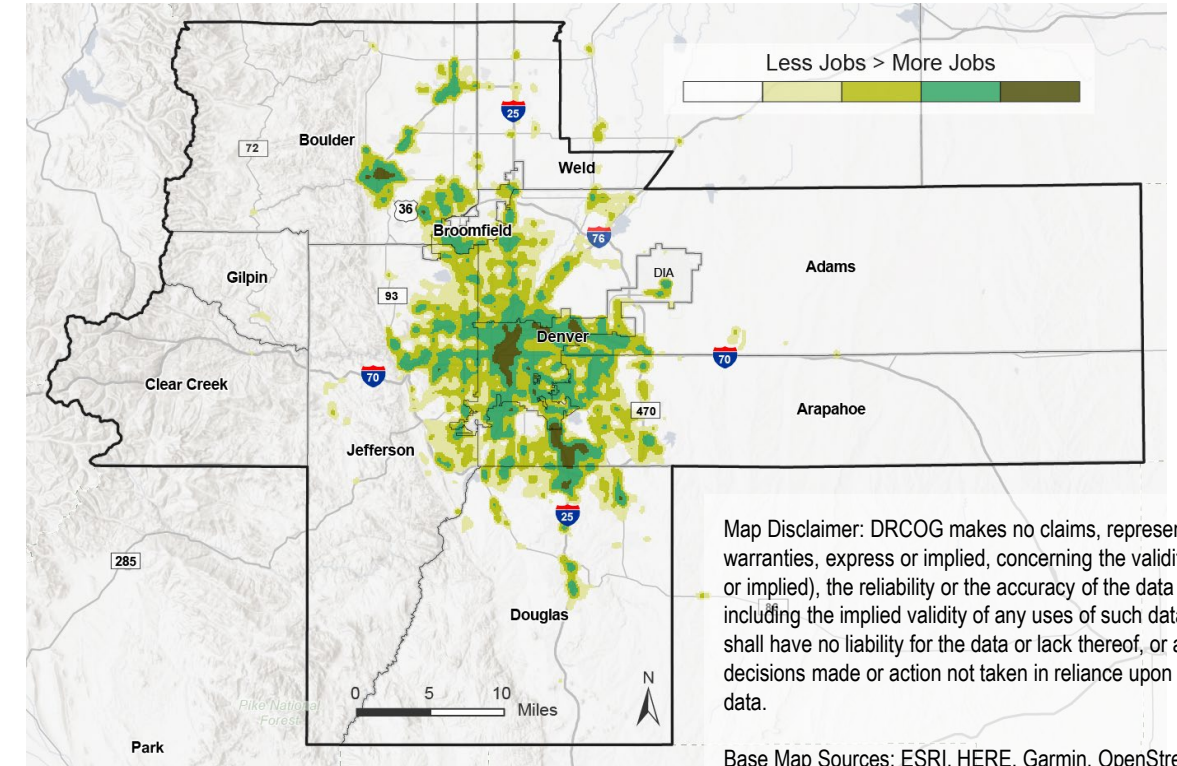
* **Reminder:** Forecast small-area growth must remain within state-forecast county control totals

Map Disclaimer: DRCOG makes no claims, representations, or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.

Base Map Sources: ESRI, HERE, Garmin, OpenStreetMap contributors, NOAA, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, FEMA, Geoland, Intermap, and the GIS user community.

Forecast growth distribution – areas of growth

Areas of Household Growth, 2020-2050*
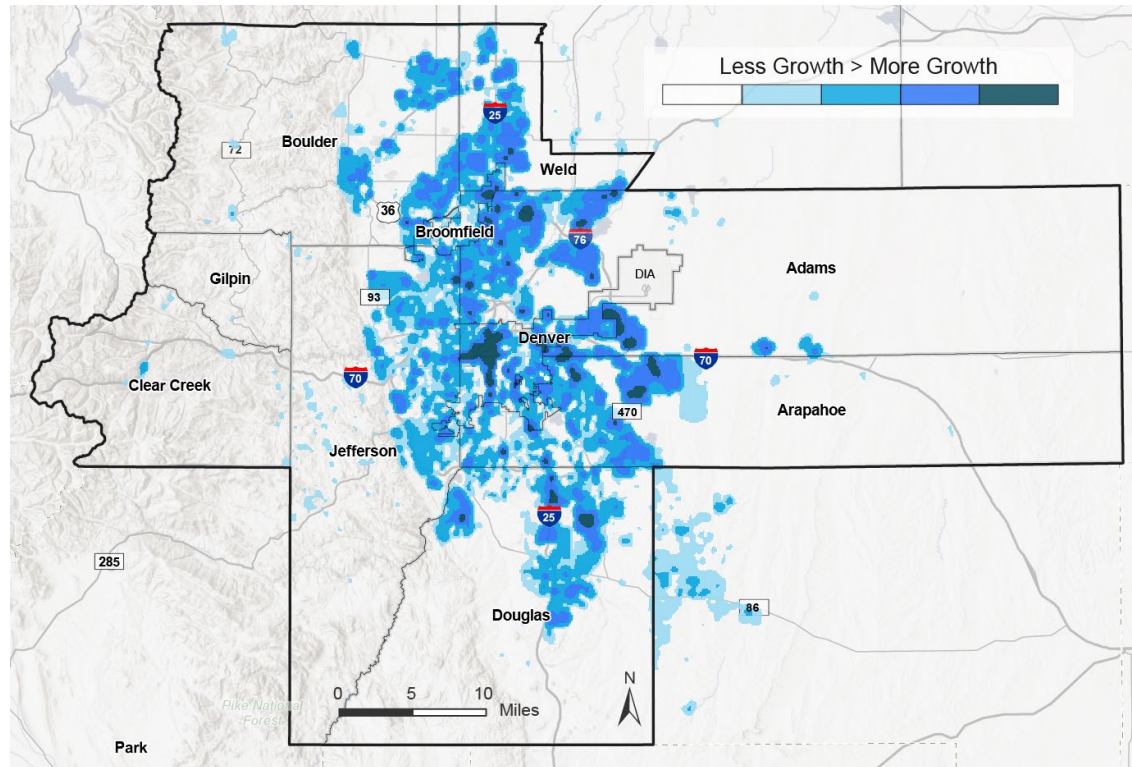
Areas of Job Growth, 2020-2050*
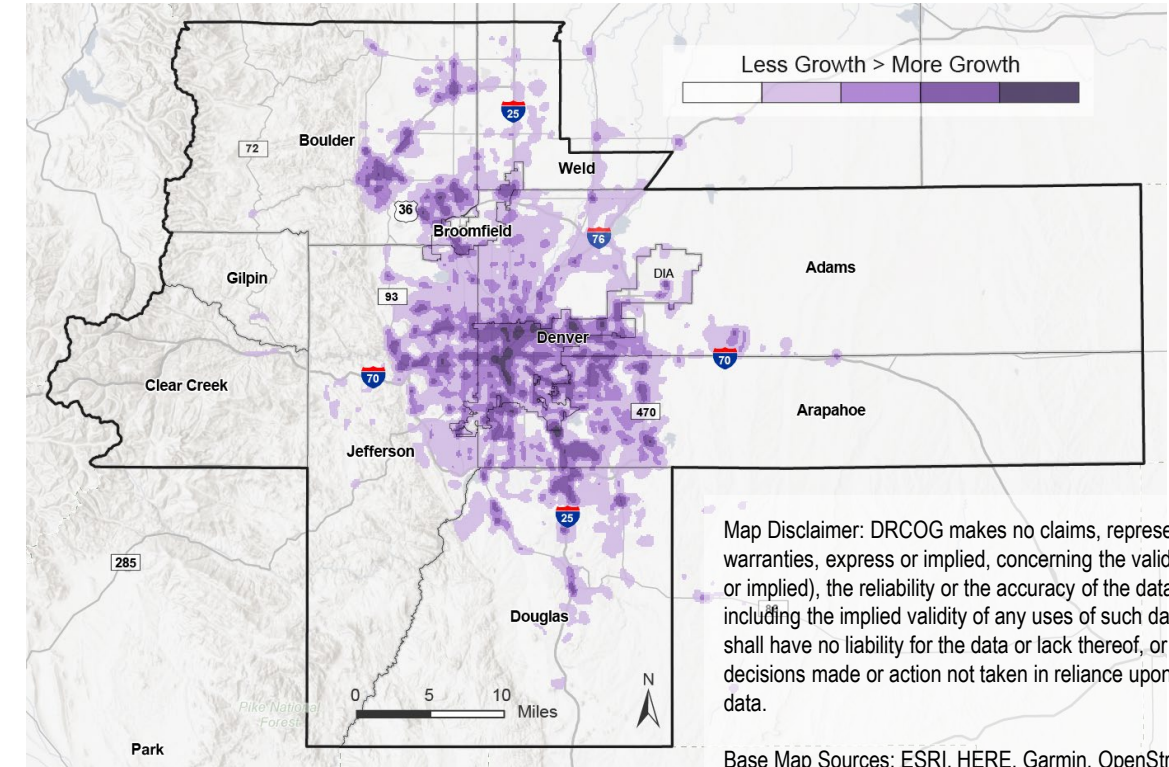
Map Disclaimer: DRCOG makes no claims, representations, or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.

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* Reminder: Forecast small-area growth must remain within state-forecast county control totals

What's next?

- Use these forecasts for transportation demand modeling and air quality conformity for the *2050 Metro Vision Regional Transportation Plan*

- Prepare additional analysis to inform discussion of the "gap" between this forecast and region's aspirations in *Metro Vision*

- Additional small-area forecast model staff activities in 2021 (non-RTP)
  - Revisit predictive models in UrbanSim
  - Explore hybrid control total functionality
  - Collaboration with State Demography Office

Small area forecast

Distribution of households and jobs for the *2050 Metro Vision Regional Transportation Plan*

Presented by:

Andy Taylor

September 16, 2020

ATTACH H

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
           (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 15, 2020	Informational Item	13

SUBJECT
Summary of engagement activities for Phase Two of the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP)

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
N/A

SUMMARY
In addition to the technical work to develop the 2050 MVRTP, DRCOG staff have also been conducting public and stakeholder engagement activities as part of the planning process. As a reminder, engagement activities for the 2050 MVRTP are guided by the public engagement strategy (schedule summary attached) which describes a variety of engagement techniques tailored to each major phase of the planning process. Phase One, corresponding to initial education and visioning, occurred last summer and fall. Those activities and outcomes are summarized in the Phase One summary.

Phase Two activities, summarized in Attachment 1, occurred over the winter and spring in conjunction with the development, testing, and analysis of 2050 scenarios. Phase Two also spanned the first months of the COVID-19 pandemic, which required some adjustment to the types of engagement activities originally planned for this phase. Even so, as documented in the Phase Two summary, DRCOG staff were able to conduct a variety of activities and receive important input from the public and stakeholders.

PREVIOUS DISCUSSIONS/ACTIONS
BOD – November 20, 2019

PROPOSED MOTION
N/A

ATTACHMENTS
- 2050 MVRTP Phase Two Engagement Summary
- 2050 MVRTP Public Engagement Strategy Schedule

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or jriger@drcog.org or Lisa Houde, Public Engagement Specialist, at 303-480-5858 or lhoude@drcog.org.

PHASE TWO MVRTP PUBLIC ENGAGEMENT RESULTS
INVESTMENT PRIORITIES AND SCENARIO OPTIONS
NOVEMBER 2019 – JULY 2020

BACKGROUND

DRCOG is working on the 2050 Metro Vision Regional Transportation Plan, a document that guides the region's future multimodal transportation system. The plan is our long-range vision for regional transportation through 2050 and anticipates the transportation infrastructure and services needs as our region grows. The plan is being developed over the course of a two-year process, with an emphasis on public and stakeholder involvement throughout.

This document summarizes the public input received during phase two of the plan process from November 2019 through July 2020, as scenario planning analysis was developed, scenarios were tested, and investment priorities began to be discussed.

WINTER 2019/SPRING 2020
Phase 2: investment priorities and scenario options

SPRING 2021
Phase 4: draft plan review

SUMMER/FALL 2019
Phase 1: visioning and education

FALL/WINTER 2020
Phase 3: plan development
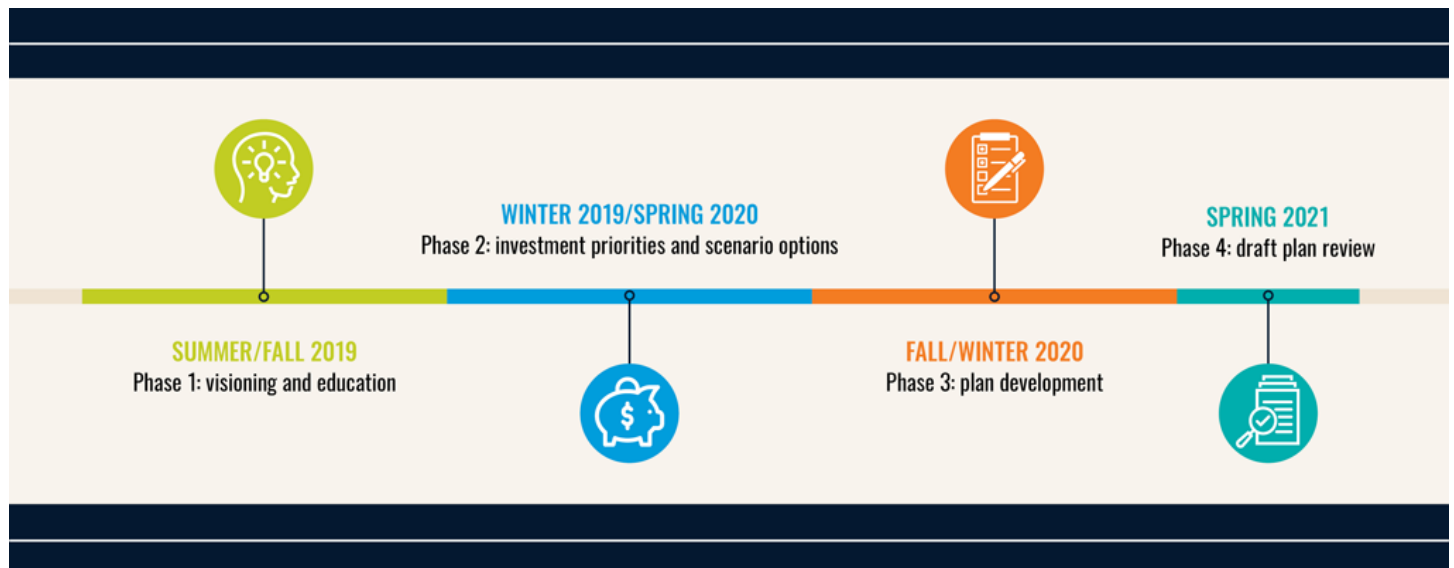
HOW DID INPUT FROM PHASE ONE GUIDE PHASE TWO?

The input received in phase one guided the development of regional transportation and land use scenarios. In terms of scenario content, high interest in **transit**, **sidewalks**, **bike paths**, and **safety** in the phase one in-person outreach guided the development of scenarios that could test situations involving these topics.

In the phase one online survey, **traffic congestion or delays** and **lack of biking, walking, and transit options** were also cited as main challenges in the region, so these were also focuses of the scenarios. Many respondents during the phase one online survey and in-person engagement thought the region needed to invest in **transit**. Specifically, top funding priorities from the online survey included: **transit service expansion** and **increasing transit service frequency**, as well as **creating more sidewalks/bike paths** and **maintenance of the existing transportation system**. **Safety** and **travel choices** were rated as the most important factors for guiding transportation plans and policies. As a result, the final transportation scenarios included one specifically focused on transit service and another scenario specifically focused on travel choices, especially from the perspective of multimodal arterial safety. The scenario planning technical memo documents the development, analysis, and outcomes of the scenario analysis process for the 2050 MVRTP.

In the fall of 2019, staff also gathered input from DRCOG's standing committees, the Transportation Advisory Committee and the Regional Transportation Committee to help develop the scenarios. Additionally, input was collected from several county subregional transportation forums to help shape each scenario. In December, the DRCOG Board of Directors ultimately endorsed the scenarios that would be tested.

PUBLIC ENGAGEMENT SUMMARY

ADVISORY GROUP INPUT

In late 2019, two new advisory groups were formed to provide guidance and input throughout the 2050 MVRTP plan development process. The groups review the components of the plan as they are developed, help guide and develop public engagement activities, and provide comments and guidance to DRCOG staff, our committees, and our Board of Directors. These advisory groups were formed to facilitate engagement early in the process and throughout its development.

YOUTH ADVISORY PANEL

Due to limited input on the online survey from residents under 18, DRCOG wanted to ensure that younger voices were heard during the plan process and convened a Youth Advisory Panel. The group brings together representatives from DRCOG's member government youth boards and commissions throughout the region. Recruitment for the panel involved outreach to the 18 local youth boards and commissions in DRCOG's member governments to secure representatives from each commission.

During the first meeting of the Youth Advisory Panel in November, participants were introduced to the plan and participated in a survey similar to the phase one online survey and a priority-setting exercise. In the survey, panel members listed **traffic congestion**, **transportation costs**, and **transit service** as their most critical transportation challenges. **Transit** and the **amount of time spent in traffic** were considered most important to a successful transportation system. When asked what they would spend money on to fix regional transportation issues, **transit** received more support than any other option combined. The panel also highlighted the importance of **reducing impacts on the natural environment** regularly throughout their responses.

Youth Advisory Panel priorities to achieve their vision for transportation in 2050:
1. Mass transit & environment
2. Alternative transportation
3. Safety
4. Outward growth
5. Technology

The second meeting focused on scenario planning and initial scenario trends. The panel was divided into two groups and each group was given a bracket exercise with 16 different transportation measures. Panel members were asked to weigh the different measures, similar to a tournament bracket, and determined what the most important measures were to

assess the different scenarios. After both groups completed their brackets, the panel worked together to create a third bracket, debating the merits of the various measures to come to a consensus bracket.

The panel's four most important measures were: **more electric vehicles**, **fewer deaths on roads**, **fewer greenhouse gas emissions**, and **more people have access to transit and jobs**. Ultimately, the group decided that the most important measure was that more people have access to transit and jobs, and specifically that transit should be electric to meet the goals of fewer greenhouse gas emissions and more electric vehicles.

Youth Advisory Panel's most important transportation measures to assess scenarios

- Fewer deaths on roads
- More electric vehicles
- Fewer greenhouse gas emissions
- **More people have good access to *electric* transit & jobs**

The third meeting focused on the final scenario results, with the panel providing input on how they thought the scenario results should inform investment priorities. Members also provided feedback and helped to refine the budget tool that would be posted on the online engagement site.

The results of the budget game revealed that the scenarios that the group's highest priorities for investment were **Travel Choices**, **Transit**, **Infill**, and **Centers**. In a survey, they also identified **reducing vehicle miles traveled**, **increasing transit trips**, and **increasing walk/bike trips** as the most important transportation goals to achieve by 2050.

CIVIC ADVISORY GROUP

The Civic Advisory Group was convened to provide public input and guidance throughout the plan process from residents who represent the diversity of communities and experiences in the Denver region. The group provides perspectives from people who have not been typically involved in the transportation planning process. About half of the group members are associated with various community-based organizations and nonprofits around the region. Recruitment for the group involved outreach to many different organizations and individuals to identify community members or staff who would be interested in participating. The group consists of about 30 committed members and has met approximately bimonthly since December, with a longer break during this summer.

In the first meeting in December, members took the same survey that the Youth Advisory Panel had taken in their first meeting. Civic Advisory Group members identified **transit service** and **lack of biking/walking options** as their most critical transportation challenges. **Equity** was considered most important to a successful transportation system, as well as **safety** and **transit**. When asked what they would spend money on to solve transportation issues, **transit** received nearly three-quarters of the votes, vastly more than any of the other options.

Civic Advisory Group priorities to achieve their vision for transportation in 2050:

1. Overarching priorities
    a. Equity and Environment
2. Tools
    a. Transit
    b. Alternative transportation
    c. Technology
3. Other priority/tool
    a. Housing location

At the second meeting focused on scenario planning, the Civic Advisory Group did the same bracket exercise as the Youth Advisory Panel to identify the most important transportation measures to use to assess scenarios. The group's final four most important measures were: **more low income people have good access to transit & jobs**, **more walking/rolling trips**, **fewer greenhouse gas emissions**, and **more people have access to transit and jobs**. Ultimately, the group decided that the most important measure was that more people have access to transit and jobs.

Most important transportation measures to analyze scenarios

- More low income people have good access to transit & jobs
- More walking/rolling trips
- Fewer greenhouse gas emissions
- **More people have good access to transit & jobs**

The third meeting focused on the results of the scenarios, and group members provided their feedback on transportation budget priorities as well as the plan for greater public engagement through the online engagement site. In the budget game, group members felt that the scenarios that were highest priorities for investment were **Travel Choices**, **Infill**, **Centers**, and **Centers + Transit**.

KEY GUIDANCE FROM ADVISORY GROUPS

These advisory groups play an important role in the process of developing the 2050 MVRTP. There has been a repeated emphasis from both groups about the high importance of investment in transit, as well as travel choices such as walking and biking. Equitable access to transportation and reducing greenhouse gas emissions have also been consistently identified as top priorities for both groups.

ONLINE ENGAGEMENT SITE

PURPOSE

The goal of the new online engagement site, which included a budget game and survey, was to draw out from the public their reactions to the scenario results and learn how members of the community believe those scenario results should inform investment priorities in the plan.

Welcome to our online engagement page!

ENGAGEMENT SITE

We developed a project site on our online engagement platform available at this link. The site provides introductory information about the plan and the purpose and process of scenario planning. Videos featured on the site were recorded in both Spanish and English to describe the results of the various scenarios. Additional charts and a handout summarizing the results were also made available on the site. The site included a budget game for the public to complete as well as a short survey.

PROMOTION

The opportunity for input on the site was sent out in numerous eblasts and promoted on social media through both organic and paid posts. The eblasts were each sent to about 1,700 respondents on existing DRCOG mailing lists. In total, the social media posts had over 115,000 impressions (the majority of these through the paid ads) with nearly 2,000 link clicks through to the online engagement site. One of the paid Twitter posts was in Spanish and received a significantly higher engagement rate than the other posts. In total, the online engagement site received over 3,000 visits from over 1,000 unique users; of these, 70 people completed the budget game and 74 filled out the follow-up survey.

BUDGET RESULTS

In the budget game, community members were asked to choose which kind of transportation future (which scenario) they would fund with a $100 budget. The two land use scenarios, **infill** and **centers** received the most votes from the 70 participants in the budget game. Of the transportation-focused scenarios, **travel choices** was by far the most popular, receiving almost double the votes of the next highest transportation scenario, **transit**.

Budget game results

Off-Peak Congestion	Managed Lanes and Operations	Transit	Travel Choices	Infill	Centers
5	7	21	40	48	52
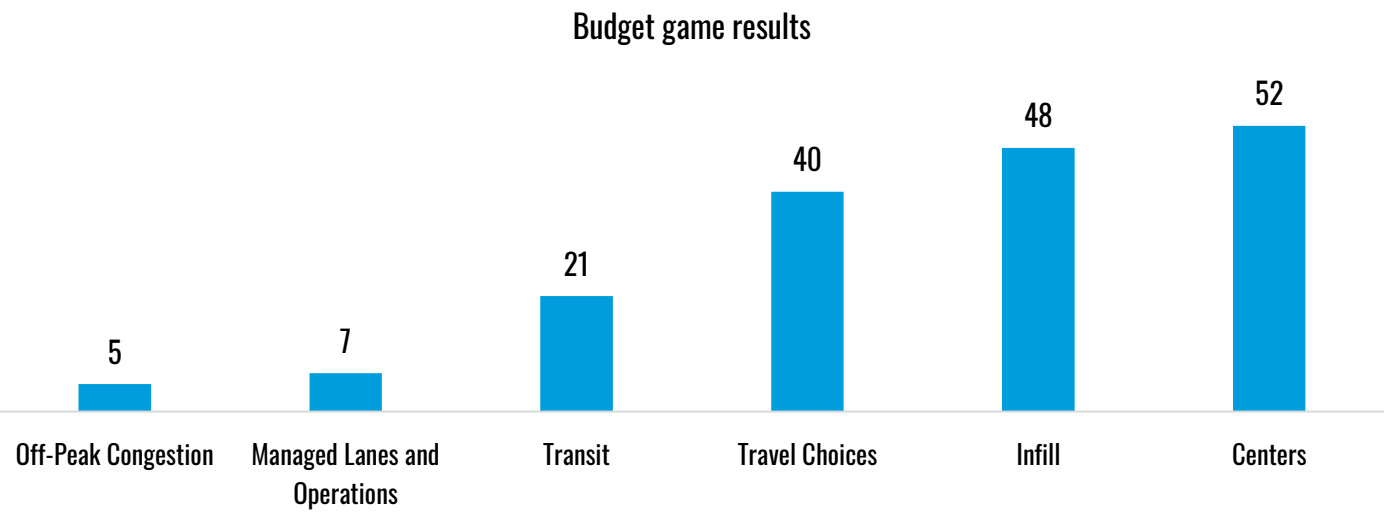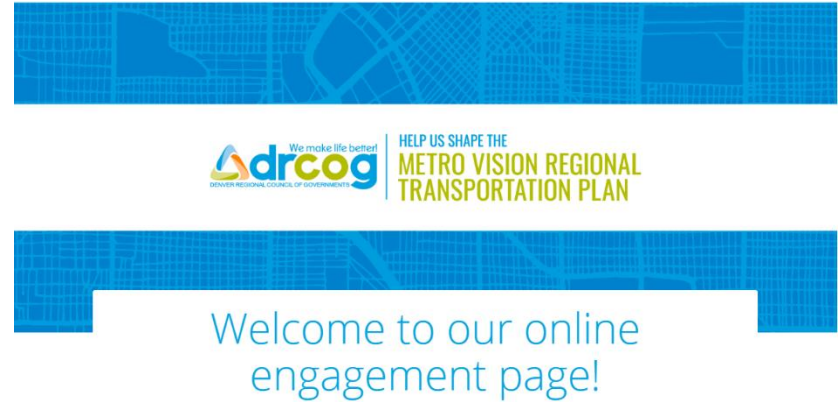
For reference, below is a screenshot of how the budget tool appeared to participants:

Your transportation investment budget

	REMAINING	SPENT
🪙	**$100.00**	**$0.00**

☑ *Agree to terms and conditions*   [Submit Budget]

Centers
Focus on: Local governments focus opportunity for development around key centers and corridors.

Scenario Results:
- **Over twice** as many walk & bike trips
- **8% decrease** in vehicle miles traveled
- Over **3 times** as many transit trips
- **Average** Person Delay per Trip **decreases by 27%. Some localized areas** experience **more congestion.**

$10.00   [Fund]

Managed Lanes and Operations
Focus on: Improving operations & traffic flow on region's highways/freeways.

Scenario Results:
- People in vehicles experience **25% less delay** on average
- **Fewer secondary crashes** and **improved safety** due to enhanced incident management
- **Travel reliability increases significantly** on the region's freeways
- **3% increase in vehicle miles traveled** (~800,000 more daily miles)

$90.00   [Fund]

Travel Choices
Focus on: Increasing travel & mobility choices along region's major roads.

Scenario Results:
- **400,000 fewer** drive-alone work trips every day
- More than **twice as many teleworkers**
- **50% increase** in bicycle/pedestrian trips
- **Slight decrease** in transit trips

$40.00   [Fund]

Infill
Focus on: Local governments allow for more urban and suburban redevelopment and infill.

Scenario Results:
- People in vehicles experience **11% less delay** on average
- **6% decrease** in vehicle miles traveled
- Almost **twice as many transit trips**
- **50% increase in walk and bike** trips

$10.00   [Fund]

Transit
Focus on: Improving/expanding the region's transit network and service.

Scenario Results:
- **79% of households** have good transit access to jobs
- **76% more** transit trips
- **Small decrease** in walk and bike trips
- 100,000 **more households** use transit
- **2% decrease** in vehicle miles traveled

$90.00   [Fund]

Off-Peak Congestion
Focus on: Build out the freeway/interstate system to address congestion at non-peak times.

Scenario Results:
- **Less than 1%** change in vehicle miles traveled and transit trips
- While there are few changes at the regional level, **some specific corridors have significant impacts**
- **Some traffic is diverted** from larger roads onto I-70 and I-25

$50.00   [Fund]

SURVEY RESULTS

We received 74 responses to the short survey that participants were asked to complete after reviewing the scenario results and submitting their responses to the budget game.

The first question asked respondents to identify the most important transportation goals for the Denver region to achieve by 2050. Highest ranked were **reducing vehicle miles traveled** and **increasing walk/bike trips**. The full ranked results, averaged from all responses, from most important to least important, were:

1. Reduce vehicle miles traveled
2. Increase walk/bike trips
3. Increase transit trips
4. Fewer people drive to work alone
5. Reduce traffic delay time

The survey also asked respondents to identify other transportation goals that are important to them that were not included in the above list. Many responses focused on **climate**-related goals, such as improving air quality or reducing

pollution, reducing greenhouse gases. Many of the other comments were related to **transit**, **walking**, **biking**, **safety**, and **telework**. (See the full list of responses in the appendix.)

Next, we asked respondents how they think the investment priorities in the plan should be guided by the scenario results. We received a wide range of responses (see all responses in the appendix), but several focused on investing in solutions that provide the most **return on investment** and using the scenario results and public input to **inform decisions about priorities**.

The final question was more open and simply asked if the respondent had any additional comments about the investment priorities or scenario planning results. Common topics were **telework**, **climate issues**, **education**, and **engagement**, and full responses are available in the appendix.

STAKEHOLDER ENGAGEMENT SUMMARY

In addition to the general public, stakeholders such as DRCOG member government transportation staff, elected officials, and various transportation groups have also provided input and guidance throughout phase two of the plan development.

COUNTY TRANSPORTATION FORUMS

Several of the county transportation forums were briefed and provided feedback on the draft scenario concepts in late 2019. In March, prior to the draft results of the scenarios being available, the scenarios were also discussed at additional forum meetings. Forums were also updated on the plan status in May and June. Stakeholder feedback, from the forums and otherwise, has been incorporated throughout the 2050 MVRTP planning process.

A few forum meetings were cancelled or postponed during the stay-at-home order, primarily in March and April. It was during this time that DRCOG staff was providing periodic planning process updates and starting to roll out the scenario analysis results. This information was presented to the region through several Transportation Advisory Committee, Regional Transportation Committee, and Board of Directors meetings from March to May 2020. Beginning in summer 2020, the forums are playing a lead role in developing candidate major project priorities for developing the 2050 Fiscally Constrained RTP.

REGIONAL PARTNER PRESENTATIONS

During phase two, additional presentations were made to other groups at their request such as the Littleton Transportation and Mobility Board, Leadership Douglas County Forum, Downtown (Denver) Democratic Forum, Smart Commute Metro North Board, and at a Statewide MPO meeting.

KEY TAKEAWAYS

Several themes emerged from the engagement work completed in phase two:

CONNECTION BETWEEN LAND USE AND TRANSPORTATION

DRCOG should continue to study the connection between land use and transportation, as there was strong public support for the land use scenarios included in the budget game. The land use changes in the scenarios led to significant transportation impacts. While these land use changes are local decisions that are not necessarily something that can be incorporated into the 2050 MVRTP, the scenario results and public support should be integrated into further work at DRCOG and conversations with member governments.

INVESTMENT PRIORITIES AND PROJECT SELECTION

The input received during phase two showed significant public support for projects that emphasize transit and walking/biking trips. These both consistently rank highly on most respondent priorities. In addition, supporting projects

that reduce vehicle miles traveled and greenhouse gas emissions were top public priorities. These priorities should be integrated into the project selection process.

Throughout phase one there was minimal public support for funding new roads, and as shown above, phase two of engagement showed very limited support for either the managed lanes or off-peak congestion scenarios. Although the public who have participated in our engagement efforts consistently note that traffic congestion is an issue in the region, reducing travel time and congestion rank low on their investment priorities. As noted above, there was significantly more public support for reducing travel delay through land use strategies than through the managed lanes or off-peak congestion scenarios. These takeaways should be included in project selection process for the 2050 MVRTP.

NEXT STEPS

POLICY FRAMEWORK AND DESIRED OUTCOMES

As the 2050 MVRTP transitions to the next steps of identifying and evaluating major project and other investment priorities, DRCOG staff developed the "Policy Framework and Desired Outcomes." This framework is comprised of the various major plans, priorities and studies identified by DRCOG, CDOT, RTD, and local governments. Together, this framework represents the region's major multimodal transportation vision, needs, and priorities as described through previously adopted documents. This framework informed the development of the 2050 transportation and land use scenarios and will inform the identification of regional investment priorities to develop the 2050 MVRTP as well as the additional public input that has been received during the 2050 MVRTP process. All of these elements of the 2050 MVRTP development process are new to the 2050 MVRTP and connect directly to the public and stakeholder engagement and results from the first two phases.

MAJOR PROJECT SOLICITATION AND EVALUATION

One of the biggest ways in which the engagement and its results from the first two phases is informing next steps is the 2050 MVRTP major project solicitation and evaluation process approved by the DRCOG Board at its July 2020 meeting. While there are multiple components to this process, the three most important that directly integrate the first two phases of engagement work are:

- DRCOG is currently soliciting candidate project priorities through the county transportation forums. DRCOG staff is specifically encouraging the forums to identify major safety, transit, bicycle/pedestrian, multimodal, and other projects that go beyond minimum federal requirements of what must be portrayed in the MVRTP to better communicate the region's priorities around these modes and strategies. This draws directly from the public emphasis on transit, walking/biking, and safety throughout engagement efforts.
- When evaluating candidate projects in upcoming months, DRCOG staff will be using the Metro Vision Plan's primary objectives, which are part of the strategic planning framework of Metro Vision, to address the multimodal transportation policy priorities reflected in the recent public input.
- Finally, when developing the draft 2050 MVRTP document this fall, DRCOG staff will incorporate the key takeaways learned through these public engagement efforts in the narrative, project types, financial plan, and other components of the document.

APPENDIX

The following lists all survey responses received through the online engagement site.

ARE THERE OTHER TRANSPORTATION GOALS THAT ARE IMPORTANT TO YOU THAT THAT WERE NOT INCLUDED IN THE ABOVE LIST?

- Increase tree cover and shade

- Electrification of car/transit

- Build more lanes on the freeways and new roadways

- Make work from home mandatory for all office jobs, or have businesses pay a 15% tax towards transit if they choose not to comply

- Equitable access to transit

- Ensure that lower-income individuals and families have equal access to transportation

- Air quality

- 1)Explicitly promote more telework. 2) Improve land use mix so more options are available by walking and biking

- Quality of life should be a consideration in all of the scenarios. That means we are going to have to find a balance in all of the choices that are made.

- Increase accessibility

- Yes: All of these are important, but it's older thinking. The focus on automated vehicles I believe has the best opportunity to: 1) Increase safety, and 2) Decrease congestion. Encouraging the advancement in this area is critical in my opinion.

- Re-framing people's perspective on how, why, and when they travel

- Increasing the frequency of transit trips on high density corridors. Focusing on walkable/bike friendly neighborhood centers and infill development. More diverse activity options in one place = less reason to drive a car

- Reduce greenhouse gas emissions to prevent climate change; promote equity

- Improving ability to work from home

- Increase routes available by bus and light rail, more suburban options, rework public transportation to include use for "running around town" and not just access to the workplace.

- vision zero

- Align land use better with transportation

- Teleworking will be increasingly likely in a COVID world, and I would be curious to learn how DRCOG can influence its popularity.

- Increase emphasis on mobility on demand

- require bedroom & regional area developments to have roads that go through them, so no so much traffic end up on interstates and through roadways, Include bike & walk paths that are linked with these that are good for more than recreation.

- Agencies like RTD follow through with projects like a train to Boulder.

- Lower the time needed to make a trip on public transit

- address climate change. save lives via fewer auto accidents.

- Transportation is closely tied to housing, so building more affordable housing close to where people work, shop, learn, and recreate is critical.

- Let the price of driving reflect its actual cost.

- Vision Zero
- Increase access and affordability
- MONEY. Transit takes a huge percentage of the regional dollars, but provides only a small portion of the regions mobility.
- Pollution reduction and economic development
- Increase and promote more telework options with organizations in the region.
- Trails, Trains, Subways, and electrification
- Better connectivity with bicycle trails segregated from idiots in cars.
- Decrease carbon emissions
- access to options for people of all ages, incomes abilities
- Reduced emissions
- end traffic give us streets without any vehicles again
- Reduce traffic fatalities and reduce air pollution
- Light rail is significantly better than busses
- Lowering emissions/ air pollution
- Increasing access to public transportation
- Safer roads
- It would likely come as a result of several of the goals, or a combination of them, but reducing greenhouse gas emissions has to be a priority.
- No, I think it's efficient.
- Reducing amount of Greenhouse Gasses

HOW DO YOU THINK THE SCENARIO RESULTS SHOULD GUIDE POTENTIAL INVESTMENT PRIORITIES IN THE 2050 MVRTP?

- I think that MVRTP should find the things that the people want investment in, and base their decisions off of that.
- The scenario results should be used, based on the best data available, to determine the most beneficial scenario. Investments should then be made in the most sensible, most beneficial scenarios, no matter how long they would take, how expensive they would be, or how unconventional they may be.
- I think that based off of the scenario outcomes we should prioritize public transit and improving the environment.
- I think that they should be a guiding factor, but not the main one. Scenarios can change drastically with unforeseen technological advancements, which is especially possible in the next few decades with transportation.
- I'm not sure I understand this question but I am begging the planners to reconsider wall-to-wall hardscape on every road. On vacation, I biked in the shade of trees to a museum . . . but a road like that would never be built here.
- We need more transit funded that is efficient and makes sense for Denver and the region
- Focus on fewer trips - with COVID-19 response weâ€™ve seen the positive results of fewer trips on our infrastructure and environment
- ?
- I think that we need to look at other metropolitan areas in and outside the USA that are having success in solving transportation challenges. Hopefully, it will not become an either /or proposition in terms of money spent.
- I think the scenario results should be rooted in equity and accessibility.
- Investment Priorities should reflect the results seen in the scenarios by funding those projects that reduce traveling alone trips and increase transit use.

- Investment in any area is about trying to maximize "value", or return on the investment. This involves seeing the future and striving to make it happen. Financial investment should be prioritized in those areas that have the most potential.

- Providing more mobility choices and changing the public's mindset on why it is critical to make better choices needs more funding than suggested. Adding lanes and reliability is a short term solution that is too expensive for the long term benefit.

- Decision-makers should consider what goals we want to accomplish, and advocate for policies that support those goals.

- Capitalize on improving existing system, such as roadways, but also leverage funds with the billions of dollars the private sector is putting into transportation over the next decade(s). We should not be fighting the autonomous car movement but instead work in conjunction with them to develop a state of the art of transportation for the region. Let cities improve sidewalks and bike trails for the shorter local trips.

- I'm not sure, however, I think that other countries can offer insight in how to use public transit to decrease cars on the road.

- You can not build highways and expect to improve traffic. There are more effective ways per the scenarios to invest in.

- Travel Choices is the best option, it saves the wear and tear on the roads which means higher maintenance costs

- Use to reflect priorities along with other methods to determine public priorities

- In order for any of these goals to manifest, more money MUST be spent on building out sidewalks

- MVRTP should focus on outcomes and propose how the region can meet those outcomes. You have the right approach.

- We really need to not only focus on getting transport & congestion down because sitting in traffic causes more pollution than traffic that moves. If we didn't dump all exterior/regional neighborhood traffic on to our already existing roadways, there would be less congestions. This would also help because these areas could have their own regional marketplaces, leaving mass transit for those who can commute & the roadways for those who are unable because of access or (kids/families), or supplies they are carrying (trades, jobs that require pickuping & delivering goods). Kids sports grounds & schools should also be available along transit routes. Walking routes should get a higher level of importance Period! Bikes have routes, even though their can always be more. I don't agree with busy roadways & bikes, one when on a bike sucking fumes isn't ideal, and too doesn't feel safe. Also, bike ridership is great don't get me wrong but the older & disabled community are not included, as well as parents or anyone who doesn't have a simple sling bag they transport back & forth to work. Thus it suits regional people who live close by with desk jobs, and are under 45/50, and not a diverse enough group of people. Walking paths includes everyone. Sideways need to be wider, commerical development not to encouraged to the front propertyline (setbacks) or some sort of barrier strip between roads and pathways so feels safe and also less stressful. Also, if you walk you have been "splatted" with mud/slush/water when walking along side a busy roadway, or standing ready to cross the street. Not to mention the fumes are not fun on busy roadways. Also, why has ridership seemed to go down on public transport? Uber? Shared rides? This only causes more congestion. I have a job where I have to travel outside of the city to a spot with no transit options, and I have noticed sometime have the traffic around me is a rideshare care. Taxi's didn't circle until they picked up rides like the rideshare companies apps promote. Some better solution must exist. I know many younger friends never learned to use public transit like buses and some will maybe use light rail, they would rather uber. There has to be a solution to help encourage the benefits of not doing rideshares over public transit. Educational or a financial incentive. More than any of this, Denver sits in the middle of cross state and regional travel, outer ring roadways and major throughways need encouraged. I'm in awe traveling out on 1-70 east, and 1-76 east how far out these bedroom communities go, not to mention the over crowded I-25 north and south. Some of this is lack of state transportation planning, actually a lot of it is. However, affordable housing for families needs to be addressed or we will never be able to offer people who live far outside city walking & biking and mass transit options.

- I find it hilarious that all of you know what the future will be like in 30 years. If people can't project global warming and the Wuhan Virus accurately, what makes you think you can do the same for transportation? It'd be like it is 1990 and you say 30 years later this is what transportation will look like. You don't know what the future holds. Nobody in 1990 knew 30 years later that Denver would be a hot spot.
- If you want people to take public transit, it needs to be comparable to just driving somewhere. If it takes twice as long to get somewhere on public transit, or if you have to wait 30+ minutes between buses/cars, people will just take their car instead (if they have the option).
- These scenarios are absolute garbage. You call adding lanes "managed lanes"? This seems willfully misleading. Manage lanes by pricing them--voila, you've solved traffic. Congestion pricing is the only way to do this.
- An alternate projection for travel by mode should be made using a straight line projection of historical data. Previous DRCOG projections, particularly for transit have missed the mark significantly and a straight line projection would have produced more reliable results.
- Strengthen collaboration among partner stakeholders.
- Not very much. The transit advocates will stack your forum. Proposals should be evaluated on costs per vmt and costs per passenger mile travel. Increase regional mobility at the least cost!!!
- Recognize that outlying suburbs have very different needs than dense urban core. No one size fits all for RTP.
- As seen during the Stay at Home order, and Safer at Home phase, when people are afforded the opportunity to telework it greatly reduces the number of vehicles on the road.
- Ditch buses.
- Better connectivity with walking, biking and transit can only be a good thing.
- Invest in bike and pedestrian infrastructure. Support transit systems.
- Use the money where it can impact the most individuals in either household or direct quantity.
- Funding decisions should be based on the public's input on priorities
- I think we should focus on getting the most bang for our buck. Infill plus travel choices is almost as effective on all levels as centers plus transit, only losing outright on one metric, but costs less than half as much. This region is full of tax-hating libertarians, and we need to be keenly aware of what they'll want to fund.
- living more simply
- Based on the scenario results, I think there should be a heavy focus on collaboration between local governments, RTD, DRCOG, developers, and community members to build out transit and centers, since those have the greatest impacts on traffic congestion and air pollution.
- They can be a tool, however the choices are prescribed. Actual community involvement at every step.
- Because people often aren't willing to sacrifice efficiency, it is important to make fast modes of transportation (public transit) more widely available, as opposed to putting walking/biking travel first.
- I think the scenario results heavily should guide potential investment priorities in the 2050 MVRTP.

DO YOU HAVE ANY ADDITIONAL COMMENTS ABOUT THE INVESTMENT PRIORITIES OR SCENARIO PLANNING RESULTS?

- Being a person who tries to use cheap, healthy, clean transportation modes, it's hard not to be disappointed by the way the budget is spent. Huge highways, massive feeder roads, dirty air, feeling like you are going to be run over on a bike or on foot. Barely any pedestrian safety or bike infrastructure. Please consider the issues of clean air and road deaths and give us roads that are not hostile to walking and biking.
- Transit doesn't work for everyone - I don't want to spend my day transferring to different lines for hours just to get to work.
- Attention needs to be given to the transportation need of essential workers

- If the Center/ density scenario is selected, take steps to make sure that new housing is actually affordable and desirable for those who work nearby.

- My runner up scenario was the travel options.

- For Denver to solve its transportation crisis we are going to need major investment from the Federal government. Investing in transportation infrastructure could go a long way in getting the economy back on track (pun intended).

- I would hope that you can focus less on regressive tax initiatives (e.g. charging more so people are less incentivized to drive) and focusing on how equity can weave it's way through all of the work.

- I recently spent two weeks in Los Angeles and never used a my vehicle. I found their bus transit to be convenient, well run with ontime service 90% of the time, and appropriately priced to serve the vast majority of the residents. Denver metro should study and duplicate this system as much as possible by learning from the LA's infrastructure and use their example to accelerate our implementation of public transit.

- Real educational dialog and community engagement needs to be spread from the DRCOG level to the local and grass roots community level. Engaging on the street and in neighborhoods across the region needs to be paramount. This problem is not resolved in the board room or council chamber, but it needs to be supported there too.

- It seems like the scenarios might be complementary. In the purchase exercise, I had money left over, but not enough to buy the transit or managed lanes options. I'd recommend a combined and incremental approach: centers and infill (to give metro residents the greatest choices in housing) with bike/walk travel choices, and SOME managed lanes that also support SOME BRT corridors.

- Make sure the scenarios are capturing the actual land use trends that are occurring (longer commutes to find affordable housing) and not trying to dictate land use decisions to the cities. These are local decisions not DRCOGs so it should not be focusing on funding land use decisions that DRCOG supports but not the city

- I am interested in how DRCOG plan to disseminate information to the public to educate them about the issues?

- Make a regional infrastructure for commuters to use to ride to and from work a priority.

- Maybe tweak funding to allow what model would not allow i.e. 90 10 10 priorities ...maybe 85 7.5 7.5 or 80 10 10 as I believe infill should definitely be a priority

- Although I advocate transit use, I hesitated to select budget the Transit scenario, because the region should not spread thin its transit services. Instead, the region should invest future development around existing transit centers and increase service around those centers, not in sprawling subdivisions.

- "Please stop and think bigger than you have thus far, I know you are all well educated and intentioned. Think about underserved populations and transportation needs of all workers, not just desk workers. Maybe a benefit of covid could be to encourage more :telecommuting, less regional youth/adult club sports & educational travel outside neighborhoods, more diverse working hours. We have areas in town that are ""mass transit deserts""....yet DESERTS! just like ""Food Deserts"" where good and services just don't exist without traveling. Only you can't get out or in without a car/truck.

- Good luck & it will never be perfect, but think bigger than just what trendy & special interest groups are promoting. Thank you for your work."

- All of you only think long term just like global warming people projecting doom 100 years from now. This is not difficult. For example, the highest growth will come from east Aurora as they have the most room due to open prairie. Hence, roads and rail must be built up now or at the very least land purchased and held until needed. Look at Salt Lake City. They are smart. Denver is dumb.

- It wasn't explicit in any of the scenarios, but we need an almost 100% divestment from fossil fuel utilization in our day to day if we hope to live to 2050. Things need to happen faster to have any impact on our future.

- These seem very disingenuous. It is very difficult to understand how these scenarios played out and what assumptions went into them. How are we supposed to know what bogus speculations some traffic engineer

made about demands and needs? I am a professional planner and this is not good public outreach--except to check a box of course.

- None of the recent meetings or questionnaires have discussed the fact that travel demand by various modes may be significantly changed by the current Covid-19 social-induced changes.   There will always be uncertainty in projections but to omit this subject from discussions does not seem prudent. The short-term Envision RTD planning effort continues to proceed as if everything will return to normal in June or July, whereas most people who have experience in making projections agree with RTD's planning assumption.   DRCOG staff appears to be of the same mind-set as RTD staff and not changing the 2050 projections.

- "YES.

- TAKE GOOD CARE OF OUR EXISTING INFRASTRUCTURE! Some of DRCOG's funding is still allocated on a worst-first prioritization. Stop that practice! Manage our assets for the best rate of return on the dollars we spend. It isn't rocket science. You aren't being regional leaders when you allow poor management to continue to exist."

- There needs to be a focus on intraurban transit improvements to complement existing regional service

- Seemed like focus was highways or transit/bike. Where is the focus on Arterial/Collector network. Address localized congestion/capacity outside of freeway projects.

- Shift some of your funds to studying the productivity of a remote workforce, and potential partnerships with internet providers to further strengthen these opportunities.

- Buses are too slow, too infrequent, and generally suck. We need subways and light rail trains for the kind of fast, frequent service that people would use to commute.

- There needs to be funding to make people feel safe on the bike trails. The residentially challenged individuals under the bridges and camped along scenic routes scares some away. This should not happen.

- For example, prioritize building a bridge that allows for train/rail use plus dedicated bus transit lanes with private vehicle traffic over building a bridge for private vehicles only.

- More teleworking and e-bike subsidies!

- everyone must live simply with what is needed not what is exorbident and wasteful   like use of plastics and sending things around the world inseat od buying and making things locally

- I believe it is important to consider the impact that reducing traffic could have on increasing the vehicle miles traveled and greenhouse gas emissions. As traffic decreases, the distance people will be willing to travel increase, therefore increasing the emissions of greenhouse gases and vehicle miles traveled.

- I think you guys are doing a great job, and I hope that in 30 years, kids will have more opportunities to get around and do things that I have had.

- It is my opinion that the scenario which best meets the goals of the planning and the needs of Colorado's citizens should be implemented, no matter the cost (within reason).

2050 MVRTP Public Engagement Strategy

Draft Schedule

Phase	2019			2020				2021	
	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
1: Visioning & education	■	■							
2: Investment priorities & scenario options			■	■	■				
3: Plan development						■	■		
4: Draft plan review								■	■

Engagement Phases

1 SUMMER/FALL 2019
Visioning and education

Potential activities:
› Video
› Online survey
› Pop-up events
› Telephone town halls
› Youth outreach
› Community-based organization outreach
› Sub-regional forums
› DRCOG committees

2 WINTER 2019/SPRING 2020
Investment priorities and scenario options

Potential activities:
› Online survey (map-based and visualization)
› Youth outreach
› Stakeholder workshops
› Community-based organization outreach
› Sub-regional forums
› Bike to Work Day 2020

3 FALL/WINTER 2020
Plan development

Potential activities:
› Sub-regional forums
› DRCOG committees
› Partner meetings
› Public photo contest

4 SPRING 2021
Draft plan review

Potential activities:
› Public open houses
› Online survey
› Web comments

› **PLAN ADOPTION JUNE 2021** ‹

ATTACH I

To: Chair and Members of the Board of Directors

From: Doug Rex, Executive Director
           303-480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Informational Item	14

SUBJECT
2020 Census grant report

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
N/A

SUMMARY
DRCOG received a grant from the Colorado Department of Local Affairs to conduct outreach and promote the census to older adults in the region. Main activities included the creation of an outreach toolkit for use by organizations throughout the region, convening a regional workgroup, a significant amount of print, radio, and digital advertising, and direct census outreach through our Area Agency on Aging staff. The grant period ended on June 30 and the attached final report details the work that DRCOG did over the last several months to ensure an accurate count of older adults in our region.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
N/A

ATTACHMENT
2020 Census Outreach Grant Final Report

ADDITIONAL INFORMATION
If you need additional information, please contact Doug Rex, Executive Director, at 303-480-6701 or drex@drcog.org, or Lisa Houde, Communications Specialist (Public Engagement), at 303-480-5658 or lhoude@drcog.org, or Kelly Roberts, Community Resource Specialist, 303-480-6787 or kroberts@drcog.org.

2020 Census Outreach Grant Final Report

Denver Regional Council of Governments

Census Outreach Details - Final Report Form

1: Detail the hard-to-count population(s) your organization focused its 2020 census outreach on using grant money.

Our organization focused our census outreach on the older adult population of the Denver metro area. This included the region's over 480,000 people 60 years or older in the DRCOG Area Agency on Aging: Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin, and Jefferson counties. The area includes 47 percent of the state's older adult population, encompasses over 4,000 square miles, and is a unique blend of urban, suburban and rural communities that many nationalities and ethnic groups call home. In addition to older populations being considered hard-to-count in Colorado, many of our region's older adults are also part of other historically under-counted groups, including minorities, limited English proficiency, Spanish speaking, low income, and/or rural residents.

While our outreach focused generally on the older adult population, we also targeted census materials to older adults who also are a part of other hard-to-count populations. For example, the toolkit detailed in the project summary included materials specifically designed for Latinx, veterans, rural, Native Americans, and older adults with visual challenges. In addition, our Area Agency on Aging providers provide an array of services to different subsets of the older adult population in the region and helped widen our reach throughout the metro area.

As the results for response rates became available, we also began targeting our census advertising to specific areas of the region with high populations of older adults and lower response rates. We used our census outreach map (described below in the project summary) to identify these areas, and then were able to target our digital advertising in the last month of the grant to these areas.

2: The number of people hired with grant money and the geographic locations served by those people

None; no people were specially hired with grant funds to perform census outreach and promotion. Grant activities were completed by existing staff members of DRCOG and its contracted service providers.

3: The amount of grant money used for payroll expenses and the average wage paid per person through the grant program.

Approximately $118,000 ($74K DRCOG staff, $44K contractor staff) of the $270,000 grant was used for payroll expense. As mentioned previously, no people were hired with grant money, as only existing staff of DRCOG and contractors were utilized to complete grant activities. Staff were therefore paid at their normal rates associated with their positions. The majority conducting census outreach were staff of DRCOG's Area Agency on Aging

division. These included community resource specialists, options counselors, Medicare benefits counselors, case managers, and long-term care ombudsman. Similarly, DRCOG contractors, who are service providers for older adults in the region, utilized their existing staff as well, many of whom are direct care workers. Though a portion of the contractors received small sub-grants, many others were non-compensated for their census outreach activities. Most of the remaining payroll costs paid for under the grant were for DRCOG staff involved in the census communications and marketing strategy. These included staff in DRCOG's communication and marketing and regional planning divisions. A variety of positions were included such as communications manager, public engagement specialist, web and social media specialist, graphic designer, GIS analyst (for census mapping), etc.

Over the seven-month grant, the average amount paid per employee was approximately $700/month. The highest total amount any individual was paid during the grant term was approximately $6100, which was well below the maximum allowable limit under the grant. As mentioned in the budget notes, the project budget did not attempt to quantify leveraged outreach activities as they rely on a vast network of both internal staff and external partners funded through myriad sources. Staff timesheet allocations under the grant were conservatively budgeted. Also, many contractors did not receive compensation from the grant for their census outreach efforts.

4: If sub-awards were made, include the amount of grant money used for administrative costs in making those additional grants.

Nine sub-awards were made of approximately $63,000 total. The amount of grant money used for administrative costs was approximately $3,400, or 1% of funds expended, and reflected staff costs from DRCOG's administrative and finance division for grants and contracts management As mentioned in the budget notes, administrative costs that were budgeted also included costs for project management of the communications/marketing strategy. These costs were approximately $9553, for total administrative costs of $12,953, or 5% of funds expended.

5: Lessons learned from 2020 census outreach.

Many of the lessons we learned from our 2020 census outreach relate to the challenges of completing outreach during the COVID-19 pandemic, as well as more general lessons.

Virtual meetings

We had to transition the final two of our regional workgroup meetings from in-person to virtual and noticed that we had significantly lower attendance at the virtual meetings. It was also difficult to focus on the outreach plans of the various organizations involved in the workgroup as everyone was constantly shifting and adapting due to the changing census operations schedules throughout the grant period. Through this, we learned some new skills for running virtual meetings to increase participation, such as using online polling tools to maintain attendee interest.

Adapting our strategy

Much of our planned outreach strategy, especially with our Area Agency on Aging providers, had originally leaned heavily on in-person assistance. This proved to be a significant challenge in the pandemic, and particularly because we were focused on working with older adults who are particularly at risk of COVID-19. Although a pandemic is of course completely unprecedented, the lesson we learned from this is that it is important to have an outreach plan that includes a broad, multi-faceted range of outreach strategies. It is also important to be flexible and adaptable to changes.

Our organization ended up doing a lot of outreach over the phone which was not originally planned for, but we adapted quickly. The interruption in providing face to face services led to an activity dubbed "reassurance calls." These calls by staff and contractors to check in with clients provided opportunities to talk about the census. In addition, having electronic versions of our outreach materials enabled our staff and contractors to share those documents with clients when the coronavirus put a halt to face to face interactions.

Another adaptation we made due to COVID-19 was the creation of an interactive map that allowed us to identify areas of overlap where response rates were low and there was a high percentage of older adult residents. This proved very successful and useful for both our organization and our partners. Our lesson learned through this was that the interactive map could have been created sooner in the grant period so we could have used it earlier on to target specific geographic areas of outreach.

We also discovered a unique opportunity to make the case for the value of the census with specific services related to the pandemic. In June, we produced a flyer with the message that people were receiving food deliveries and hot meals because of state funding allocated to Colorado through the census.

Census Bureau partnerships

We also learned how important the partnership with the US Census Bureau was in making our outreach as helpful and efficient as possible. Numerous times throughout the grant period we tapped US Census Bureau representatives for information and guidance. They kept us up to date on changes to US Census Bureau operations and answered questions about our role as a community partner.

Weekly calls hosted by Together We Count

We participated in weekly meetings about the census convened by Together We Count. The exchange with other agency representatives informed changes we made in operations and materials. For instance, we learned that other organizations had been imprinting disposable face masks, and decided to purchase 1,500 masks that our staff distributed to older adults in small assisted living and senior housing residences.

Social media

From our social media and advertising, we learned that the posts that had more general messaging appeared to receive more impressions and reactions on all of our accounts. Additionally, linking to news articles or other pages seemed to receive more interactions. Digital advertising was quite successful, as well.

Project Summary

Regional workgroup

With our grant funding, we were able to leverage our extensive networks of organizations throughout the region that work with older adults and convene a regional workgroup of agencies focused on increasing the self-response rate of older adults and the accuracy of the 2020 Census. Our workgroup met three times during the course of the grant: first in-person in January, then virtually in late March and mid-June.

This workgroup was informed by a survey completed prior to the grant. In advance of applying for the DOLA grant, DRCOG had distributed a survey to organizations throughout our region to gauge their interest in assisting with census outreach. Surveys were sent to the Bemis Library in Littleton and the Denver and Arapahoe library districts, local senior commissions, senior centers, county councils on aging, Boomers Leading Change, the Denver Indian Center, the Center-Sage, and all the organizations that are contracted by DRCOG's Area Agency on Agency to provide community-based services. The survey served a dual purpose of paving the way to collaborative efforts for census outreach with information about the outreach activities DRCOG would propose in the grant and a request to respond to get detailed information about the activities they were interested in assisting with for the census.

In January, the first meeting of the workgroup allowed organizations working on census outreach, education and promotion to share their plans for reaching hard-to-count communities, find areas of overlap and identify opportunities to make their efforts more efficient. Representatives from the Senior Hub, Jewish Family Services, the US Census Bureau, Colorado Library Consortium, Audio Information Network of Colorado, Lutheran Family Services, Mile High Health Alliance, Southwest Improvement Council, Together We Count, Adams County, Arapahoe County, Clear Creek County, City of Wheat Ridge, and the City & County of Denver joined us at DRCOG's offices for the meeting.

In late March, the second workgroup meeting was held virtually rather than in-person due to the pandemic and included some of the participants from the first meeting as well as representatives of Morgan County, Fort Morgan, and the African Chamber of Commerce. Originally intended to be focused on checking in on progress as the census was released, the purpose of the meeting morphed a bit to talk more about plans to adapt outreach strategies to the changing conditions due to the pandemic, and a good discussion of successful tools to reach people without being in person.

The final meeting in June was also held virtually and included representatives from many of the same organizations, as well as the Colorado Gerontological Society and Senior Support Services. All organizations provided a debrief of their outreach efforts over the last few months, discussed challenges and successes, and set the stage for continued collaboration as census outreach continues through late October.

Outreach toolkit

One of the key aspects of our census outreach strategy was the creation of our outreach toolkit. A number of promotional materials were created that were tailored to make the case to older adults about the importance of responding to the census, provide information about how to take the census, or how to help others take it.

Physical toolkits were assembled with hundreds of copies of each of these materials and sent to DRCOG's over 30 providers that work with older adults in the region so that they could distribute these materials when conducting outreach and assistance within the communities that they serve. A webinar training was also provided to the contractors to instruct them on how to use all of the materials and major topics related to the census.

An online version of the toolkit was available on Dropbox, promoted through an email blast, and was featured on the drcog.org website throughout March – June. In addition, many of these materials were also printed and distributed by DRCOG's Area Agency on Aging staff throughout March – June. In total, about 20,000 copies of these promotional materials were printed and distributed.
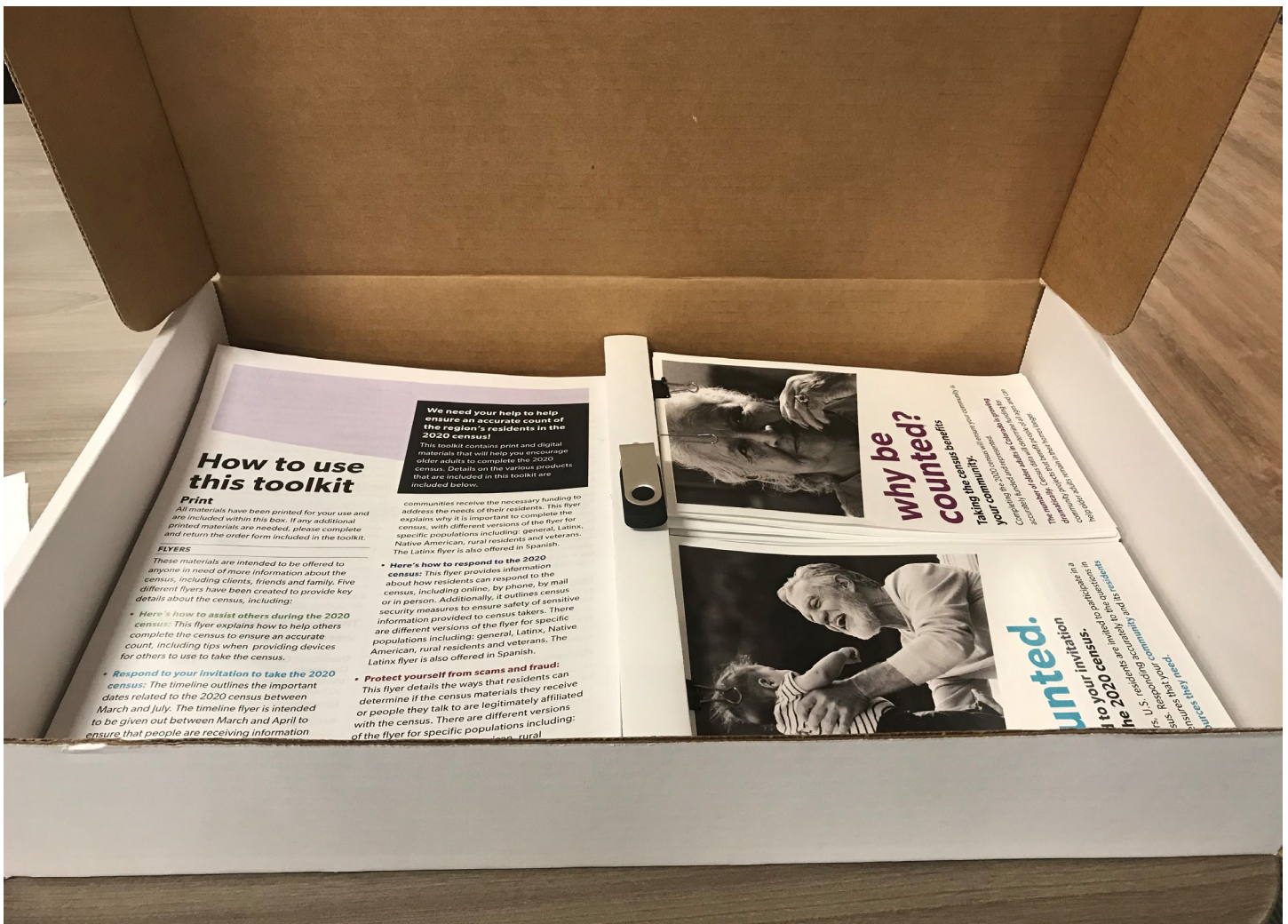
The outreach toolkits were mailed to all of our Area on Aging providers in early March and included many copies of each of the products, as well as a digital copy of everything on a flashdrive.

The online version of the toolkit is [available here](#) and included the promotional materials listed below. Some examples are shown on this page and subsequent pages.

- Digital banners for use on websites

- An email signature graphic

- Flyers focused on the following messages, with different design variants for some subgroups, such as Latinx, Native American, rural, veterans, and Spanish speakers. All flyers were also screen-reader adaptable for visually impaired seniors.

  » Census timeline

  » Why take the census?

  » Fraud prevention

  » How to respond to the census

  » How families and professionals can help others with the census

- Boilerplate text for newsletters

- Posters

- Powerpoint presentation

- A social media plan with draft text, a schedule, and images sized for three major platforms

- Table tents

In addition, due to changes in census timeline and approach because of the pandemic, we created two supplemental promotional materials in June that were added to the digital toolkit: a flyer focused on making the connection between accurate census count and food/nutrition programs, and an updated flyer with the new timeline set forth by the Census Bureau.

Help your community get the resources it needs.

Be counted. Take the 2020 census.

be counted.
TAKE THE 2020 CENSUS
Census 2020

This e-signature graphic was distributed through the toolkit, and was also used on all DRCOG email accounts in March.
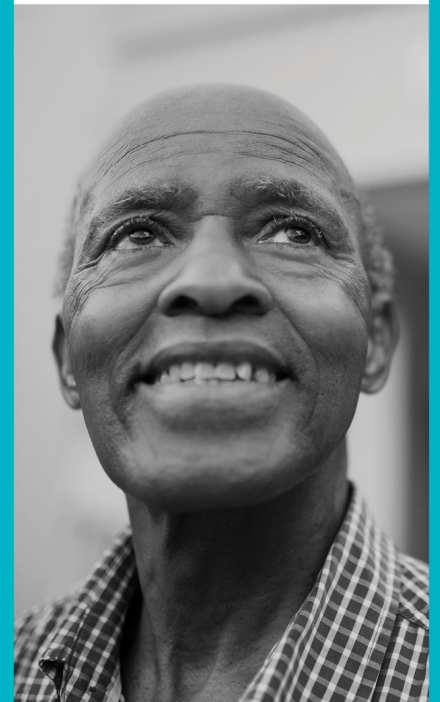
United States®
Census 2020

Digital banners like this one were available for organizations to download in the outreach toolkit.

COMPLETE EL CENSO DEL 2020.

Su familia está **más feliz** debido a usted.

Nuestro país es **más fuerte** debido a usted.

Siga mejorando el país, juntos.
Complete el Censo.

Compartir información sobre su vivienda garantiza que su comunidad obtenga lo que necesita para **prosperar.**

sea contado.

Para sus seres queridos, su comunidad, su país.

CENSUS-PO-BECOUNTEDSPANISH-VersionD

All print materials in the outreach toolkit, such as this poster, were available in both Spanish and English.

why be counted?

Taking the census benefits your community.

Completing the 2020 census will ensure your community is accurately funded and represented.

The number of older adults in Colorado is growing dramatically. Census data will determine funding for community projects that benefit people of all ages and can help older adults remain in their homes longer.

Taking the census affects how more than $675 billion in federal funds are distributed to communities. In Colorado, this is more than $13 billion or $2,300 per person per year. Funds allocated based on census counts support:

- first responders
- transportation
- health and human services
- Medicare Part B
- libraries and community centers
- Supportive Housing for the Elderly Program
- Supplemental Nutrition Assistance Program

The U.S. Constitution mandates that everyone in the country be counted every 10 years. It determines each state's number of seats in the U.S. House of Representatives. After each census, state officials redraw the boundaries of the congressional and state legislative districts to account for population shifts.

The census is an opportunity to shape a **better future** for our communities and **future generations**. By participating in the 2020 census, we help provide an accurate count of the people who live in our community. An accurate count helps determine our **community's needs** for services and funds transportation, meal and in-home services that help all older adults stay **healthy** and **thrive**.

Δdrcog
We make life better!
DENVER REGIONAL COUNCIL OF GOVERNMENTS

CENSUS-FL-WHYTAKE-20-02-25-V5-GE

United States®
Census 2020

This example of a flyer from the outreach toolkit highlighted the importance of the census to older Coloradans in particular.

Δdrcog
We make life better!
DENVER REGIONAL COUNCIL OF GOVERNMENTS

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be counted.

Protect yourself from scams and fraud.

When you get an invitation to take the census, here's how to know it's legitimate, safe and confidential.

The legitimate 2020 census form will never ask you for:
- your social security number
- money or donations
- your bank or credit card information
- your political views or affiliations

If a census taker comes to your door:
- They will have a copy of the census letter you received.
- Legitimate census takers will have an ID badge with their photo, a Department of Commerce watermark and an expiration date.

If you suspect fraud, call the Census Bureau at 800-923-8282.

All legitimate census materials will arrive by mail with a return address from Jeffersonville, Indiana.

The Census Bureau will never send you an unsolicited email.

To respond online, be sure you're using **https:**//census.gov.

Some scammers fake the number they're calling from. Don't always trust caller ID.

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

Source: AARP
CENSUS-FL-FRAUD-20-02-18-V5-NA

United States
Census 2020

The majority of the flyers in the outreach toolkit were available in a variety of different designs meant to target specific subsets of the older adult population in the region, such as this flyer about fraud, intended to reach Native Americans.

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

Advertising

Another major effort was our advertising campaign. To bolster our outreach, we integrated radio, print, TV, and digital advertising from March through June 30.

In the initial round of advertising, radio ads were placed on KUVO Jazz, a station which reaches older adult and minority demographics, Entercom EZ1430, a station with strong older adult demographics, and Colorado Public Radio, another station with high older adult demographics. Print advertising was placed in Colorado Community Newspapers across the nine counties in the Denver metro area, and included in online and email blasts. Print advertising was also placed regionwide in PrimeTime News and 50+ Marketplace. Broadcast television ads were placed during a blended schedule on Rocky Mountain PBS focused on programming with highest older adult viewership. In addition, digital advertising was employed through Facebook, Instagram, and Google ads that were targeted at older adults regionwide. Finally, we coordinated with the City and County of Denver and other partners to secure advertising on RTD transit. This initial round of advertising had a total of 6.3 million impressions.

It's time to take the **census**.

Did you know funding for the community programs you care about is based on census numbers? Make sure **you** and **your community** are **counted** by taking the census today.

Respond **online**, by **phone** or **mail**.

be counted.

To respond or learn more about the census visit **2020census.gov.**

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

United States®
Census 2020

This is an example of a print ad that ran in newspapers with high older adult readership around the region.

Advertising was increased through the month of June from what was originally anticipated due to the changes in our outreach strategies during the pandemic and inability to do the in-person outreach originally planned. The digital ads in June were hyper-targeted very closely on communities and neighborhoods where current response was low and where there is a higher percentage of older Coloradans. This included print advertising in Colorado Community Newspapers as well as radio advertising on Entercom EZ1430 and radio.net streaming service. In addition, ads were included during CBS4 programming with strong older adult audiences. Digital ads were also placed with CBS4 and these ads worked in concert with our "Aging Colorado" sponsored programming. This additional advertising had an additional reach of 2.9 million impressions.

Our digital advertising alone had a wide reach of about 120,000 people, with over 5.4 million total impressions between late March and end of June. The click-through rate, or the number of people who visited the census site after viewing the ad, was overall much higher (0.68% on Google and 0.56% on social platforms) than the typical benchmark rate of 0.12% for government-related digital advertising.

drcog We make life better!
DENVER REGIONAL COUNCIL OF GOVERNMENTS

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Interactive response rate/hard to count map

One additional work product that was created in the final month of the grant in response to the change in census operations was the creation of an interactive map that was shared with workgroup partners, and more widely through our email blasts, and weekly calls with other partners led by Together We Count. The map, updated weekly, allowed DRCOG and our partners to view hard to count communities as well as current census response rates in order to more efficiently target the final months of their outreach. This allowed a more tailored approach for partners trying to reach older adults and other hard to count communities and allowed them to see which particular neighborhoods in the region had lower response rates and were a high priority for additional outreach in the final month of the grant. The map is shown below and is available to explore in more detail at this link.
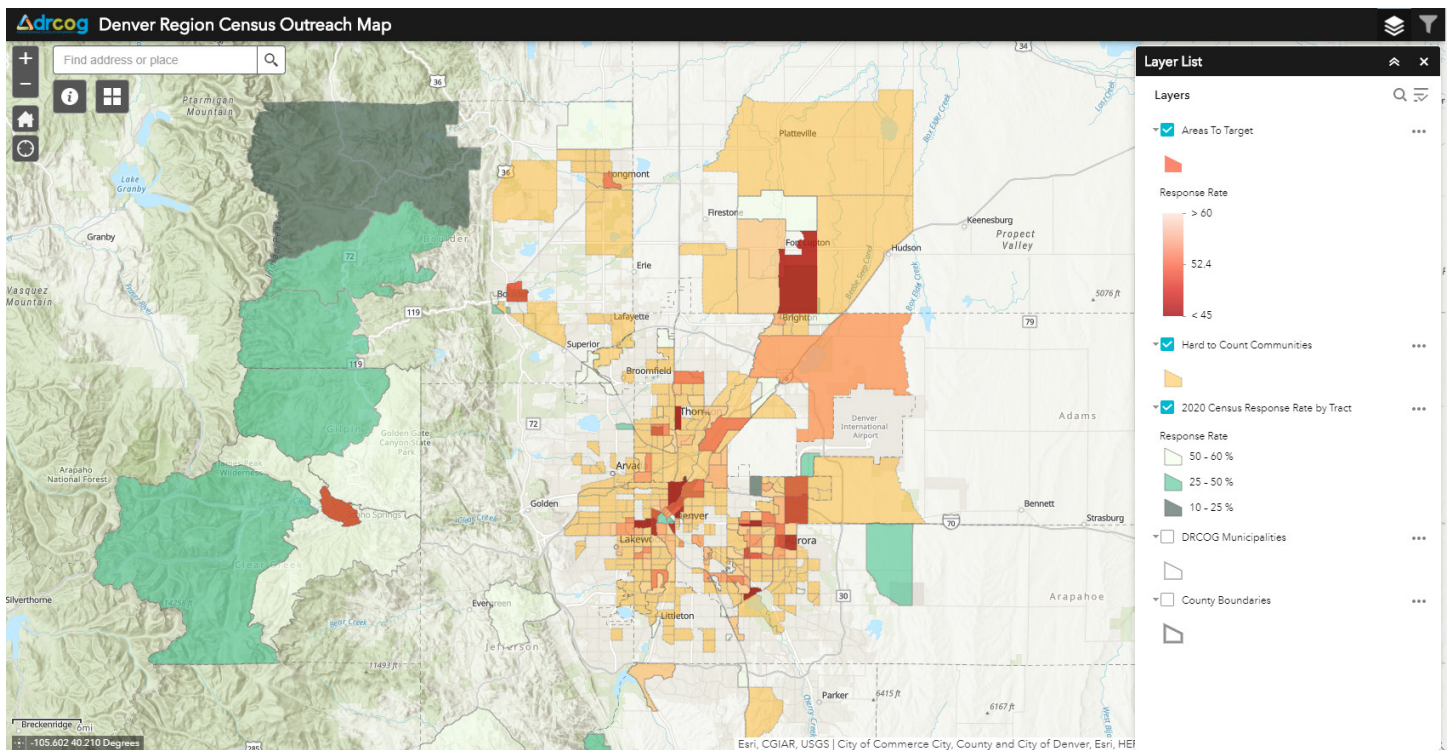
We developed this interactive map that shows response rates and hard to count communities in order to assist us and our partners in identifying areas to target our outreach.

Email and web communications

We also maintained a regular communications strategy that included monthly email newsletters to over 300 partners around the region working with older adults. In addition, the homepage of the DRCOG website included a large Census banner displayed throughout the grant period, viewed by the over 27,000 visits to the home page.

Social media

The DRCOG social media accounts also maintained a robust social media campaign throughout the grant period, posting a total of 77 times over four channels between February 1 and June 30: Facebook, Twitter, Instagram, and LinkedIn. In total, our social media posts received over 35,000 impressions and 643 interactions. By channel:

- Our 31 Facebook posts received over 3,700 impressions and 165 interactions.

- Our 34 Twitter posts had over 28,000 impressions with 379 interactions.

- On Instagram, we posted 9 times and received nearly 2,000 impressions and 70 interactions.

- We did 3 posts on LinkedIn, which got over 1,300 impressions and 29 interactions.

A few of the most successful (most impressions and interactions and highest engagement rate) posts are shown below.

Direct outreach

Area Agency on Aging staff outreach

Outreach through our Area Agency on Aging (AAA) staff was integral to our strategy. Our AAA staff are able to reach targeted populations including older adults that are of highest economic need (low income, low-income minority) and highest social need due to isolation and other factors (frail, language barriers, cognitively impaired). Materials in the toolkit described above were made available in hard copies and electronic versions to AAA staff, contractors, sub-recipients, and other stakeholders in our region. One of the flyers in the toolkit was produced in English and Spanish to explain how families and professionals could assist their relatives and staff and what not to do. Some examples of the work that AAA staff completed to spread the word about the census included:

- DRCOG's State Health Insurance Assistance Program (SHIP) staff distributed census flyers in an annual mailing to 3,914 Medicare beneficiaries and 82 other mailings.

- Census information was shared with 327 people who called the AAA's Aging and Disability Resource Center.

- AAA Case Managers distributed census information to 415 callers, at 31 home visits, and in 55 client waitlist letters.

- Census flyers from the toolkit were included with 865 annual client satisfaction surveys.

- AAA staff integrated census outreach into their daily contacts with callers and clients. Talking points about the census were shared with staff and contractors to ensure accuracy and consistency.

- Talking points about the changes in census operations and the timeline were produced for AAA staff and contractors.

Some of our original plans for distributing flyers and disseminating information about the census were impacted by the cancellation of community meetings, events, and resource fairs. In lieu of this, the following alternative ways of performing outreach were implemented:

- AAA staff and contractors determined the need for making reassurance calls to previous and current clients. These calls provided an opportunity for connecting with homebound older adults to provide reassurance and resources for meeting their needs. Feedback from staff and contractors indicates these calls really made a difference to people who were suffering from isolation. Most of these interactions were lengthy and deemed very valuable. Additionally, staff and contractors were able to make the case for the value of responding to the census to continuing funding for community-based services. AAA staff noted that some people hadn't received information from the census so the phone contact was a good reminder, some weren't aware of the importance of the census to community-based services, and some had heard misinformation about the census that was cleared up.

- DRCOG purchased 1,500 imprinted masks that were distributed to residents of small assisted living residences and senior housing units. Assisted living residents and administrators expressed gratitude for the masks and how much it meant for them to be counted.

- Given the high demand for food and nutrition during the coronavirus, DRCOG contractors (including Volunteers of America, Project Angel Heart, Southwest Improvement Council, Arapahoe County, Lutheran Family Services, and Jewish Family Services) have been delivering meals and providing food pantries and food boxes to thousands of households in the region, including several rural areas. DRCOG determined these types of contacts were an opportunity to reach people and connect the value of responding to the census to the funding of local services like the ones providing the food they were receiving. Flyers were produced with that message and distributed with 12,000 meals and food boxes.

- In June, DRCOG produced another flyer describing the revised census operations timeline. 10,000 of these flyers will be distributed by AAA staff and contractors over the summer and into the fall to continue our census outreach efforts.

In the final month of the grant, we also had masks printed with the census logo and our "be counted" messaging for distribution to our Area Agency on Aging staff and small assisted living facilities and senior housing units.

Taking the census helps people like you receive food.

A complete census count is important to our communities. Funding for local food and nutrition programs is based on the number of Coloradans who take the census.

Due to the COVID-19 pandemic, we created some additional outreach materials for use in June, specifically intended to be provided with meal delivery/pickup.

Area Agency on Aging provider outreach

Another key component of this project involved leveraging the capacity of DRCOG's existing AAA contractor network of community-based services that are required to conduct outreach in their existing contracts. These community-based organizations provide a wide array of services such as transportation, congregate and home-delivered meals, handyman chore service, in-home care, respite for caregivers, adaptive aids for the visually impaired, and more. DRCOG provided the census materials in the toolkits to each contracted provider to distribute to their clients, as well as talking points to keep the contractors informed of the changes in operations and the timeline throughout the grant period.

Contractor activities included the distribution of materials, mailings, social media posts and phone calls. These activities reached at least 7,685 individuals. The pandemic significantly impacted the services provided by the contractors during the grant period. While several events were cancelled, many of these providers made adaptations to their census outreach strategy due to the pandemic. For example, the Center for People with Disabilities delivered virtual presentations to several assisted living residences, two community centers, and a peer support group in early March.

Grant sub-recipient outreach

A portion of our grant funds were sub-awarded to AAA contractors to provide additional outreach and assistance, beyond distributing toolkit resources. Community partners planned to offer safe spaces at their service locations that offer HIPAA-compliant computers and technical assistance for older adults to complete their Census forms, as well as undertake additional census outreach. These contractors included ones who are serving older adults who are visually challenged (A3, Colorado Center for the Blind); Latino, Native American and Asian Pacific elders (Southwest Improvement Council, Asian Pacific Development Center); refugees (Jewish Family Service); homeless (Senior Support Services) or live in rural areas (Volunteers of America, Seniors' Resource Center).

Sub-recipient activities to provide face to face technical assistance were severely impacted by the coronavirus. In February, the Denver Office on Aging was able to hold several events, but all the other contractors cancelled their plans for safe sites and events for providing technical assistance. For example, hardest hit was an organization called Senior Support Services that provides case management and day care services and food to older adults who are homeless. When their doors were closed due to the pandemic, they weren't able to assist their clients with responding to the census and will return all their grant funding. However, some of the other sub-recipients like the Colorado Gerontological Society were still able to do significant amounts of outreach through other outlets like newsletters, webinars, press releases and media interviews, and virtual events.

Our contractors who were sub-awarded consistently reported that mailings and phone calls were the most effective ways to reach people. As cited above, the reassurance calls they made to check in with people were conducive to asking people if they responded to the census and sharing information on how to respond.

Despite the challenges of the pandemic and cancellations of events and in-person assistance, sub-recipients estimated that in total they reached at least 1,323,678 people through outreach efforts such as mailings, newsletters, phone calls, emails, webinars, trainings, interviews, press releases, and social media posts.

ATTACH J

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
         (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Informational Item	15

SUBJECT

September administrative modifications to the *2020-2023 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Per the DRCOG Board-adopted 2020-2023 TIP Policy, administrative modifications to the 2020-2023 TIP are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

After the Board is informed of the administrative modifications, the TIP adjustments are processed and posted on the DRCOG 2020-2023 TIP web page. Then they are emailed to the TIP Notification List, which includes members of the Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The September 2020 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

2020-2023 TIP Administrative Modifications (September 2020)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Todd Cottrell, Senior Planner, at (303) 480-6737 or tcottrell@drcog.org.

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **September 2020 Administrative Modifications to the *2020-2023 Transportation Improvement Program***

Date: September 16, 2020

SUMMARY

- Per the DRCOG Board-adopted 2020-2023 TIP Policy, Administrative Modifications to the 2020-2023 TIP are reviewed and processed by staff before presented to the DRCOG Board as an informational item. They are then emailed to the TIP Notification List, and posted on the DRCOG 2020-2023 TIP web page. Administrative Modifications represent minor changes to TIP projects not defined as "regionally significant changes" for air quality conformity findings, or per CDOT definition.

- The TIP Notification List includes the members of the DRCOG Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. If you wish to be removed from the TIP Notification List, please contact Todd Cottrell at (303) 480-6737 or via e-mail at tcottrell@drcog.org.

- The projects included through this set of Administrative Modifications are listed below. The attached describes these modifications, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

- **2008-077:**   **Region 4 FASTER Pool**
    - Add pool project
- **2012-107:**   **Enhanced Mobility for Elderly and Disabled (FTA 5310)**
    - Add pool projects
- **2016-004:**   **Regional Transportation Operations and Technology Set-Aside**
    - Add pool projects
- **2020-079:**   **Human Services Transportation/FASTER Set-Aside**
    - Add pool projects
- **2020-080:**   **CDOT Trust Settlement Pool**
    - Add funding to a pool project

2008-077: Add one pool project using available funding

Existing

Title: Region 4 FASTER Pool   Project Type: **Safety**

TIP-ID: 2008-077   **STIP-ID: SR46606**   Open to Public: Sponsor: **CDOT Region 4**

Project Scope

Pool contains safety-related improvements and upgrades based on the FASTER funding program (Colorado Senate Bill 108) in CDOT Region 4.

Affected County(ies)
Boulder
Weld

Performance Measures	
☐	Bridge Condition
☒	Congestion
☐	Freight Reliability
☒	Pavement Condition
☒	Safety
☒	Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-119	Safety Improvements Gilpin CL to Boulder City Limits	$1,500	Canyon and Folsom	Traffic Signal Upgrades	$550	SH-52 and WCR 13	Intersection Improvements	$3,532
SH-7	Safety Improvement (DRCOG portion)	$1,350	US-287 and Grand	Intersection Improvements	$1	I-25 and Erie Pkwy	Ramp Signals	$675
SH-119	11th St signals including bike/ped	$1,000	SH-287 and 17th Ave	Intersection Improvements	$650	US-287 and Jersey Ave	Island Access Controls	$54
US-287	Pike Rd Intersection Improvements	$4,000	Various Intersection Improvements		$4,000	US-287 and 21st Ave.	Signal Improvements	$215
Traffic Signal Upgrades	Various Locations	$2,000	US-36 Rumble Strips	Estes to Boulder	$500	SH-66 and WCR 13	Radii Widening	$36

Amounts in $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (Faster-S)		$17,075	$17,000	$18,000	$15,000		
Local		$0	$0	$0	$0		
Total	$36,503	$17,075	$17,000	$18,000	$15,000	$0	$103,578

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-119	Safety Improvements Gilpin CL to Boulder City Limits	$1,500	US-287 and Grand	Intersection Improvements	$1	US-287 and Jersey Ave	Island Access Controls	$54
SH-7	Safety Improvement (DRCOG portion)	$1,350	SH-287 and 17th Ave	Intersection Improvements	$650	US-287 and 21st Ave.	Signal Improvements	$215
SH-119	11th St signals including bike/ped	$1,000	Various Intersection Improvements		$4,000	SH-66 and WCR 13	Radii Widening	$36
US-287	Pike Rd Intersection Improvements	$4,000	US-36 Rumble Strips	Estes to Boulder	$500	US-36 Intersection Striping & Widening	Hygiene Rd and Nelson Rd	$490
Traffic Signal Upgrades	Various Locations	$2,000	SH-52 and WCR 13	Intersection Improvements	$3,532			
Canyon and Folsom	Traffic Signal Upgrades	$550	I-25 and Erie Pkwy	Ramp Signals	$675			

2012-107: Pending September 2020 DRCOG Board approval, add pool projects from recent call for projects

Existing

Title: Enhanced Mobility for Elderly and Disabled (FTA 5310)   **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 the elderly and disabled.

Affected County(ies)
Regional

Performance Measures	
☐	Bridge Condition
☒	Congestion
☐	Freight Reliability
☐	Pavement Condition
☒	Safety
☐	Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Via (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	$82	DRMAC	Mobility Management (FY19 Large Urban)	$250	SRC	Mobility Management (FY20)	$439
SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	$124	Douglas County	Mobility Management (FY19 Large Urban)	$375	SRC	Operating (FY20)	$385
SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	$153	Continuum of Colorado	Operating (FY19 Large Urban)	$90	SRC	Van Expansion (FY20)	$83
Via Mobility Services	Bus replacement (FY19 Small Urban)	$105	Continuum of Colorado	Vehicle Replacement (FY19 Large Urban)	$68	SRC	BOC Expansion (FY20)	$73
Easter Seals	Minivan replacement (FY19 Large Urban)	$38	Easter Seals Colorado	Vehicle Replacement (FY19 Large Urban)	$55	VIA	Mobility Management (FY20)	$192
Seniors Resource Center	Bus Replacement (FY19 Large Urban)	$408	SRC	Vehicle Replacement (FY19 Large Urban	$42	Douglas County	1 Van Expansion (FY20)	$48
Via	Mobility Management (FY19 Small Urban)	$285	SRC	Bus Replacement (FY19 Large Urban)	$72	Douglas County	Mobility Management (FY20)	$395
Via	Operating (FY19 Small Urban)	$255	SRC	Bus Replacement (FY19 Large Urban)	$124	Easter Seals	1 BOC Expansion (FY20)	$52
Continuum of Colorado	Operating (FY18)	$60	VIA	Bus Replacement (FY19 Small Urban)	$38	Laradon Hall Society	Van Replacement (FY20)	$103
Via	Operating (FY19 Small Urban)	$168	VIA	Bus Replacement (FY19 Small Urban)	$59	Goodwill - Denver	Replacement Vehicle (FY20)	$55
Via	Mobility Management (FY19 Small Urban)	$418	Adams County	Mobility Management (FY20)	$108	VIA	Mobility Management (FY20 Small Urban)	$419
Via	Mobility Management (FY19 Large Urban)	$227	Broomfield	1 Vehicle Expansion (FY20)	$54	VIA	Operating (FY20 Small Urban)	$248
Seniors Resource Center	Mobility Management (FY19 Large urban)	$248	Broomfield	Equipment (FY20)	$25	VIA	4 Vehicle Replacement (FY 20 Small Urban)	$273
Seniors Resource Center	Operating (FY19 Large Urban)	$273	DRMAC	Mobility Management (FY20)	$288	VIA	2 Van Replacement (FY20 Small Urban)	$117

Amounts In $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal (5310)		$3,354	$1,800	$1,800	$1,800		
State		$0	$0	$0	$0		
Local		$1,313	$450	$450	$450		
Total	$27,108	$4,667	$2,250	$2,250	$2,250	$0	$38,525

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Via (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	$82	Continuum of Colorado	Vehicle Replacement (FY19 Large Urban)	$68	Douglas County	Mobility Management (FY20)	$395
SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	$124	Easter Seals Colorado	Vehicle Replacement (FY19 Large Urban)	$55	Easter Seals	1 BOC Expansion (FY20)	$52
SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	$153	SRC	Vehicle Replacement (FY19 Large Urban	$42	Laradon Hall Society	Van Replacement (FY20)	$103
Via Mobility Services	Bus replacement (FY19 Small Urban)	$105	SRC	Bus Replacement (FY19 Large Urban)	$72	Goodwill - Denver	Replacement Vehicle (FY20)	$55
Easter Seals	Minivan replacement (FY19 Large Urban)	$38	SRC	Bus Replacement (FY19 Large Urban)	$124	VIA	Mobility Management (FY20 Small Urban)	$419
Seniors Resource Center	Bus Replacement (FY19 Large Urban)	$408	VIA	Bus Replacement (FY19 Small Urban)	$38	VIA	Operating (FY20 Small Urban)	$248
Via	Mobility Management (FY19 Small Urban)	$285	VIA	Bus Replacement (FY19 Small Urban)	$59	VIA	4 Vehicle Replacement (FY 20 Small Urban)	$273
Via	Operating (FY19 Small Urban)	$255	Adams County	Mobility Management (FY20)	$108	VIA	2 Van Replacement (FY20 Small Urban)	$117
Continuum of Colorado	Operating (FY18)	$60	Broomfield	1 Vehicle Expansion (FY20)	$54	Douglas County	Mobility Management (FY21-22)	$450
Via	Operating (FY19 Small Urban)	$168	Broomfield	Equipment (FY20)	$25	DRCOG	Ride Alliance Annual Maintenance (FY21-22)	$57
Via	Mobility Management (FY19 Small Urban)	$418	DRMAC	Mobility Management (FY20)	$288	DRMAC	Mobility Management (FY21-22)	$350
Via	Mobility Management (FY19 Large Urban)	$227	SRC	Mobility Management (FY20)	$439	Lakewood	Operating (FY21-22)	$60
Seniors Resource Center	Mobility Management (FY19 Large urban)	$248	SRC	Operating (FY20)	$385	Laradon Hall Society	Operating (FY21-22)	$72
Seniors Resource Center	Operating (FY19 Large Urban)	$273	SRC	Van Expansion (FY20)	$83	Laradon Hall Society	4 Replacement Vehicles (FY21-22)	$212
DRMAC	Mobility Management (FY19 Large Urban)	$250	SRC	BOC Expansion (FY20)	$73	VIA	Operating (FY21-22)	$1,000
Douglas County	Mobility Management (FY19 Large Urban)	$375	VIA	Mobility Management (FY20)	$192	VIA	Mobility Management (FY21-22)	$400
Continuum of Colorado	Operating (FY19 Large Urban)	$90	Douglas County	1 Van Expansion (FY20)	$48	VIA	Software Purchase (FY21-22)	$258

2016-004: Pending September 2020 DRCOG Board approval, add pool projects from recent call for projects. Increase CMAQ funding due to project returns (to match the amounts from the recent call) and adjust local match

Existing

Title: **Regional Transportation Operations and Technology Set-Aside**   Project Type: **Congestion Management**

TIP-ID: **2016-004**   STIP-ID: Open to Public: Sponsor: **DRCOG**

Project Scope

A pool to fund capital improvements to traffic signal systems, traffic signal timing and coordination work, traffic signal system engineering and design, intelligent transportation systems projects, and technology intregration.

Affected County(ies)
Regional

Performance Measures	
☐	Bridge Condition
☒	Congestion
☐	Freight Reliability
☐	Pavement Condition
☒	Safety
☒	Travel Time Reliability

Amounts in $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal (CMAQ)		$5,000	$6,406	$5,000	$5,000		
State		$0	$0	$0	$0		
Local		$1,250	$1,602	$1,250	$1,250		
Total	$24,224	$6,250	$8,008	$6,250	$6,250	$0	$50,982

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Aurora	Signal System Upgrade (FY22)	$460	Commerce City	ATSPM System (FY21-22)	$190	Northglenn	ATSPM System (FY21)	$960
Aurora	Signal Controller Upgrades (FY23)	$796	Denver	Bluetooth Expansion (FY23)	$977	Parker	Traffic Responsive Signal Control (FY21)	$400
Boulder	ATSPM & System Communication (FY22-23)	$1,349	Denver	Adaptive Signal Control & ATSPM System (FY22)	$891	RTD	TSP Data Management (FY21-22)	$530
Castle Rock	ATSPM (FY21-22)	$695	Denver	Pedestrian Detection (FY21)	$927	RTD	TSP Conditionality (FY21-22)	$450
CDOT R1	Advance Detection (FY21,23)	$892	Douglas County	ATSPM System (FY22)	$292	Thornton	Travel Time Monitoring System (FY21)	$100
CDOT R1	Traffic Camera Expansion (FY21-23)	$161	Erie	Signal System Communication (FY21-22)	$893	Westminster	Controllers & Switches Upgrades (FY21)	$446
CDOT R4	Advance Detection - SH-119 (FY22)	$387	Jefferson County	System Communication (FY21)	$434	Westminster	Traffic Cameras and Signal System Upgrade (FY21)	$283
CDOT R4	Advance Detection - US-287 (FY21)	$180	Littleton	System Communication (FY21-22)	$590			
Centennial	S2S Communication (FY21-23)	$800	Lone Tree	Adaptive Signal Control (FY22)	$200			

Amounts in $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal (CMAQ)		$5,000	$7,070	$5,972	$5,303		
State		$0	$0	$0	$0		
Local		$1,250	$1,011	$385	$585		
Total	$24,224	$6,250	$8,081	$6,357	$5,888	$0	$50,800

2020-079: Pending September 2020 DRCOG Board approval, add pool projects from recent call for projects

Existing

Title: **Human Services Transportation/FASTER Set-Aside**   Project Type: **Bus Service Projects (New)**

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 the vulnerable population.

Affected County(ies)
Regional

Performance Measures	
☐	Bridge Condition
☒	Congestion
☐	Freight Reliability
☐	Pavement Condition
☒	Safety
☐	Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
	Boulder County - Operating (FY20) - $177			Broomfield - Capital Equipment (FY20) - $5		Capital Projects		$468
	City of Boulder - Operating (FY20) - $17			DRMAC - Mobility Management (FY20) - $60		Mobility Management Projects		$60
	VIA - Operating (FY20) - $43			Douglas County - Operating (FY20) - $138		Operating Projects		$375
	VIA - Capital Replacement-BOC (FY20) - $87			DRCOG - Program Administration (FY20) - $97		Program Administration		$97
	VIA - Capital Replacement-Van (FY20) - $56			VIA - SRC Fleet Acquisition (FY20) - $250				
	Broomfield - Capital 1 Vehicle Expansion (FY20) - $11			VIA - Capital 4 Vehicle Expansion - $58	$0			

Amounts in $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (Faster-T)		$1,000	$1,000	$1,000	$1,000		
Local		$579	$250	$250	$250		
Total	$0	$1,579	$1,250	$1,250	$1,250	$0	$5,329

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
	Boulder County - Operating (FY20) - $177			VIA - SRC Fleet Acquisition (FY20) - $250	$0		DRMAC - Mobility Management (FY21-22) - $87	$0
	City of Boulder - Operating (FY20) - $17			VIA - Capital 4 Vehicle Expansion - $58	$0		VIA - Mobility Management (FY21-22) - $100	$0
	VIA - Operating (FY20) - $43		Capital Projects		$783		A Little Help - Capital Facilities (FY21-22) - $25	$0
	VIA - Capital Replacement-BOC (FY20) - $87		Mobility Management Projects		$595		VIA - Capital Software (FY21-22) - $42	$0
	VIA - Capital Replacement-Van (FY20) - $56		Operating Projects		$1,025		VIA - Capital Security Cameras (FY21-22) - $248	$0
	Broomfield - Capital 1 Vehicle Expansion (FY20) - $11	$0	Program Administration		$97		Boulder County - Planning Project (FY21-22) - $16	$0
	Broomfield - Capital Equipment (FY20) - $5			Boulder County - Operating (FY21-22) - $150	$0		FY22 Unprogrammed	$500
	DRMAC - Mobility Management (FY20) - $60			VIA - Operating (FY21-22) - $500	$0		FY23 Unprogrammed	$1,000
	Douglas County - Operating (FY20) - $138			A Little Help - Mobility Management (FY21-22) - $45	$0			
	DRCOG - Program Administration (FY20) - $97			Douglas County - Mobility Management (FY21-22) - $287	$0			

2020-080: Add funding to one pool project

Existing

Title: **CDOT Trust Settlement Pool**　　　　　　Project Type: **Transit Vehicles**

TIP-ID: **2020-080**　　　STIP-ID:　　　　Open to Public:　　　Sponsor: **CDOT**

Project Scope

The pool funds projects from a settlement with a car manufacturer. The funds will be used to reduce air pollution in Colorado.

Affected County(ies)
Regional

Performance Measures	
☐	Bridge Condition
☒	Congestion
☐	Freight Reliability
☐	Pavement Condition
☐	Safety
☐	Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
RTD	Purchase 15 Battery Electric Bus Replacements (FY20)	$0	RTD	12 Battery Electric Chargers w/ Infrastructure (FY20)	$0	Boulder	4 Electric Bus Chargers (FY21)	$340
Boulder	Electric Bus (FY20)	$332	Boulder	4 Electric Bus Replacements (FY21)	$1,745	Via	Electric Bus Replacement (FY21)	$167

Amounts in $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (STF)		$332	$2,252	$0	$0		
Local		$0	$0	$0	$0		
Total	$0	$332	$2,252	$0	$0	$0	$2,584

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
RTD	Purchase 15 Battery Electric Bus Replacements (FY20)	$0	RTD	12 Battery Electric Chargers w/ Infrastructure (FY20)	$0	Boulder	4 Electric Bus Chargers (FY21)	$340
Boulder	Electric Bus (FY20)	$483	Boulder	4 Electric Bus Replacements (FY21)	$1,745	Via	Electric Bus Replacement (FY21)	$167

Amounts in $1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		$0	$0	$0	$0		
State (STF)		$483	$2,252	$0	$0		
Local		$0	$0	$0	$0		
Total	$0	$483	$2,252	$0	$0	$0	$2,735

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
              (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Informational Item	16

SUBJECT
Draft 2021 Work Plan

PROPOSED ACTION/RECOMMENDATIONS
Review and comments

ACTION BY OTHERS
N/A

SUMMARY
DRCOG staff have prepared a first draft of the 2021 Work Plan for the Board's consideration. We are seeking input from the Board of Directors on this first draft by the end of September 2020.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
N/A

ATTACHMENTS
Draft 2021 Work Plan

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at drex@drcog.org or (303) 480-6701; or Flo Raitano, Director, Partnership Development & Innovation, at 303-480-6789 or fraitano@drcog.org.

Draft 2021
Work Program

drcog

We make life better!

DENVER REGIONAL COUNCIL OF GOVERNMENTS

Work program

DRCOG's 2021 work program consists of programs, projects, and initiatives associated with DRCOG's Balanced Scorecard strategic plan. The work program is organized within four Balanced Scorecard perspectives.

Described below, perspectives are the various lenses or views of DRCOG's organization. Strategic objectives (shown on the following page) and associated measures are developed for each perspective, creating a scorecard that is balanced.

Communities and Residents

This perspective contains objectives that represent continuous improvements needed for our communities and their residents.

Financial Stewardship

The financial stewardship perspective contains objectives related to cost management, funding and resource investment.

Business Operations

This perspective contains objectives related to process improvement, partnering, products and services.
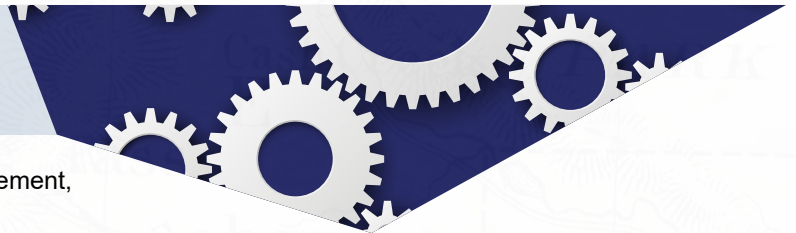
Skilled Workforce

The skilled workforce perspective encompasses objectives related to developing knowledge, skills and abilities for staff, a collaborative culture and providing the proper tools and technology for staff to perform their jobs to the highest level.

The DRCOG strategy map

COMMUNITIES AND RESIDENTS
- promote informed decisions → advance Board goals and priorities → maximize value to communities

FINANCIAL STEWARDSHIP
- improve cost management → improve strategic resource investment ← increase funding

BUSINESS OPERATIONS
- improve processes ← improve internal and external communication → provide quality products and services → enhance strategic partnerships

SKILLED WORKFORCE
- enhance knowledge, skills and abilities
- improve availability of technology and tools
- create a culture of openness, collaboration and innovation

Communities and Residents

- promote informed decisions
- advance Board goals and priorities
- maximize value to communities

Population and employment forecast coordination

Ongoing **collaboration** with forward-thinking groups of like-minded organizations to promote and support communities that facilitate healthy and successful aging.

Population and employment forecast coordination

Under a pilot program, DRCOG staff will collaborate with the Colorado Department of Local Affairs to improve local, regional and state coordination on accurate, timely and transparent forecasts.

Metro Vision Idea Exchanges

Metro Vision Idea Exchanges provide a forum where DRCOG's planning partners and other stakeholders share information and ideas, identify local and regional successes worth continuing, as well as emerging and ongoing challenges and actions to address them.

Regional wasteshed and waste diversion planning

Through a two-year effort, regional partners will identify and prioritize changes to waste collection systems and the regional investments necessary to ensure the efficient flow of waste through shared infrastructure and increase diversion rates.

Regional Growth Initiative cohorts

DRCOG facilitates forums where participants discuss critical growth and development issues and identify individual and shared solutions to contribute to the achievement of Metro Vision outcomes and objectives.

Way to Go 2.0

Way to Go is a foundational regional partnership that reduces traffic congestion and improves air quality through education, marketing and outreach to encourage non-single-occupant vehicle travel. As a result of the pandemic affecting safety concerns and commuter sentiment related to shared rides and transit, Way to Go's staff outreach efforts and marketing are emphasizing behavior change in telework, biking and walking.

Commute Trip Reduction

In response to the region's serious air quality issues, and in collaboration with the Regional Air Quality Council, the business community and other stakeholders, Way to Go is developing the framework for a proposed regulatory approach to partner with and support large employers in the region to provide a minimum level of commuter education and options packages within the workplace.

Public engagement

Through its ongoing public engagement initiative, DRCOG provides people-centered planning, projects and services by proactively offering opportunities for the region's residents to learn about and engage with DRCOG. We'll continue to build on efforts using online tools and new tactics, while leveraging the newly formed Youth Advisory Panel and Citizens' Advisory Group to expand the range of voices offering input.

Bike to Work and Bike to Wherever

The coronavirus pandemic offered the Way to Go team an opportunity to expand its longstanding Bike to Work Day efforts. As a result of postponing Bike to Work Day twice in 2020, Way to Go's new campaign, Bike to Wherever, will promote two-wheeled trips for all purposes year-round.

Telework Tomorrow

In light of the pandemic, DRCOG researched how employers and employees were adapting to working remotely and determined that a large percentage were interested in continuing expanded telework. A Way to Go initiative, Telework Tomorrow provides resources, including an employer toolkit, to support the implementation of telework and flex schedules, along with marketing and advertising to promote it.

Milestones: DRCOG has always promoted telework and flex scheduling to take cars off the road at peak travel times. The robust Telework Tomorrow initiative began in April 2020 with employer surveys distributed through the Society of Human Resource Managers Colorado chapters, as well as a survey of commuters. Campaign materials and promotion, including advertising and outreach, began in May 2020 and will continue indefinitely.

Partnerships: The Way to Go partnership comprises eight transportation management associations in the region. Additionally, partners promoting and supporting the Telework Tomorrow initiative include the Colorado Department of Transportation, Regional Air Quality Council, Colorado Department of Public Health and Environment and the Colorado Energy Office.

Significance: Building on Way to Go's previous success – the Denver region already had one of the highest telework rates in the country – sustained robust, expanded telework in the region will reduce traffic congestion and improve air quality.

Communities and Residents

- promote informed decisions
- advance Board goals and priorities
- maximize value to communities

Smart Region Initiative

Building on established partnerships with organizations already active in the Smart City space, such as the Colorado Smart Cities Alliance, DRCOG staff continue to track and incorporate innovations and best practices in the areas of mobility; connectivity; health and aging; and safety and resilience. DRCOG sends a weekly email with links to the latest developments and research on the various aspects of becoming a smart region.

Small Communities, Hot Topics

Started in 2014, the Small Communities, Hot Topics forum has transitioned into an on-line virtual annual forum. Beyond the annual forum, DRCOG staff relay timely information about programs, opportunities and developing trends relevant to the region's smaller communities. The Small Communities, Hot Topics forum will continue in 2021, as well as frequent digital communication designed to keep DRCOG's smaller jurisdictions well-informed about resources and opportunities.

Legislative Affairs

DRCOG's senior policy and legislative analyst, along with a contract team of registered lobbyists at the state and federal level provide ongoing analysis of the potential effects and benefits that may accrue for all DRCOG activities, with a specific emphasis on transportation funding and funding and policy for aging services. DRCOG's policy analyst and lobbying team are always available to provide insights of proposed legislation on the mission, vision and daily activities of DRCOG and any potential impacts on our member communities.

City/County Managers Quarterly Forum

DRCOG will continue to host quarterly meetings of the region's city and county managers in 2021, transitioning back to an in-person format when feasible. The forums provide the managers with an opportunity to identify, discuss and share ideas on regionwide topics as well as concerns affecting their respective communities. DRCOG facilitates the forum, helping to identify resources and information.

Milestones: An April 2020 check-in with the city and county managers resulted in a request for DRCOG to develop a platform to facilitate informal encounters among managers more frequently than the quarterly forums. In response, DRCOG staff leveraged the Microsoft Teams platform to create a Managers Huddle channel in advance of the regularly scheduled quarterly forum. In addition, DRCOG organized a weekly, half-hour video chat for the managers via the Teams platform. With as many as 12 managers attending some weeks, even the more lightly attended chats have provided the opportunity for networking and learning.

DRCOG sends a weekly Managers Huddle Herald eblast every Monday containing resources and a weekly member community spotlight.

Partnerships: City and county managers in the region, University of Colorado Denver faculty, Tri-County Health Department, Colorado Smart Cities Alliance, Colorado Office of the Attorney General

Significance: The forums provide an opportunity for the city and county managers to hear about — and provide input and feedback on — DRCOG activities, new initiatives, and upcoming opportunities. They're also a dedicated place where managers can explore issues that may affect the entire region and their significance to the managers' communities and counties. Managers identify the topics for conversation, and DRCOG coordinates the meetings and identifies information and relevant resources. Recent topics have included homelessness, the opioid crisis, transportation funding, micromobility and wasteshed planning.

Communities and Residents

- promote informed decisions
- advance Board goals and priorities
- maximize value to communities


Voucher program expansion

The Area Agency on Aging will expand its voucher program to services to include additional transportation, in-home services, chore services and material aid. The expansion will reduce waiting lists and increase access to services during the COVID-19 pandemic. Vouchers allow the Area Agency on Aging to expand its provider base to include for-profit organizations.

Milestones: DRCOG piloted the voucher program in April 2019 with transportation services provided by HopSkipDrive. Increased funding allowed for formalization and expansion of the program in April 2020 to include additional transportation options and in-home services. Additional services will be added as resources permit and agreements are executed.

Partnerships: Beyond transportation services already provided through a partnership with HopSkipDrive, the Area Agency on Aging has executed a contract with Uber and are developing a contract with Lyft. DRCOG contracts with BrightStar Care and Alpine Home Care for in-home

services. In addition to providing services, contractors and numerous other agencies throughout the region provide referrals for other Area Agency on Aging services.

Significance: The demand for transportation, in-home services, chore services and material aid is expanding rapidly. The voucher program for transportation allows the Area Agency on Aging to consistently serve more parts of the region, expand trip types, extend hours of service to include weekends and reduce the cost of some trips. Providing in-home services through the voucher program helps the region's older adults remain safe in their homes and avoid premature admittance to nursing homes and assisted living facilities. Most older adults desire to stay at home if safe and possible, which reduces costs for them, their families and taxpayers. Through the voucher program, DRCOG pays private companies to provide services for a fixed rate, allowing the Area Agency on Aging to serve more people more efficiently, reducing long waiting lists for transportation, in-home services, chore services and material aid.
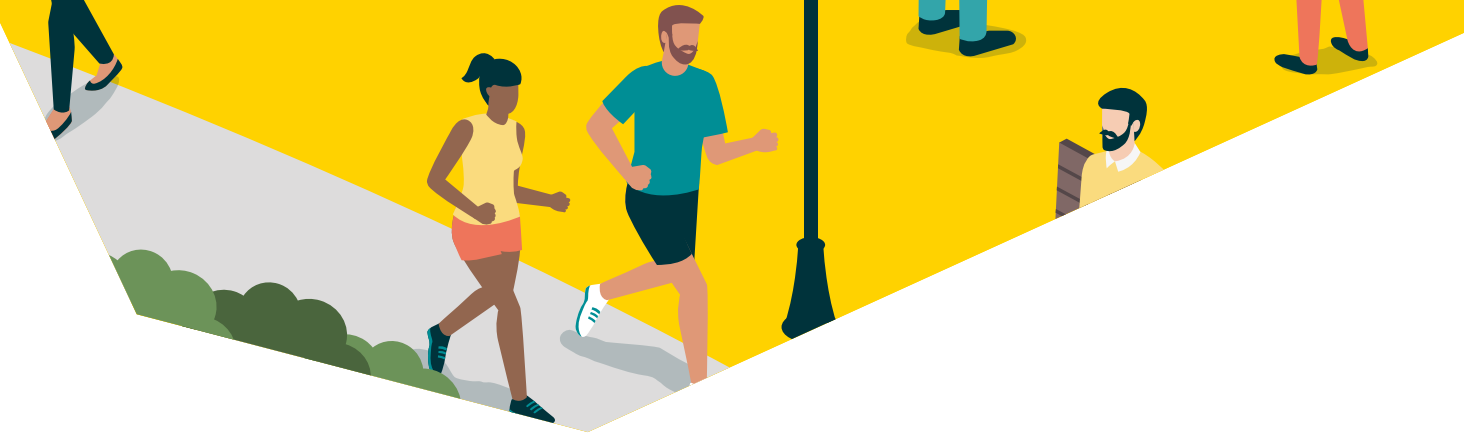
Ride Alliance trip exchange

The Area Agency on Aging will pilot a transportation trip exchange developed under the Veterans Transportation and Community Living Initiative. Staff and partners will use the pilot to identify the exchange's strengths and weaknesses and make adjustments before a full program launch in 2021.

Video and on-line outreach

Responding to the COVID-19 pandemic has required the Area Agency on Aging to reach out virtually to the people it serves. DRCOG staff are creating marketing and informational materials to share on social media and other virtual platforms.

2050 Metro Vision Regional Transportation Plan

The regional transportation plan establishes the vision and strategies for addressing the region's multimodal transportation needs and is updated every four years. The 2050 Metro Vision Regional Transportation Plan will be completed in spring 2021.

Mobility data management

As part of the Advanced Mobility Partnership, DRCOG is working with regional partners to explore processes to collect, manage, maintain and share regional transportation data.

Communities and Residents

- promote informed decisions
- advance Board goals and priorities
- maximize value to communities

Complete Streets Toolkit

The Complete Streets Toolkit is an early action item from the Regional Vision Zero plan to support development of a safe and comfortable transportation system for all modes and all users. The Complete Streets Toolkit will guide local governments in planning, designing and implementing Complete Streets. The toolkit will include strategies and provide support to decision-makers, planners and designers to help ensure that multimodal elements are incorporated into transportation projects. As part of the project, DRCOG staff will develop various street design types that include recommended street design elements based on context and functional priorities.

Milestones: A Complete Streets typology framework, descriptions, guidance, renderings and mapping will be completed fall 2020. A design treatment framework and typology compatibility matrix will be completed in winter 2021. Final toolkit documentation and resources will be developed through November 2021.

Partnerships: Local governments; Regional Vision Zero stakeholders.

Significance: The Complete Streets Toolkit is a key strategy in the region's progress toward achieving a Regional Vision Zero.
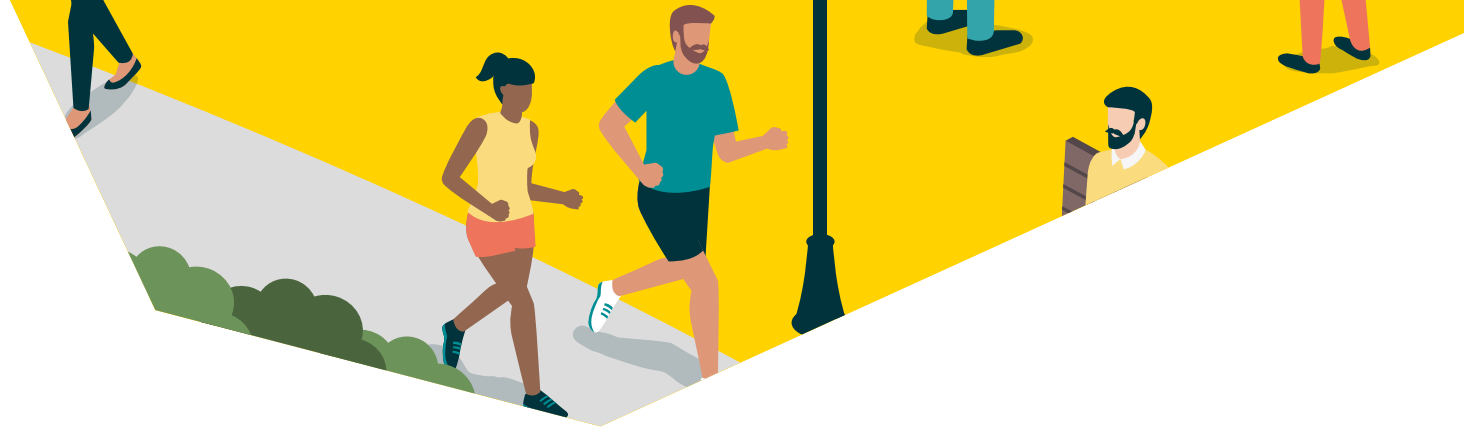
Regional Transportation District Accountability Committee

The governor, state legislature transportation committee chairs and the Regional Transportation District agreed to establish an accountability committee to review and make recommendations related to various aspects of RTD's services, finances and operations. The partners asked DRCOG to support and facilitate the work of the committee.

Advanced Mobility Partnership

DRCOG convenes regional and local participation in the Advanced Mobility Partnership to evaluate, prioritize, coordinate and implement Mobility Choice Blueprint tactics and other transportation technology innovations and initiatives.

Financial Stewardship

- improve cost management
- improve strategic resource investment
- increase funding

Audit

An analysis and report resulting in findings related to DRCOG's financial health and compliance with grant management guidelines, the audit commences each January for the prior fiscal year.

DRCOG budget

A foundational annual product, the budget process begins in July and concludes with final approval by the Board of Directors in November. The budget directs financial decisions made throughout the fiscal year.

Fiscal year transition

DRCOG has traditionally operated on a calendar fiscal year. Over the last several years, DRCOG's funding has expanded dramatically related to programs that operate on the state fiscal year. In 2020, more than $25 million of DRCOG's overall revenue budget of $41 million will be administered consistent with the state fiscal year. The six-month variation between the state fiscal year and DRCOG's calendar fiscal year makes budgeting and forecasting difficult, and presents auditing challenges because two grant years of state funded programs overlap a single DRCOG calendar year.

Milestones: To accommodate the transition, DRCOG will prepare a 12-month calendar year budget for 2021, followed by a 12-month budget commencing in July 2021 to align with the state fiscal year.

Partnerships: DRCOG legal staff, auditors

Significance: Aligning DRCOG's fiscal year with the state fiscal year (July through June) will provide greater visibility and transparency into DRCOG's fiscal position, enhance staff's ability to accurately budget and forecast, and improve staff's effectiveness in its administration of grant contracts.

Business Operations

- improve processes
- improve internal and external communication
- provide quality products and services
- enhance strategic partnerships

Accountable Health Communities partnership development

The Area Agency on Aging's Denver Regional Accountable Health Community will continue to recruit new clinical providers and work to improve the referral process between clinical providers and community service providers.

Network of Care enhancement

Network of Care, an Area Agency on Aging website, provides information on the region's resources, medical information, articles about aging and legislative and advocacy information. In 2019, more than 500,000 unique visitors used Network of Care.

DocuSign implementation

An enhancement activity to streamline contracting approvals and execution both in a virtual work environment and office setting, DocuSign implementation also aligns with DRCOG's business continuity strategy in the event of an emergency.

Board Collaboration Assessment

An annual improvement activity, DRCOG's Board of Directors uses the Board Collaboration Assessment to provide feedback on collaboration with directors, committee structure and leadership.

GIS data development

Through an annual partnership with local governments, DRCOG creates regional datasets including employment, housing, open space and zoning in support of local and regional planning.

Data privacy policy and procedures

DRCOG staff will develop a governance framework to responsibly collect, store, analyze, visualize and report sensitive data obtained in support of the organization's projects, programs and services.

Website refresh

DRCOG staff will refresh DRCOG's website and consolidate other web properties. The web refresh will raise DRCOG's public visibility, improve access to its services and programs, and improve the security of its digital properties.
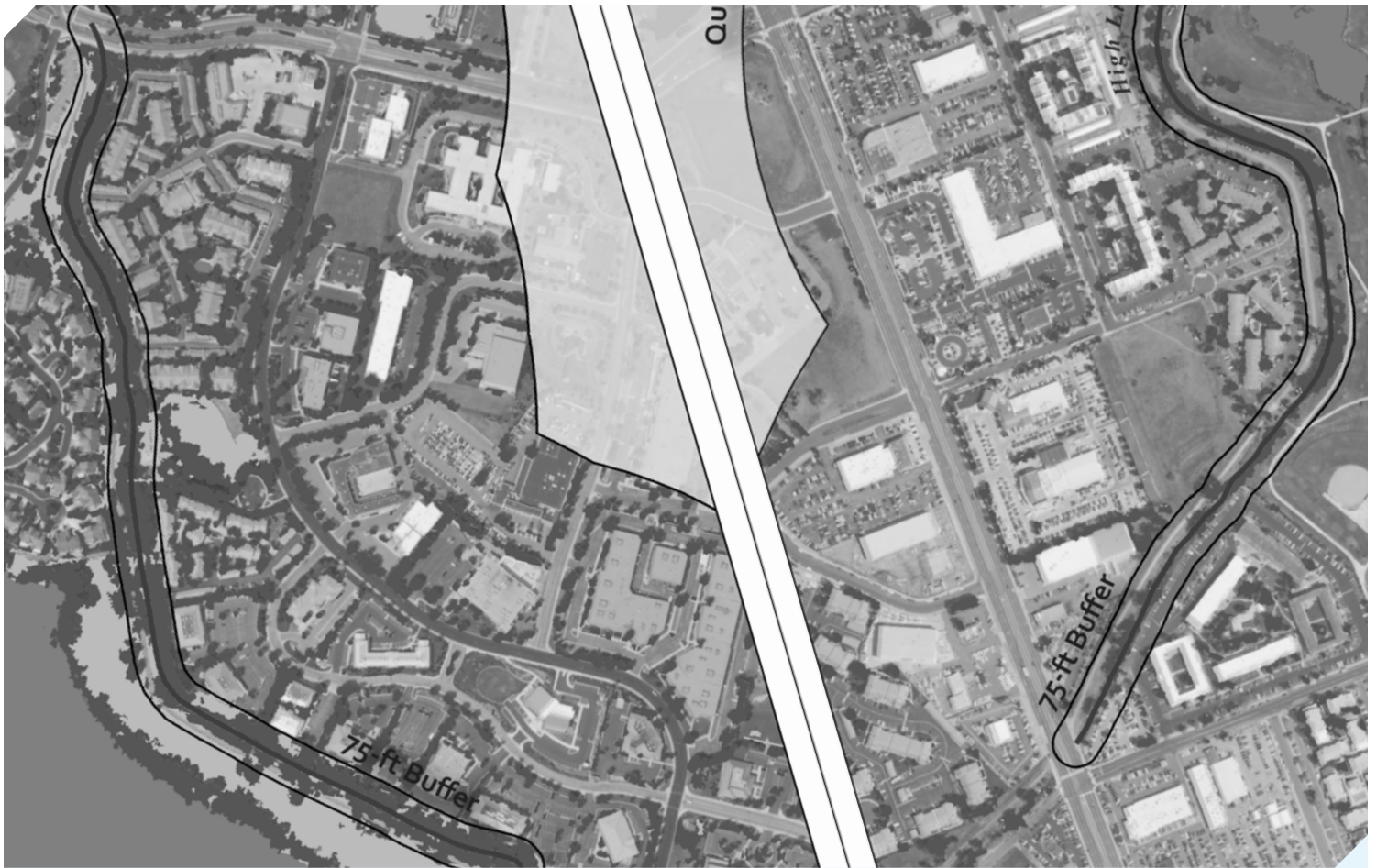
Regional data acquisition projects

DRCOG facilitates and manages cost-effective partnerships and projects that acquire foundational data sets including imagery, lidar, planimetric and land cover in support of local and regional planning.

Milestones: High-resolution aerial imagery for the region will be delivered to project partners by March 2021, the associated planimetric data project will commence upon final delivery of imagery. Lidar data will be finalized and distributed in phases throughout 2021.

Partnerships: Adams County, City and County of Broomfield, Clear Creek County, City and County of Denver, Douglas County, Gilpin County, Jefferson County, Arvada, Aurora, Bennett, Boulder, Brighton, Castle Pines, Castle Rock, Centennial, Cherry Hills Village, Commerce City, Dacono, Englewood, Erie, Federal Heights, Firestone, Frederick, Glendale, Golden, Greenwood Village, Lafayette, Lakewood, Littleton, Lone Tree, Longmont, Louisville, Morrison, Nederland, Northglenn, Parker, Superior, Thornton, Westminster, Wheat Ridge, Mile High

Flood District, Colorado Department of Transportation, Regional Transportation District, Denver Water, Arapahoe County Water and Wastewater Authority, United Power, Metro Wastewater Reclamation District, Jefferson County Communications Center Authority, South Suburban Parks and Recreation, South Metro Fire Rescue, E-470 Public Highway Authority, Pinery Water and Wastewater District, Colorado Water Conservation Board, U.S. Geological Survey

Significance: Foundational datasets are critical for the daily work of local governments and public organizations that includes planning, development and asset management. Routinely purchasing high-quality datasets is often cost-prohibitive for individual organizations but is made possible by regional partnerships. These projects gather funding and requirements from 50-plus partners to create regional coverage of some of the most accurate and detailed datasets in the nation.

Skilled Workforce

- enhance knowledge, skills and abilities
- improve availability of technology and tools
- create a culture of openness, collaboration and innovation

Professional Certification

In order to support staff's professional development and enhance networking opportunities that benefit the organization, DRCOG has increased the dollar amount allocated to each employee for approved job-related professional memberships and certifications.

Doug'n Donuts

Monthly employee events, Doug'n Donuts are informal staff town halls providing an opportunity for DRCOG staff to gather socially and interact with DRCOG's executive director, Douglas W. Rex and the senior management team. Employees are encouraged to ask questions, offer suggestions and learn about activities, developments and policies.

Third Thursday Lunch and Learn

Once-a-month lunch time learning opportunities provide DRCOG staff with a mid-day diversion that also provides interesting, intellectually stimulating presentations on a variety of topics from DRCOG partners, Board members and subject-matter experts.

COG Cares

A service-based employee volunteer program, COG Cares equips DRCOG staff to give back to the region's communities and build teamwork skills across work groups and divisions.

Employee Engagement and Satisfaction Survey

An annual improvement opportunity, the Employee Engagement and Satisfaction Survey facilitates staff feedback on DRCOG, their work groups, satisfaction, supervisor, division director and the executive director.

Performance management software

DRCOG employees participate in annual performance reviews. The Human Resources division anticipates replacing the current system with a more user-friendly performance and compensation management system that will interface with DRCOG's new payroll and human resource information system, WorkforceGo!

Equity Action Committee

One of the ways DRCOG is evaluating its progress and charting its course toward diversity and equity is through the formation of an internal Equity Action Committee. The committee membership is voluntary and its work is self-directed, with twice-monthly updates at division directors meetings.

Training and development

DRCOG has a legacy of investing in its staff through training and development opportunities. Auzmor is a web-based learning management system that employees can use as their schedule allows, as opposed to during a set time in a classroom or meeting space for training. DRCOG also partnered with Go1, the world's largest training content hub. Go1 maintains over 100,000 training classes from which DRCOG's Human Resources division, division

directors and managers have developed a custom training library specific to employee needs.

Milestones: In early 2020, DRCOG partnered with Auzmor Learn to provide our employees with a new way to access learning opportunities. As of this writing, DRCOG University has nearly 600 individual classes available to staff.

Partnerships: Auzmor Learn, Go1

We make life better!

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DENVER REGIONAL COUNCIL OF GOVERNMENTS

Denver Regional Council of Governments
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EO-RP-20WORKPROGRAM-20-09-08-V1

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
         (303) 480-6701 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
September 16, 2020	Informational Item	17

SUBJECT
DRCOG equity activities background information

PROPOSED ACTION/RECOMMENDATIONS
This item is for information.

ACTION BY OTHERS
N/A

SUMMARY
In light of national and local conversations about racial and other equity issues, the Board of Directors Executive Committee has asked staff to lead a Board conversation about DRCOG equity initiatives. That conversation is anticipated for the October 7, 2020 Board Work Session. In preparation for that meeting, staff is providing background information and documents summarizing the agency's current and required activities.

Federal Requirements
DRCOG is a recipient of federal financial assistance. All recipients are required to comply with various federal nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964 which forbids discrimination against anyone in the United States because of race, color, or national origin by any agency receiving federal funds. The Federal-Aid Highway Act of 1973 added the requirement of no discrimination on the grounds of sex. Additionally, the Civil Rights Restoration Act of 1987 defined the word "program" to make clear that discrimination is prohibited throughout an entire agency if any part of the agency receives federal financial assistance.

Policy Statement
The Denver Regional Council of Governments ("DRCOG") adheres to Title VI of the Civil Rights Act of 1964, a nondiscrimination law which provides that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. Further, DRCOG adheres to other federal nondiscrimination statutes that afford legal protection; specifically: Section 162(a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (gender); Age Discrimination Act of 1975 (age); and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act of 1990 (disability). DRCOG is committed to ensuring that no person or persons shall, on any statutorily prescribed basis, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered by DRCOG.

DRCOG has established a discrimination complaint procedure and form for handling complaints of discrimination. Please click on the links below for the procedure and form.

Public Accommodation & Accessibility
DRCOG promotes full accommodation and access to its meetings by publishing the following statement on its meeting agendas: "Persons in need of auxiliary aids or

services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701."

Environmental Justice

In its [2040 Fiscally Constrained Regional Transportation Plan (2040 RTP)](#), DRCOG described the benefits and impacts of the 2040 RTP's projects and elements on the minority and low-income populations of the Denver region. Guidance for evaluating these impacts is derived from Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low Income Populations. The Executive Order and accompanying memorandum reinforced the requirements of Title VI of the Civil Rights Act of 1964 that focus federal attention on the environmental and human health condition in minority and low-income communities. The methodology used by DRCOG first identifies geographic concentrations of environmental justice communities and then examines the benefits and potential impacts of the 2040 RTP. Measures of transit accessibility to jobs areas also calculated. See pages 54-58 of the 2040 RTP for more information.

Limited English Proficiency Plan

In furtherance of Title VI, Executive Order 13166 and related regulations have been enacted to ensure meaningful participation in federal and federally assisted programs and activities by individuals with limited English proficiency. When federal aid is involved, there is to be an effort to reduce the language barrier by providing information or services in other languages through bilingual materials, use of an interpreter, or other means. For example, DRCOG has Language Identification Flashcards in its lobby and every meeting room to help identify an LEP individual's primary language, if unknown, so that DRCOG staff can provide or obtain language interpretation assistance for that individual. DRCOG's website can also be translated for non-English speakers with an embedded Google Translate tool. Consistent with the Executive Order, DRCOG has adopted a Limited English Proficiency Plan; to view DRCOG's plan, please click on the links below.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

- *Link:* [DRCOG Title VI Implementation Plan](#)
- *Link:* [DRCOG Americans with Disabilities (ADA) Program Access Plan](#)
- *Link:* [Limited English Proficiency Plan](#) / [Plan para el dominio limitado de Ingles](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org