

**AGENDA**  
**BOARD OF DIRECTORS**  
**WEDNESDAY, OCTOBER 17, 2018**  
**6:30 – 9:10 p.m.**  
**1001 17<sup>TH</sup> STREET**  
**ASPEN-BIRCH CONFERENCE ROOM**

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. Move to Approve Agenda
5. 6:35 Report of the Chair
  - Report on Regional Transportation Committee
  - Report on Performance and Engagement Committee
  - Report on Finance and Budget Committee
  - Recognition of Sam Light
6. 6:45 Report of the Executive Director
7. 6:55 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.
8. 7:15 Community Spotlight
  - City of Westminster

**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.



### **CONSENT AGENDA**

9. 7:25 Move to Approve Consent Agenda
- Minutes of September 19, 2018  
(Attachment A)

### **ACTION ITEMS**

10. 7:30 Discussion of Ballot Initiatives  
(Attachment B) Rich Mauro, Senior Policy and Legislative Analyst
11. 7:40 Discussion of amendments to the 2018-2021 Transportation Improvement Program (TIP)  
(Attachment C) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
12. 7:50 Discussion of FY 2016-2019 Second Year TIP Project Delays  
(Attachment D) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
13. 8:00 Discussion of Station Area Master Plan/Urban Center eligibility and process  
(Attachment E) Brad Calvert, Director, Regional Planning & Development
14. 8:10 Discussion of FAST Act performance targets  
(Attachment F) Jacob Riger, Long Range Transportation Planning Manager, Transportation Planning & Operations

### **INFORMATIONAL BRIEFINGS**

15. 8:20 Update on FY 2020-2023 TIP Regional Share Call for Projects  
(Attachment G) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
16. 8:30 Metro Vision performance measure report  
(Attachment H) Brad Calvert, Director, Regional Planning & Development
17. 8:40 Committee Reports  
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
- A. Report on State Transportation Advisory Committee – Elise Jones
  - B. Report from Metro Mayors Caucus – Herb Atchison
  - C. Report from Metro Area County Commissioners– Roger Partridge
  - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
  - E. Report from Regional Air Quality Council – Doug Rex
  - F. Report on E-470 Authority – Ron Rakowsky
  - G. Report on FasTracks – Bill Van Meter

**INFORMATIONAL ITEMS**

18. Regional Planning & Development scorecard report  
(Attachment I) Jerry Stigall, Director, Organizational Development
19. 2018-2021 Transportation Improvement Program Administrative Modifications  
(Attachment J) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
20. Relevant clippings and other communications of interest  
(Attachment K)  
Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

**ADMINISTRATIVE ITEMS**

21. Next Meeting – November 28, 2018
22. Other Matters by Members
23. 9:10 Adjourn

## CALENDAR OF FUTURE MEETINGS

### October 2018

16	Regional Transportation Committee	8:30 a.m.
17	Finance and Budget Committee	5:30 p.m.
17	Board of Directors	6:30 p.m.
19	Advisory Committee on Aging	Noon – 3 p.m.
22	Transportation Advisory Committee	1:30 p.m.

### November 2018

14	<b>Performance and Engagement Committee</b>	<b>4 p.m.**</b>
14	<b>Board Work Session</b>	<b>6 p.m.**</b>
16	Advisory Committee on Aging	Noon – 3 p.m.
19	Transportation Advisory Committee	1:30 p.m.
27	<b>Regional Transportation Committee</b>	<b>8:30 a.m.**</b>
28	<b>Finance and Budget Committee</b>	<b>5:30 p.m.**</b>
28	<b>Board of Directors</b>	<b>6:30 p.m.**</b>

### December 2018

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

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

**\*\* PLEASE NOTE the change in date, time and/or order for these meetings.**

**ATTACH A**

MINUTES  
BOARD OF DIRECTORS  
WEDNESDAY, SEPTEMBER 19, 2018

Members/Alternates Present

Herb Atchison, Chair	City of Westminster
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Nicholas Williams	City and County of Denver
Jolon Clark (Alternate)	City and County of Denver
Libby Szabo	Jefferson County
Bob Roth	City of Aurora
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
George Teal	Town of Castle Rock
Tammy Maurer	City of Centennial
Laura Christman	City of Cherry Hills Village
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Linda Olson	City of Englewood
Bill Gippe	Town of Erie
Daniel Dick	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Scott Norquist	City of Glendale
Stephanie Walton	City of Lafayette
Dana Gutwein	City of Lakewood
Karina Elrod	City of Littleton
Larry Strock (Alternate)	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Connie Sullivan	Town of Lyons
Joyce Palaszewski	Town of Mead
Paul Sutton	Town of Morrison
Julie Duran Mullica (Alternate)	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Rita Dozal	Town of Superior
Bud Starker	City of Wheat Ridge
Debra Perkins-Smith	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W Rex, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Brian Staley, Adams County; Bryan Weimer, Arapahoe County; Scot Lewis, Burt Knight, Arvada; Mac Callison, Aurora; Kim Groom,

Broomfield; Brad Boland, Castle Rock; Jamie Hartig, Douglas County; Kevin Forgett, Thornton; Danny Herrmann, CDOT; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell; and DRCOG staff.

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

Move to approve agenda

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

Report of the Chair

- The Regional Transportation Committee met and confirmed the Aviation representative for the Transportation Advisory Committee and recommended approval of the TIP Regional Share Expert panel participants.
- Director Diak reported the Performance and Engagement Committee approved the first amendment to the executive director employment agreement and set the executive director's performance objectives for the coming year. The group received an annual report on the executive policies.
- Director Stolzmann reported the Finance and Budget Committee authorized contracting for services and marketing for commuter transportation demand management during the I-25 South Gap project and received a report on the 2019 DRCOG Budget.

Report of the Executive Director

- Executive Director Rex reported the November Board Work Session and Performance and Engagement Committee meetings will be held on November 14, 2018, and the meeting times will be swapped, with Performance and Engagement Committee meeting at 4 p.m. and the Work Session beginning at 6 p.m. The November Finance and Budget Committee and Board of Directors meetings will be held on November 28, at their regular meeting times.
- Mr. Rex thanked Directors for attending the recent Board Workshop in Keystone. He noted the posters and presentations from the workshop are available in the Board Portal on the DRCOG website.
- The first DRCOG Citizens Academy begins September 27 and will run for seven consecutive Thursdays. Thirty residents from around the region are signed up to participate.
- The Go-tober event is ready to kick off. For information on the event check the Way to Go page on the DRCOG website.
- DRCOG participated in the launch of a statewide initiative called Lifelong Colorado. This is a partnership between the Governor's office, AARP, the Department of Local Affairs, DRCOG and other stakeholders around the state. DRCOG's Boomer Bond initiative will be taken statewide as part of the initiative.
- The City of Thornton will be starting a Boomer Bond assessment in their city.

Chair Atchison recognized Bill Gippe, a new Board Director representing the Town of Erie. The chair also recognized Rita Dozal of Superior; as this is her last meeting.

Public comment

No public comment was received.

Move to approve consent agenda

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

Items on the consent agenda included:

- Minutes of the July 18, 2018 meeting

Discussion of designating TIP Regional Share Review Panel

Todd Cottrell, Transportation Planner, described the process for determining the proposed TIP Regional Share Project Review Panel. He noted the Regional Transportation Committee recommended approval of the panel members at their meeting. In addition to the subregion/CDOT/RTD representatives on the panel, the three subject matter experts proposed for approval are Piep van Heuven, Bicycle Colorado; Greg Fulton, Colorado Motor Carriers Association; and Steve McCannon, Regional Air Quality Council. Director Williams asked what the subject matter experts role is in the process. Mr. Cottrell noted they, along with other members of the panel, will provide input during discussions and prioritization of regional share project submissions that will be recommended to the Board of Directors for approval.

Director Roth **moved** to approve members of the TIP Regional Share Project Review Panel as proposed. The motion was **seconded** and **passed** unanimously.

Discussion of ballot initiatives

Chair Atchison noted the Board would not discuss Amendment 73, as the subject is not in DRCOG's purview. The Chair noted that 30 affirmative votes (a majority of member representatives) is required for the Board to take a position on ballot initiatives. If less than 30 members will be voting, the initiatives will not be discussed. Members were asked to show if they would be voting on each of the three remaining initiatives (Amendment 74, Proposition 109, Proposition 110). Thirty or more directors indicated they would vote on Amendment 74 and Proposition 109, but not on Proposition 110. Rich Mauro, Senior Policy and Legislative Analyst, provided a brief overview of Amendment 74. Members provided input related to the measure, and the effects of similar measures passed in other areas.

Director Jones **moved** that DRCOG adopt a position of oppose for Amendment 74. The motion was **seconded**. There was discussion.

Directors discussed the proposed amendment, and its impact on local governments. Director Jones noted the amendment could make all land use



decisions by local governments subject to litigation. She reported a similar measure in Oregon resulted in 7000 takings claims against local and state government in the first three years, totaling \$20 billion, with nearly \$7 billion being paid out before the voters repealed the measure to avoid bankrupting the cities and state.

After discussion, the motion **passed** with 32 votes in favor.

Mr. Mauro briefly described Proposition 109. He noted this proposition would require the state to bond up to \$3.5 billion to fund highway projects, with no funding identified for multimodal projects, and no funds available for local governments. The Legislature would have to allocate funds from existing general fund or other resources to make the bond payments. A list of projects has been identified, however not all projects on the list can be funded through this proposition. It was noted that some counties have no projects identified in the Proposition 109 list. A comment was made that both Proposition 109 and 110 should be discussed together, not just Proposition 109.

Director Jones **moved** that DRCOG adopt a position of oppose for Proposition 109. The motion was **seconded** and **failed** with 28 votes in favor.

Mr. Mauro briefly described Proposition 110. It was noted this proposition increases state sales tax by .062. The initiative would fund highway and multimodal projects, and funds would be available for local governments. A list of projects that could be funded was included in the agenda packet.

Director Shaw **moved** that DRCOG adopt a position of support for Proposition 110. The motion was **seconded** and **failed** with 29 votes in favor.

A suggestion was made for Proposition 110 to be brought back to the Board at the October meeting.

#### Presentation on Smart Region initiative

Flo Raitano, Director of Partnership Development and Innovation, presented information on DRCOG's Smart Region Initiative. The initiative is an extension of work with Mobility Choice Blueprint and CDOT's Smart Mobility efforts and looks at other aspects of a smart region beyond transportation mobility.

#### Presentation on Mobility Choice Blueprint

Ron Papsdorf, Director of Transportation Planning & Operations, introduced Jason Longsdorf, HDR Engineering, to provide information on the Mobility Choice Blueprint. The blueprint is a collaborative strategy to help the metro region identify how best to prepare for rapidly changing technology in transportation mobility.

Committee Reports

**State Transportation Advisory Committee** – Director Jones reported the STAC received informational reports on Proposition 109 and 110, the FY 2018/2019 budget and on CDOT's statewide fiber optic master plan. They also received a report from the State Demographer.

**Metro Mayors Caucus** – Director Atchison reported the MMC has taken positions on propositions 109 and 110.

**Metro Area County Commissioners** – Director Jones reported the MACC received a tour of the Boulder County recycling center.

**Advisory Committee on Aging** – Jayla Sanchez-Warren reported the ACA received progress reports from service providers, an update on FY 2018 contract performance, and received the results of the Community Assessment Survey of Older Adults.

**Regional Air Quality Council** – Doug Rex reported the RAQC announced the new Executive Director, Mike Silverstein. Andy Spielman, the former RAQC Chair, was recognized. The group received updates on the Ozone educational campaign results; and Ozone monitor readings. A contract for Ozone SIP modeling was approved. Director Atchison noted there are funds available for electric vehicle charging station projects that are going unused due to a lack of private industry applications.

**E-470 Authority** – Director Diak reported the E-470 Authority received a quarterly update on traffic volumes. The vehicle registration fee was eliminated September 1.

**Report on FasTracks** – Director Van Meter reported there is discussion of a trial of three trips in the a.m. and p.m. peaks for the Northwest Rail B Line between Longmont and DUS. The RTD Board approved fare increases to take effect in 2019.

Next meeting – **October 17, 2018**

Other matters by members

The Chair encouraged members and alternates to attend Board meetings whenever possible.

Adjournment

The meeting adjourned at 8:32 p.m.

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Herb Atchison, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director

**ATTACH B**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Action Item	10

#### SUBJECT

Transportation funding measure (Proposition 110) on the November 6, 2018 ballot.

#### PROPOSED ACTION/RECOMMENDATIONS

Motion to support, oppose or take no position on Proposition 110. A motion on any other November ballot measure may be proposed.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The ballot for the 2018 statewide election will contain thirteen proposals. Six of the proposals were referred by the General Assembly; seven were initiated by petition. Nine are constitutional amendments and four are state statutory amendments.

At the September Board meeting, the Board took a position opposing Amendment 74. The Board considered but did not take a position on the transportation initiatives, propositions 109 and 110. However, the Board requested staff place consideration of Proposition 110 on the October Board meeting agenda. The Board at its discretion may consider taking a position on any of the proposed ballot initiatives or referenda at the meeting.

Under the state Fair Campaign Practices Act, a public entity is permitted to pass a resolution or take an advocacy position on a ballot issue and may direct staff to report that action to the public in the entity's usual manner. An elected official or other public employee also may express a personal opinion on any ballot issue, including answering questions about the issue.

**In accordance with the DRCOG *Articles of Association*, an affirmative vote of a majority of member representatives shall be required to adopt a resolution taking a position on any ballot measure.**

#### PREVIOUS DISCUSSIONS/ACTIONS

November 2018 ballot initiatives and referenda were discussed at the Board Work Session on [September 5, 2018](#) and the Board meeting on [September 19, 2018](#).

#### PROPOSED MOTION

Move to adopt a resolution in support of or in opposition to Proposition 110 or move to take no position on Proposition 110. Similar motions on any other ballot measures may be proposed

ATTACHMENTS
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- Summary of Proposition 110
- Proposition 110 and 109 funding comparison for the DRCOG region
- CDOT Summary of Transportation Propositions 109 and 110
- Draft Resolutions

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

## **Proposition 110 Summary**

### **Proposition 110 Transportation Funding**

Proposes amending the Colorado statutes to:

- increase the state's sales and use tax rate from 2.9 percent to 3.52 percent for 20 years;
- distribute the new tax revenue for transportation as follows: 45 percent to the state; 40 percent to local governments 20 percent to counties and 20 percent to cities and towns); and 15 percent for multimodal transportation projects; and
- permit the state to borrow up to \$6.0 billion for transportation projects and limit the total repayment amount, including principal and interest, to \$9.4 billion over 20 years.

Under the measure, according to a Legislative Council Staff analysis, the average amount of sales tax paid by a Colorado family with an average income of \$74,374 is estimated to increase by \$131. The state's share of the additional tax revenue will be spent by CDOT on state transportation projects that address safety, maintenance, and congestion, and to repay the bonds. The Transportation Commission will determine the use of the funds. The local share of the additional revenue will be distributed to every municipality and county for transportation projects based on an existing formula in state law. The additional revenue identified for multimodal transportation projects – options include bike paths, sidewalks, and public transit, such as buses, rail, and rides for the elderly and disabled – will mostly be spent by local governments.

The Legislative Council has published a [Blue Book of ballot initiatives](#).

**Prop 110 and Prop 109 Funding Comparison  
for the DRCOG Region**

Project	County	Total Cost	Other \$	SB1 (Year 1) SB 267 (Year 1 & 2)	Prop 110 SB 1 (Year 2) SB 267 Years 3&4)	Prop 109 (not including SB 1 or SB 267)	Notes
I-25: Colorado Springs Denver South Connection	Douglas/El Paso	\$ 350,000,000	\$ 100,000,000	\$ 250,000,000	\$ -	\$ 133,000,000	Increase due to Years 2-4 of SB 267 being eliminated
I-25: Speer and 23rd Bridges	Denver	\$ 57,140,000	\$ 10,000,000	\$ -	\$ 47,140,000	\$ 47,140,000	
I-25 North: 84th Ave to Thornton Pkwy	Adams	\$ 85,285,000	\$ -	\$ -	\$ 85,285,000	\$ 85,285,000	
I-25 North: TEL Expansion	Adams/Broomfield	\$ 101,750,000	\$ 25,000,000	\$ -	\$ 76,750,000	\$ 76,750,000	
I-70 West: Westbound Peak Period Shoulder Lane (PPSL)	Clear Creek	\$ 105,000,000	\$ 25,000,000	\$ 70,000,000	\$ 10,000,000	\$ 35,000,000	Increase due to Years 2-4 of SB 267 being eliminated
I-70 West: Floyd Hill	Clear Creek	\$ 550,000,000	\$ 70,000,000	\$ -	\$ 480,000,000	\$ 480,000,000	
I-70: Kipling Interchange	Jefferson	\$ 63,816,000	\$ -	\$ -	\$ 63,816,000		Not 109 eligible
I-225: 1-25 to Yosemite	Denver	\$ 61,394,000	\$ -	\$ -	\$ 61,394,000	\$ 61,394,000	
I-270: Widening from I-76 to I-70	Adams	\$ 398,774,000	\$ 165,000,000	\$ -	\$ 233,774,000	\$ 25,000,000	Project development ONLY under 109
US 6: Wadsworth Interchange	Jefferson	\$ 68,151,000	\$ -	\$ -	\$ 68,151,000	\$ 68,151,000	
US 85: Sedalia to Meadows Widening	Douglas	\$ 49,500,000	\$ 16,000,000	\$ -	\$ 33,500,000	\$ 33,500,000	
US 85/Vasquez: I-270 to 62nd Ave. Interchange	Adams	\$ 81,860,000	\$ -	\$ -	\$ 81,860,000	\$ 81,860,000	
US 285: Richmond Hill to Shaffer's Crossing	Jefferson	\$ 70,576,000	\$ -	\$ -	\$ 70,576,000	\$ 70,576,000	
US 85: 120th Grade Separation	Adams	\$ 76,234,000	\$ 17,000,000	\$ -	\$ 59,234,000	\$ 59,234,000	
CO 7 Corridor Improvements	Boulder/Weld/ Broomfield/ Adams	\$ 112,000,000	\$ 12,000,000	\$ -	\$ 100,000,000		Not 109 eligible
I-25: Valley Highway Phase 3.0	Denver	\$ 134,062,000	\$ -	\$ -	\$ 134,062,000	\$ -	
C-470: 285 and Morrison Road	Jefferson	\$ 136,687,000	\$ -	\$ -	\$ 136,687,000		Not 109 eligible
I-25/Bellevue	Arapahoe	\$ 90,000,000	\$ -	\$ -	\$ 90,000,000		Not 109 eligible
CO 30 Improvements	Arapahoe	\$ 45,000,000	\$ -	\$ -	\$ 45,000,000		Not 109 eligible
SH 95/Sheridan	Jefferson	\$ 8,800,000	\$ 2,200,000	\$ -	\$ 6,600,000		Not 109 eligible
Federal: Hampden to 52nd Ave	Denver	\$ 30,000,000	\$ -	\$ -	\$ 30,000,000		Not 109 eligible
Colfax: I-25 to Yosemite	Denver	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000		Not 109 eligible
US 6/Heritage Road Interchange	Jefferson	\$ 41,487,000	\$ 1,000,000	\$ -	\$ 41,487,000		Not 109 eligible
SH 119 Shoulders	Gilpin	\$ 13,359,000	\$ -	\$ -	\$ 13,359,000		Not 109 eligible
Bottleneck Reduction	Regional	\$ 92,388,000	\$ -	\$ -	\$ 92,388,000		Not 109 eligible
104th Ave: Colorado to US 85	Adams	\$ 20,000,000	\$ -	\$ -	\$ 20,000,000		Not 109 eligible
I-25: Greenland to County Line	Douglas	\$ 17,541,000	\$ -	\$ -	\$ 17,541,000		Not 109 eligible
SH 121 (Wadsworth): 38th Ave to I-70	Jefferson	\$ 50,000,000	\$ 45,000,000	\$ -	\$ 5,000,000		Not 109 eligible
I-25/SH7 Interchange Replacement	Adams/Broomfield	\$ 122,000,000	\$ 45,000,000	\$ -	\$ 70,000,000		Not 109 eligible
I-25 North: SH 66 to SH 402 (Segments 5&6)	Adams/Broomfield/We ld/ Larimer	\$ 653,000,000	\$ 100,000,000	\$ 200,000,000	\$ 353,000,000		Not 109 eligible
US 85: Corridor Improvements	Adams/Weld	\$ 101,840,000	\$ 58,400,000	\$ -	\$ 43,440,000	\$ 40,000,000	R4
SH 119: Downtown Boulder to Downtown Longmont	Boulder	\$ 509,000,000	\$ 9,000,000	\$ -	\$ 130,000,000	\$ -	R4
SH 42: Safety and Intersection Improvements including 95th St.	Boulder	\$ 27,400,000	\$ 500,000	\$ -	\$ 12,300,000		Not 109 eligible
US 287 - from SH 66 to US 36	Boulder/Broomfield	\$ 57,000,000	\$ -	\$ -	\$ 45,000,000		Not 109 eligible
US 36/28th Street and SH 93/Broadway	Boulder	\$ 26,000,000	\$ -	\$ -	\$ 10,000,000		Not 109 eligible
I-25: Valley Highway Phase 2.0	Denver				\$ -		Not on 110 List/but 109 eligible
SH 66 Corridor Improvements	Boulder				\$ 10,000,000		Not on 110 List/but 109 eligible (R4)
US 85/104th Grade Separation	Adams				\$ -		Not on 110 List/but 109 eligible
Thursday, September 6, 2018					\$ 2,787,344,000	\$ 1,296,890,000	
					42%	37%	
					of \$6.581b	of \$3.5b	



## Factual Summary of 2018 Transportation Ballot Propositions (110 & 109)

PROPOSITION CONSIDERATIONS	PROPOSITION 110 (formerly Initiative 153)	PROPOSITION 109 (formerly Initiative 167)
What does it do?	Raises the sales tax by 0.62 cents to increase transportation investment (sunsets in 20 years).	Dedicates existing general funds to increase transportation investment.
What does it raise?	Would raise up to \$767 million in the first year; allows the state to bond up to \$6 billion (over 20 years).	One time up to \$3.5 billion in bonding authority paid back over 20 years.
How are the funds allocated?	45% to state highways 20% to city transportation needs 20% to county transportation needs 15% to transit/bicycle/pedestrian	100% to state highways
How much money is generated? (Based on estimated projections)	\$7 billion for state highways (net of debt service) \$8 billion for city/county projects \$3 billion for transit/bicycle/pedestrian projects	\$3.5 billion for state highways (net of debt service)
Project selection for CDOT funds	Transportation Commission has adopted a fiscally constrained \$7 billion list of projects which would utilize the funds.	Proposition lists the projects, totaling about \$5.6 billion. Transportation Commission will narrow the list/project scope to \$3.5 billion.
Are there other funding implications for CDOT?	Preserves \$1.5 billion in existing state funding for CDOT, resulting in a \$7 billion net increase over current law (SB17-267).	Replaces \$1.5 billion in existing state funding for CDOT resulting in a \$2 billion net increase over current law (SB17-267) .

**PROPOSITION 110** (formerly Initiative 153 or “Let’s Go Colorado”) proposes to raise the sales tax by 0.62 percent to increase transportation investment. This sales tax increase, which would sunset in 20 years, would raise up to \$767 million in the first year and allow the state to bond up to \$6 billion to pay for transportation projects around the state. The funds raised would be divided between state highways, cities, counties and a dedicated multi-modal fund.

**PRO/CON:** Funds \$7 billion in highway projects around the state, as well as providing funding for city, county and transit/bicycle/pedestrian needs, but raises taxes for twenty years to pay for bonds and projects.

**PROPOSITION 109** (formerly Initiative 167 or “Fix Our Damn Roads”) proposes to use existing general funds to increase transportation investment. These funds would be used to allow the state to bond \$3.5 billion to pay for state highway projects around the state. The funds may not be used for transit or other projects.

**PRO/CON:** Funds \$3.5 billion in highway projects around the state (no transit or local) with no new taxes but existing revenue must be diverted from state budget over twenty years to pay for bonds.

CDOT has identified approximately \$1 billion/year funding shortfall to meet transportation needs around the state. The gas tax, CDOT’s primary funding source, has not changed since 1991 and 40% goes to cities/counties for local roads. CDOT receives 36% of vehicle registration fees. In total, average drivers in CO pay \$211/year to fund transportation. CDOT does not receive taxes designated to build RTD light rail/transit and does not receive marijuana tax revenue.

**For more information:**  
[TogetherWeGo.codot.gov](https://www.togetherwego.codot.gov)



DENVER REGIONAL COUNCIL OF GOVERNMENTS  
STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2018

A RESOLUTION IN SUPPORT OF PROPOSITION #XX

WHEREAS, the Denver Regional Council of Governments is an association of nine counties and 49 municipalities representing the Denver metropolitan area; and

WHEREAS, the Denver Regional Council of Governments is the regional planning agency for the Denver metropolitan area with responsibilities in the areas of growth and development, transportation, air quality, and services to older adults; and

WHEREAS, the Denver Regional Council of Governments has a long-standing tradition of taking positions on ballot initiatives affecting the growth and development of the Denver region.

NOW, THEREFORE, BE IT RESOLVED, that the Denver Regional Council of Governments does hereby declare its full support of and urges a "Yes" vote for Proposition #XX, which is proposed for the November 6, 2018 General Election ballot.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2018  
at Denver, Colorado.

\_\_\_\_\_  
Herb Atchison, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

\_\_\_\_\_  
Douglas W. Rex, Executive Director

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2018

A RESOLUTION OPPOSING PROPOSITION #XX

WHEREAS, the Denver Regional Council of Governments is an association of nine counties and 49 municipalities representing the Denver metropolitan area; and

WHEREAS, the Denver Regional Council of Governments is the regional planning agency for the Denver metropolitan area with responsibilities in the areas of growth and development, transportation, air quality, and services to older adults; and

WHEREAS, the Denver Regional Council of Governments has a long-standing tradition of taking positions on ballot initiatives affecting the growth and development of the Denver region.

NOW, THEREFORE, BE IT RESOLVED, that the Denver Regional Council of Governments does hereby declare its opposition to and urges a "No" vote for Proposition #XX, which is proposed for the November 6, 2018 General Election ballot.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2018 at Denver, Colorado.

\_\_\_\_\_  
Herb Atchison, 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](mailto:drex@drcog.org)

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Action	11

#### SUBJECT

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.

#### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current Board-adopted [TIP Amendment Procedures](#).

#### ACTION BY OTHERS

[September 24, 2018](#) – TAC recommended approval.  
October 16, 2018 – RTC will act on a recommendation.

#### SUMMARY

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed policy amendments to the [2018-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- **2012-116**      **Region 4 2013 Flood-Related Projects Pool**  
Add funding
- **2012-118**      **Region 1 2013 Flood-Related Projects Pool**  
Add funding
- **2016-055**      **I-25: 120<sup>th</sup> Ave to SH-7 Managed Lanes**  
Add funding

The following amendments provide clarity to the Wadsworth Blvd widening project from 35<sup>th</sup> Ave to 48<sup>th</sup> Ave, by moving existing TIP funds from various CDOT TIP projects and funding sources to the existing Wadsworth Blvd project. Of the \$7,200,000 being added to the Wadsworth Blvd project, only \$500,000 is new funding through this amendment.

- **2007-073:**      **Region 1 Hazard Elimination Pool**
  - Remove funding
- **2007-075:**      **Region 1 Traffic Signal Pool**
  - Remove funding
- **2007-096:**      **Region 1 Surface Treatment Pool**
  - Remove pool project and funding
- **2016-020:**      **Wadsworth Blvd Widening: 35th Ave to 48th Ave**
  - Add funding

PREVIOUS DISCUSSIONS/ACTIONS
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N/A

PROPOSED MOTION
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Move to approve the attached amendments to the *2018-2021 Transportation Improvement Program* (TIP).

ATTACHMENT
------------

1. Proposed TIP amendments
2. Board resolution

ADDITIONAL INFORMATION
------------------------

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

**2012-116:** Add additional federal emergency funding to complete flood repairs on SH-7, from MP 19 to MP 33

## Existing

Title: **Region 4 2013 Flood-Related Projects Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2012-116**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

### Project Scope

Pool contains flood-related repair projects from the fall of 2013 flood event.

Affected County(ies)

Boulder

Weld



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)
ERLA 47th St	@ Fourmile Canyon Creek		ERLA Sunset Bridge	@ St. Vrain Creek T19		ER SH 7 St. Malo	MP 11	
ERLA 55th St/Cypress Ave	@ Big Dry Creek		ERLA Boston Bridge	@ St Vrain Creek T17		ER US36	MP21	
ERLA Table Mesa Dr	Lehigh To Broadway		ERLA 57th St	@ Fourmile Canyon Creek T22		PR US36	D-15-X D-15-I	
ERLA Lehigh	Table Mesa to Cragmoor		ERLA 75th Ave St Repairs T24			PR SH7 Flood Repair	MP 19-33	
ERLA Violet Ave Bridge	@ Fourmile Canyon Creek		ERLA Kenosha Rd T25	in Erie		PR SH 119A	Boulder Canyon	
19th St	@ Fourmile Canyon Creek		ERLA Valmont Rd Bridge	@ S. Boulder Creek		PR SH 119B	MP 52.9 to 60.0	
26th St	@ Fourmile Canyon Creek		ERLA 95th St	@ Left Hand Creek		PR SH 170	MP 1.08 to 3.64	
ERLA Baseline Rd	@ S Boulder Creek Path		ERLA Airport Rd	@ Left Hand Creek		PR SH 72B Resurfacing		
ERLA Lefthand Canyon Drive T01			ERLA Pike Rd	@ Lefthand Creek Longmont		PR SH 52 Flood Repair	MP 6.9 to 7.2	
ERLA 63rd St	@ Lefthand Creek		ERLA Airport Rd	@ BNSF RR		ERLA Bella Rosa Pkwy/WCR 20 Repairs		
ERLA 73rd St	@ Lefthand Creek T11		ERLA 9th Ave (Ss)	E Hayden Ct		ERLA WCR 7 Repairs		
ERLA Dillon Rd	Over Rock Creek T28		ERLA 95th St	Over Coal Creek Bridge Repl		ERLA Godding Hollow Parkway/WCR 18		
ERLA Sunshine Canyon Drive Detour T29			ERLA Dillon Rd Underpass Repairs			ERLA WCR 13 CR 26A Bridge	Over St Vrain	
ERLA Edl/WCR1 Bridge	@ Bldr Creek T20		ERLA Left Hand Canyon Dr.	MP 16.2 - 16.8		ER SH119 DelCamino	D-16-CG	
ERLA 95th St	@ Boulder Creek T14		ER SH 7 Lyons to Raymond	MD8		ER SH66	@ CR17	
ERLA 71st St Pipe T23			ER SH119	MP 26-41		PR SH 119	MP 61.5-63.9	
ERLA Valmont At Dry Creek T09			ER US36	Just South of SH66		PR SH66B Permanent Flood Repairs		
ERLA South Boulder Road Repair T27			ER US36	MP 28 D-15-X				
ERLA Edl Rd/WCR 1	@ St Vrain Creek T19		ER CROOK FLOOD					

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (EMR)		\$61,922		\$0	\$0		
State		\$0		\$0	\$0		
Local		\$0		\$0	\$0		
Total	\$127,433	\$61,922	\$0	\$0	\$0	\$0	\$189,355

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (EMR)		\$61,922	\$30,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$127,433	\$61,922	\$30,000	\$0	\$0	\$0	\$219,355

**2012-118:** Add additional federal emergency funding to complete flood repairs on SH-72, from SH-93 to SH-119

## Existing (2012-2017 TIP)

Title: **Region 1 2013 Flood-Related Projects Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2012-118**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

### Project Scope

Pool contains flood-related repair projects from the fall of 2013 flood event.



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)
ERLA E 124th Ave	Over S Platte River		ER US-36	Boulder to Denver MIT		ERLA N Potomac St	Aurora	
ERLA E 168th Ave	Over S Platte River		ERLA Site 2 Soda Creek Rd			PRLA Chambers Rd	Aurora	
ERLA Mckay Rd Bridge	Over S Platte River		ERLA SH-72 Coal Creek Canyon	SH-93 to SH-119		ERLA Indiana St	Over Big Dry Creek	
ERLA 128th Ave	Riverdale Rd/S Platte River		ERLA Quaker St	Arvada		ERLA McIntyre St	Over Van Bibber Creek	
ERLA Mckay Rd	104th Ave/S Platte River		ERLA Leyden Rd	Arvada		ER RPRS SH-72	@78th, SH-128, SH-93, SH-74	
PR I-225	Mississippi to I-70 Flood Repairs	\$0	ERLA S Peoria St	Aurora				
Amounts in \$1,000s	Prior Funding	FY12	FY13	FY14	FY15	FY16-17	Future Funding	Total Funding
Federal (EMR)		\$0	\$0	\$9,925	\$2,060	\$20		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$0	\$9,925	\$2,060	\$20	\$0	\$12,005

## Revised (Current TIP)

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (EMR)		\$0	\$11,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$12,005	\$0	\$11,000	\$0	\$0	\$0	\$23,005

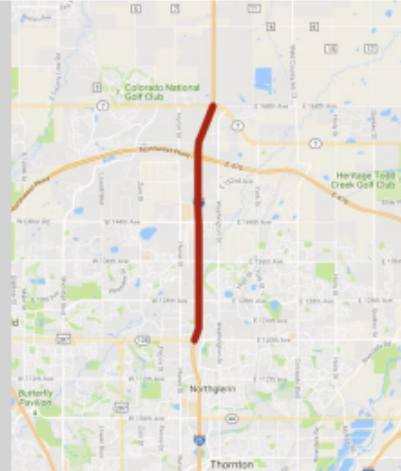


**2016-055:** Add funding to cover additional lighting and median work**Existing**Title: **I-25: 120th Ave to SH-7 Managed Lanes**Project Type: **Roadway Capacity**TIP-ID: **2016-055**

STIP-ID:

Open to Public: **2020**Sponsor: **CDOT Region 1****Project Scope**

This project will extend the existing and under construction managed lanes project (TIPID 2012-073), utilizing existing and new ROW. The project will result in one new managed lane in each direction from the current project's northern terminus near 120th Ave to SH-7. Project will resurface the entire stretch, add traffic management, sound wall, tolling/ITS equipment and safety, bridge and drainage improvements.



Affected Municipality(ies)	Affected County(ies)
Broomfield	Adams
Thornton	Broomfield
Westminster	
Unincorporated	

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$1,750	\$0	\$0	\$0		
State (RMP)		\$0	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$0		
State (Water Qlty)		\$0	\$1,348	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$105,579	\$1,750	\$1,348	\$0	\$0	\$0	\$108,677

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$1,750	\$1,800	\$0	\$0		
State (R P P)		\$0	\$6,200	\$0	\$0		
State (Water Qlty)		\$0	\$1,348	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$105,579	\$1,750	\$9,348	\$0	\$0	\$0	\$116,677

**2007-073:** Remove funding and transfer to TIP ID 2016-020, *Wadsworth Blvd Widening: 35<sup>th</sup> Ave to 48<sup>th</sup> Ave.*, to provide funding clarity so all funding sources for the Wadsworth widening are in the same location

## Existing

Title: **Region 1 Hazard Elimination Pool**

Project Type: **Safety**

TIP-ID: **2007-073**

STIP-ID: **SR16682**

Open to Public:

Sponsor: **CDOT Region 1**

### Project Scope

CDOT Region 1 Hazard Elimination pool. Specific projects will not be listed.



#### Affected County(ies)

Adams  
Arapahoe  
Broomfield  
Denver  
Douglas  
Jefferson

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$16,000	\$16,000	\$16,000	\$16,000		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$16,000	\$16,000	\$16,000	\$16,000	\$0	\$64,000

## Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$16,000	\$13,400	\$16,000	\$16,000		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$16,000	\$13,400	\$16,000	\$16,000	\$0	\$61,400

**2007-075:** Remove funding and transfer to TIP ID 2016-020, *Wadsworth Blvd Widening: 35<sup>th</sup> Ave to 48<sup>th</sup> Ave.*, to provide funding clarity so all funding sources for the Wadsworth widening are in the same location

## Existing

Title: **Region 1 Traffic Signal Pool**

Project Type: **Safety**

TIP-ID: **2007-075**

STIP-ID: **SR16684**

Open to Public:

Sponsor: **CDOT Region 1**

### Project Scope

CDOT Region 1 pool for traffic signal projects. Specific projects will not be listed.

#### Affected County(ies)

Adams  
Arapahoe  
Broomfield  
Denver  
Douglas  
Jefferson



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$5,491	\$5,291	\$5,371	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$10,041	\$5,491	\$5,291	\$5,371	\$0	\$0	\$26,194

## Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Safety)		\$5,491	\$4,191	\$5,371	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$10,041	\$5,491	\$4,191	\$5,371	\$0	\$0	\$25,094

**2007-096:** Remove funding and pool project and transfer to TIP ID 2016-020, *Wadsworth Blvd Widening: 35<sup>th</sup> Ave to 48<sup>th</sup> Ave.*, to provide funding clarity so all funding sources for the Wadsworth widening are in the same location

## Existing

Title: **Region 1 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-096**

STIP-ID: **SR15215**

Open to Public:

Sponsor: **CDOT Region 1**

### Project Scope

Projects in CDOT Region 1 to be approved for Pool Funding by Region 1 Director.

#### Affected County(ies)

Adams  
Arapahoe  
Broomfield  
Denver  
Douglas  
Jefferson



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)
University	Arapahoe to Hampden	\$5,000	I-70	32nd Ave to 44th Ave	\$2,500	US-6	Loveland Pass to I-70	\$5,000
Colfax	Galapago to Colorado	\$8,500	SH-83 (Leetsdale Dr)	Mississippi Ave to Colorado Blvd	\$3,000	SH-67	MP 125.6 to SH-105	\$750
US-85	Hampden to Florida	\$2,500	Preventative Maintenance	Various Locations (\$2M/yr)	\$8,000	I-25	Greenland to Larkspur	\$5,000
Santa Fe	Florida to I-25	\$3,500	I-70	EJMT Tunnel Paving	\$3,000	I-70	Floyd Hill to Chief Hosa	\$11,000
US-85	124th to 168th	\$8,000	SH-74	I-70 to CR-65	\$2,500	SH-86	Woodlands Blvd to IREA Access	\$8,000
Wadsworth	Bear Creek to 4th	\$5,500	SH-121	35th to I-70	\$3,000	US-85	MP 191.75 to Louviers	\$4,000
I-25	County Line Rd to Belleview	\$12,000	US-85	H. Ranch Pkwy to C-470	\$3,000	US-36	28th St to Table Mesa Dr	\$4,000
I-225	I-25 to Parker Rd	\$7,500	SH-88	University to I-25	\$4,000	US-85 NB	County Line Dr to Aspen Grove	\$2,000
Colfax	Peoria to Sable	\$2,500	US-287	Colfax to I-70	\$4,000	SH-7	I-25 to US-85	\$8,000
Hampden	Dahlia to Yosemite	\$4,000	US-6	SH-119 to SH-58/SH-93	\$5,000	SH-121	I-70 to 65th Ave	\$4,000
US-6	Frei Pit, east of I-70	\$3,000	I-25	SH-86 to Castle Pines Pkwy	\$2,500	US-40	Genesee to CR-93	\$5,000
SH-88 (Federal Blvd)	Alameda Ave to Hampden Ave	\$4,000	I-70 EB	Georgetown to Empire Junction	\$3,000			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$39,600	\$43,400	\$32,000	\$46,000		
Local		\$0	\$0	\$0	\$0		
Total	\$19,000	\$39,600	\$43,400	\$32,000	\$46,000	\$0	\$180,000

Highlighted project to be removed

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$39,600	\$40,400	\$32,000	\$46,000		
Local		\$0	\$0	\$0	\$0		
Total	\$19,000	\$39,600	\$40,400	\$32,000	\$46,000	\$0	\$177,000

**2016-020:** Provide clarity to project by moving existing funds from various CDOT TIP projects and funding sources. Of the \$7,200,000 being added, only \$500,000 is new funding.

## Existing

Title: **Wadsworth Blvd Widening: 35th Ave to 48th Ave**

Project Type: **Roadway Capacity**

TIP-ID: **2016-020**

STIP-ID:

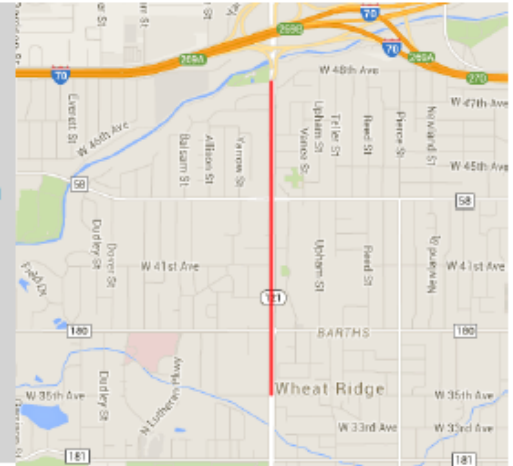
Open to Public: **2020**

Sponsor: **Wheat Ridge**

### Project Scope

This project will widen Wadsworth Blvd from W 35th Ave to W 48th Ave from 4 to 6 lanes. Features include:

- 8 ft wide sidewalks along both sides of the corridor separated from the street with 9 ft wide tree lawns
- An 11 ft wide two-way cycle track on the east side of Wadsworth Blvd between 35th and 44th
- Street and pedestrian-level lighting
- Landscaped center medians, raised crosswalks, and access consolidation
- Continuous flow intersections with single left turns at 38th and 44th; additional left turn lanes will also be constructed at up to six additional signalized intersections
- Traffic signals upgrades and bicycle detection
- Transit stop enhancements including shelters, benches, and kiosks



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Wheat Ridge	Jefferson	Year	Phase
		2018	Initiate ROW
		2019	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		\$8,000	\$11,280	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$2,000	\$2,820	\$0	\$0		
Total	\$7,500	\$10,000	\$14,100	\$0	\$0	\$0	\$31,600

## Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STP-M)		\$8,000	\$11,280	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Safety)		\$0	\$4,200	\$0	\$0		
State (Surface)		\$0	\$3,000	\$0	\$0		
Local		\$2,000	\$2,820	\$0	\$0		
Total	\$7,500	\$10,000	\$21,300	\$0	\$0	\$0	\$38,800

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_ 2018

A RESOLUTION AMENDING THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2018-2021 was adopted by the Board of Directors on April 19, 2017; and

WHEREAS, it is necessary to amend the 2018-2021 Transportation Improvement Program; and

WHEREAS, the Regional Transportation Committee has recommended approval of the amendments.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2018-2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that these amendments to the 2018-2021 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2018 at Denver, Colorado.

\_\_\_\_\_  
Herb Atchison, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

\_\_\_\_\_  
Douglas W. Rex, Executive Director

**ATTACH D**



To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Action	12

#### SUBJECT

An appeal to the Board by TIP project sponsors for a variance to retain TIP-funded projects delayed for a second year per the adopted 2016-2021 TIP Policy.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approving the variances associated with the delayed projects.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The Board-adopted 2016-2021 TIP Policy concerning second-year project delays (highlighted in Attachment 1) allows project sponsors with a phase(s) delayed for a second year to appeal to the Board for a variance to continue their project if it is still delayed after October 15.

Through conversations with project sponsor staff, and confirmed by RTD and CDOT staff, DRCOG is aware of the following two projects that had phases delayed for FY 2017 (first-year delay) and will continue to be delayed in FY 2018 for a second year after October 15, 2018. Each project sponsor has provided a letter expressing their desire to appeal to the Board and continue their project (Attachments 2 and 3).

- Commerce City; North Metro Rail 72<sup>nd</sup> Ave and Colorado Blvd Station Sidewalks (TIP ID 2012-080)

**FY 2017 Delayed Phase: Construction.** To not attain a second-year delay, the project would have needed to go to ad. The final plans, including specifications and costs, were turned into CDOT in late September. CDOT is currently reviewing and is anticipated to issue concurrence to advertise for the project sometime in mid-November to mid-December 2018.

*DRCOG staff recommendation: Approve a variance of 120 days (January 29) to allow the project to continue.*

- RTD; 16<sup>TH</sup> St Mall Reconstruction: Arapahoe St to Lawrence St (TIP ID 2016-028)

**FY 2017 Delayed Phase: Construction.** To not attain a second-year delay, the project would have needed to advertise for a Construction Manager/General Contractor (CM/GC) by means of an RFQ from interested Design/Build contracting teams. RTD is currently working with Denver and FTA to obtain a decision document on the Environmental Assessment (EA), in addition to finalizing the design plans and preparing construction work items. It's anticipated the RFQ would be released by the end of January 2019.

*DRCOG staff recommendation: Approval of a variance of 120 days (January 29) to allow the project to continue.*

Each project sponsor will be provided an opportunity at the October meeting to explain the reason(s) for the delay and the action plan going forward to initiate their project phase. Per adopted TIP policy, the Board has the following two options:

1. **Deny the appeal.** The sponsor will not receive any reimbursements on federal payment requests made to CDOT after September 30.
2. **Allow a variance,** if the Board believes good faith efforts and progress have been made by the sponsor to advance the delayed project phase(s). The sponsor may be granted an extension to initiate the delayed phase of up to 120 days from October 1 (January 29, 2019). If the sponsor is unable to abide by the conditions of the Board variance, the sponsor shall stop all future federal reimbursement payment requests beyond September 30.

#### PREVIOUS DISCUSSIONS/ACTIONS

[January 17, 2018 Board](#) – Approval of FY 2017 first-year delays allowing these projects to continue.

#### PROPOSED MOTION

Move to approve a variance of 120 days to each sponsor's project to continue.

#### ATTACHMENTS

1. FY16-21 TIP Policy: Project Delays Policy (second-year project delay language highlighted)
2. Appeal letter from Commerce City
3. Appeal letter from RTD

#### ADDITIONAL INFORMATION

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

## ATTACHMENT 1

### FY16-21 TIP Policy: Project Delays Policy Policy Concerning Second Year Delays Highlighted

#### Project Delays

Implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only one year by the project sponsor.

A delay occurs when a project phase, as identified during project submittal and contained within the TIP project descriptions, has not been initiated in the identified year. A project that has only one year of federal funding receives a delay if the project did not go to ad (construction projects), did not hold its kick-off meeting (studies), or didn't conduct similar project initiation activities (other types of projects) by the end of the federal fiscal year for which it was programmed. For projects that have more than one year of federal funding, each phase (year) will be reviewed to see if the objectives defined for that phase have been initiated.

DRCOG defines the initiation of a project phase in the following manner as of September 30 for the year with federal funding in the TIP that is being analyzed:

- **Design:** IGA executed with CDOT and if consultant – consultant contract executed and Notice To Proceed (NTP) issued; if no consultant – design scoping meeting held with CDOT project staff.
- **Environmental:** IGA executed with CDOT and if consultant – consultant contract executed and NTP issued; if no consultant – environmental scoping meeting held with CDOT project staff.
- **ROW:** IGA executed with CDOT and completion of ROW plans.
- **Construction:** Project advertised.
- **Study:** IGA executed (with CDOT or RTD) and kick-off meeting has been held.
- **Bus Service:** IGA executed with RTD and service has begun.
- **Equipment Purchase:** IGA executed and RFP/RFQ/RFB (bids) issued.
- **Other:** IGA executed and at least one invoice submitted to CDOT/RTD for work completed.

When a project phase encounters a delay (project phase being analyzed has not been initiated by September 30), DRCOG will list the reasons why the phase has not been initiated within its annual report. Sponsors must be available to appear before the Transportation Advisory Committee, Metro Vision Issues Committee, Regional Transportation Committee, and DRCOG Board to explain the reasons for the delay(s) and receive DRCOG Board approval to continue. Any conditions established by the Board in approving the delay become policy.

After a delay is encountered, DRCOG, along with the sponsor and CDOT or RTD, will discuss the project and the reasons for its delay. The end result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board. For a sponsor that has a phase of any of its projects delayed, the sponsor must report the implementation status on all of its federally-funded projects.

If, in the following year, the sponsor fails to achieve initiation of the delayed phase by October 15<sup>th</sup>, OR has breached the Board conditions placed upon that delay, the project's federal funding will be automatically suspended. The sponsor may appeal at the next available Board meeting to explain

## ATTACHMENT 1

the reasons why the delayed phase has not been initiated. Upon hearing the appeal, the Board has the following options:

1. Deny the request. The sponsor shall stop all future reimbursement payment requests beyond September 30<sup>th</sup>.
2. Allow a variance, if the Board believes good faith efforts and progress has been made by the sponsor to advance the delayed project phase. The sponsor would be granted (on a case-by-case basis) an extension to initiate the delayed phase. If the sponsor is unable to abide by the conditions of the Board variance, the sponsor shall stop all future reimbursement payment requests beyond September 30<sup>th</sup>. The length of the extension shall be no greater than 120 days from October 1<sup>st</sup>.

If the sponsor decides not to appeal to the Board at its next available meeting, the sponsor must return all unspent federal funds allocated to the delayed project. In subsequent contracts with any sponsor that has experienced a deletion of a project due to such delay, RTD or CDOT may include a "termination for performance" clause.

### **Second-Year Delay Consequence**

The following consequence will be faced by the sponsor whose project phase was not initiated by October 15<sup>st</sup>, and therefore experiences a second-year delay: reduce by 20 percent the maximum number of applications a sponsor may submit in the next TIP Call for Projects (rounded up). For example, if the sponsor was designated a maximum of 5 project applications per the adopted TIP policy, it would be reduced to 4.



October 5, 2018

Board of Directors  
Denver Regional Council of Governments (DRCOG)  
1001 17<sup>th</sup> Street, Suite 700  
Denver, CO 80202

**RE: Variance Request – Second Year Project Delay**

Dear Members of the Board,

The purpose of this letter is to formally appeal to the DRCOG Board regarding the City of Commerce City's second-year delay for the North Metro Rail 72<sup>nd</sup> Avenue and Colorado Boulevard Station Sidewalks Project (TIP ID: 2016-080)

The City's public works department has experienced significant staff turnover this year – including the director – which resulted in project delay. Additionally, initial right-of-way acquisition costs for street improvements along 72<sup>nd</sup> Avenue (city-funded portion of the project) resulted in scope reductions and contributed to project delay as well. The City re-engaged its engineering consultant, staff from the Colorado Department of Transportation (CDOT) and DRCOG in May 2018 to establish an aggressive schedule and held a FOR meeting Aug. 7, 2018.

On Sept. 24, 2018, final plans and specifications were submitted to CDOT for concurrence to award, identifying utility clearances as the critical path. The City has identified a clear timeline to get those in place in partnership with CDOT. In short, the City is actively working on the project and is confident it can be advertised within the proposed 120-day extension.

Sincerely,

Michelle Halstead  
Director of External Affairs| Interim Director of Public Works

cc: Deputy City Manager Roger Tinklenberg, Commerce City  
Senior Transportation Planner Todd Cottrell, DRCOG  
Project Manager Joy French, CDOT  
Mayor Pro Tem Rick Teter (DRCOG representative)  
Councilman Benjamin Huseman (DRCOG alternate)



October 9, 2018

Board of Directors  
Denver Regional Council of Governments  
1001 17<sup>th</sup> Street, Suite 700  
Denver, CO 80202

Re: DRCOG Project Delay – 16<sup>th</sup> Street Mall Reconstruction Second Year Delay

Dear DRCOG Board:

The purpose of this letter is to formally appeal to the DRCOG Board of Directors regarding RTD's second-year delay for the 16<sup>th</sup> Street Mall Reconstruction project (TIP ID: 2016-028).

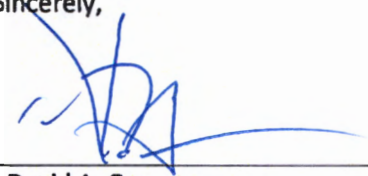
RTD originally anticipated reconstruction of one block of the 16<sup>th</sup> Street Mall between Arapahoe and Lawrence streets, and further anticipated that design and construction could proceed in a timely manner. However, at the time that RTD was completing design for that block, the City and County of Denver, which controls the right-of-way for the Mall, envisioned a complete redesign of the aging facility from Civic Center to Market Street to determine if the original design could be improved. The City and RTD began a joint planning effort, which included an Environmental Assessment (EA) per the National Environmental Policy Act, to determine the best design and layout for the now 35-year-old facility.

Originally, the scheduled completion of the EA was the end of 2017, with receipt of a decision document (Finding of No Significant Impact [FONSI]), anticipated in early 2018. However, given the great amount of public concern for the future of the facility, the City and RTD's planning efforts have included an extensive public involvement component, which has added a substantial amount of time to the planning and environmental review process. The City and RTD are working toward completion of the EA and look forward to initiating construction, which is scheduled for completion in 2022.

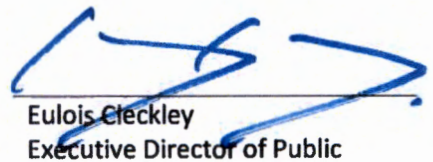
The City and RTD are currently developing design plans (basis of design) and preparatory construction work (subsurface investigation) to initiate procurement for reconstruction of the mall from Market Street to Broadway. The advertisement for construction will be issued by the end of January 2019 through a Request for Qualifications from interested Design/Build contracting teams. A standard process including a workshop and submitted questions and responses will follow resulting in a short list in spring 2019. A Request for Proposals will then be issued to the short listed teams in late spring/early summer 2019, with a final selection, including Notice to Proceed, anticipated in late 2019.

Thank you for consideration of this request. We appreciate the opportunity to work with you and DRCOG staff to move the 16<sup>th</sup> Street Mall Reconstruction Project forward.

Sincerely,



**David A. Genova**  
General Manager & CEO  
Regional Transportation  
District



**Eulois Cleckley**  
Executive Director of Public  
Works  
City & County of Denver

cc: Diane Barrett, City & County of Denver  
Scott Hergenrader, City & County of Denver  
Brian Pinkerton, City and County of Denver  
Heather McKillop, CFO/Assistant General Manager, Finance & Administration  
Henry Stopplecamp, Assistant General Manager, Capital Programs  
William Van Meter, Assistant General Manager, Planning  
Jyotsna Vishwakarma, Chief Engineer  
Chris Quinn, Planning Project Manager  
Susan Wood, Planning Project Manager II  
Andrea Farley, Manager Grants & Capital Budget Analyst

**ATTACHE**



To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Action	13

#### SUBJECT

Approval of eligibility and evaluation criteria for the FY 2018 and FY 2019 Station Area Master Plan/Urban Center (STAMP/UC) set-aside.

#### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the draft FY2018-2019 STAMP/UC eligibility and evaluation criteria.

#### ACTION BY OTHERS

[September 24, 2018](#) – TAC recommended approval.  
October 16, 2018 – RTC will act on a recommendation.

#### SUMMARY

The FY 2018-2021 Transportation Improvement Program (TIP) established \$1.2 million in federal funds for the STAMP/UC set-aside in fiscal years 2018 and 2019. In addition to this commitment, previously awarded funds (FY16-17) were recently returned to DRCOG and “rolled-in” to the FY18-19 pool bringing the total available to \$1.4 million.

The set-aside allows for the creation of local visions and action strategies in urban centers and transit station areas, ultimately assisting member governments and stakeholders implement Metro Vision. There are four types of planning studies eligible through this funding opportunity: station area master plan/urban center studies (original); next steps studies; corridor-wide plans; and area planning and implementation strategies.

The proposed STAMP/UC eligibility and evaluation criteria (Attachments 2 and 3) are similar to previously Board-adopted versions that guided previous study evaluation and selection, including FY16-17 studies. The most significant revisions to previous STAMP/UC criteria are due to CDOT’s role in program and contract administration. RTD previously served as the primary contract administrator for this program.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION



Move to approve the FY18-19 Station Area Master Plan/Urban Center eligibility and evaluation criteria.

#### ATTACHMENTS

1. Staff presentation
2. FY 2018-2019 STAMP/UC Eligibility Criteria
3. FY 2018-2019 STAMP/UC Evaluation Criteria

ADDITIONAL INFORMATION
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If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Brad Calvert, Director, at (303) 480-6839 or [bcalvert@drcog.org](mailto:bcalvert@drcog.org).


**Adrcog**  
DENVER REGIONAL COUNCIL OF GOVERNMENTS

*Presented by:*  
**Brad Calvert**

Board October 17, 2018

# FY 2018-2019 STAMP/UC Eligibility and Evaluation Criteria

## Board Presentation



## STAMP/UC set-aside history

**Purpose:** STAMP/UC funds are intended to assist local governments and other eligible entities in their efforts to develop station areas and urban center plans and implementation strategies

2007

Board establishes program: focus on **Station Area Master Planning (STAMP)** Activities

2011


Board expands program: includes designated **urban centers (UC)** as eligible study areas

FY18-19  
cycle

\$1.2 Million allocated + FY2016-2017 returned funds (\$1.4M total)

**Total Funding Since 2007:**

- 43 studies - over \$6.3 million





## Urban centers: a long-standing regional strategy



Urban centers are **locally identified**, and...

**regionally designated** in Metro Vision



## Eligible studies

### **Urban Center Study or Station Area Master Plan:**

- Initiate local planning to develop strategies to ensure that development patterns and policies, as well as associated infrastructure investments, contribute to a transit-supportive built environment.

### **Next Step Studies:**

- Facilitate technical and project-specific strategies identified during initial STAMP/UC or similar planning effort


### **Corridor-wide Studies** *(must involve all local jurisdictions and stakeholders):*

- Studies to maximize multimodal connectivity along transit corridors and between local jurisdictions

### **Area Planning and Implementation Activities:**

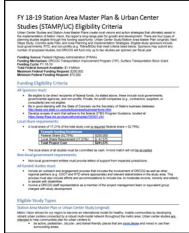
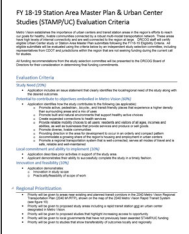
- Promote innovative planning activities that can be replicated throughout the region.







## STAMP/UC

Updated eligibility and evaluation criteria

- Proposed criteria are similar to previously Board-adopted versions
- Proposed revisions to previous STAMP/UC criteria are due to changes in program and contract administration:
  - Moving from RTD to CDOT
  - “Codifying” requirement for DRCOG staff to be involved as a member of the project management team






## STAMP/UC

Updated eligibility and evaluation criteria

**Evaluation criteria:**

- Minor updates from FY16-17 to reflect adopted Metro Vision objectives
- Regional prioritization guidance:
  - Updated to reflect current Metro Vision and MVRTP documents
  - Prioritize studies that highlight access to opportunity
  - Prioritize studies with potential to transfer lessons learned to other communities





# FY 18-19 Station Area Master Plan & Urban Center Studies (STAMP/UC) Eligibility Criteria

Urban Center Studies and Station Area Master Plans create local visions and action strategies that ultimately assist in the implementation of Metro Vision, the region's long-range plan for growth and development. There are four types of planning studies eligible through this funding opportunity: Urban Center Study/Station Area Master Plan (original); Next Steps Study; Corridor-wide Plan; and Area Planning and Implementation Strategies. Eligible study sponsors include local governments, RTD, and non-profits (e.g. TMAs/BIDs) that meet criteria listed below. Sponsors may submit any number of proposed studies, but DRCOG will fund only up to two studies per sponsor per fiscal year.

**Funding Source:** Federal Highway Administration (FHWA)

**Funding Mechanism:** DRCOG Transportation Improvement Program (TIP), Surface Transportation Block Grant

**Funding Cycle:** FY 18-19

**Total Federal Amount Available:** \$1.4 Million

**Maximum Federal Funding Request:** \$200,000

**Minimum Federal Funding Request:** \$75,000

## Funding Eligibility Criteria

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### All Sponsors must:

- Be eligible to be direct recipients of federal funds. As stated above, these include local governments, governmental agencies, and non-profits. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible.
- Be in good standing with the State of Colorado via the Secretary of State's business database: <http://www.sos.state.co.us/pubs/business/businessHome.html>
- Develop scopes of work that adhere to the federal STBG Program Guidance, located at: <https://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>
- Be able to incur project costs for later reimbursement.

### Local share requirements:

- A local share of 17.21% of the total study cost is required (federal share = 82.79%).

Example funding breakdown	
Federal Share (82.79%)	\$200,000
Local Share Requirement (17.21%)	\$ 41,575
<b>Total Project Cost</b>	<b>\$241,575</b>

- The local share of all studies must be committed as cash. In-kind match will not be accepted.

### Non-local government requirements:

- Non-local government entities must provide letters of support from impacted jurisdictions.

### All funded studies must:

- Include an outreach and engagement process that includes the involvement of DRCOG as well as other regional partners (e.g. CDOT and RTD where appropriate) and relevant stakeholders in the study area. This process must also include efforts and accommodations to include low- to moderate-income, minority and elderly or people with disabilities.
- Involve a DRCOG staff representative as a member of the project management team or equivalent group charged with study development.

## Eligible Study Types

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### Station Area Master Plan or Urban Center Study (original)

Metro Vision strives for our region to become an international model for healthy, livable communities by developing vibrant urban centers connected by a robust multi-modal network throughout the metro area. Urban center studies are intended to help communities plan for urban centers to:

## ATTACHMENT 2

- be active, pedestrian-, bicycle-, and transit-friendly places that are more dense and mixed in use than surrounding areas;
- allow people of all ages, abilities, and incomes access a range of housing, employment, and service opportunities without sole reliance on having to drive;
- promote regional sustainability by reducing per capita vehicle miles traveled, air pollution, greenhouse gas emissions and water consumption; and
- respect and support existing neighborhoods.

Station Area Master Plans are a primary means to develop strategies to ensure that development patterns and policies, as well as associated infrastructure investments contribute to a transit-supportive built environment.

### Funded studies of this type must include:

- Development and investment strategies that allow people of all ages, incomes and abilities the opportunity to access a range of housing, employment, and services.
- A market or fiscal feasibility analysis that assesses plan recommendations and ensures the proposed plan is realistic and/or strategies to market the area to the development community in cases where the market for urban center and transit-oriented development is still emerging.
- A clear and realistic action plan to address key findings, including identification of necessary policy or regulatory changes (e.g. comprehensive plan, zoning, etc.); infrastructure improvements, and housing strategies.
- An implementation strategy that describes the organizational structure and process that will be used to ensure the action plan will be implemented, including the roles of community and regional partners.

### Next Step Studies

Next step studies are intended to facilitate the realization of outcomes and strategies, developed as a part of station area master plans and urban center studies. Proposed studies should be identified in an existing Station Area Master Plan/Urban Center Study or similar effort.

### Example studies include but are not limited to:

- Access management plans
- Corridor redevelopment strategies
- Design studies and concepts for multi-modal infrastructure projects
- Street design standards/manuals
- Multi-use trail/Bike facilities plan
- Pedestrian facilities plan
- Urban design guidelines
- Comprehensive wayfinding plans and strategies
- Traffic circulation studies
- First/Last-mile mobility implementation, financing, partnership studies
- Transit enhancement feasibility studies
- Transportation demand management studies and implementation activities
- Parking management strategies

### Corridor-wide Studies

Corridor-wide studies aim to maximize connectivity along transit corridors and between local jurisdictions. These studies must involve all major stakeholders along the proposed corridor.

### Example studies include but are not limited to:

- Studies that aim to maximize multi-modal connectivity within transit corridors (including high frequency bus corridors that serve one or more urban centers – high frequency bus corridors have headways of 15 minutes or less) and at individual urban center/station areas along the corridor.
- Studies that identify barriers to station area development and increased transit use along the corridor – barriers could include current land use, zoning and development standards; parking availability and cost; inadequate bike and pedestrian facilities, first/last mile challenges, etc.



## ATTACHMENT 2

- Efforts to create corridor-wide implementation strategies and/or an action plan identifying such things as needed plan updates, code revisions, marketing activities and financial or regulatory incentive.
- Corridor-wide studies must involve all the local jurisdictions and other major stakeholders along the corridor.

### Area Planning and Implementation Activities

Area planning and implementation activities are studies that promote innovative planning activities that can be replicated throughout the Denver region. Typically, they include multiple jurisdictions, station areas and urban centers aiming to study a common issue while focusing on local context and implementation strategies.

Example studies include but are not limited to:

- TOD strategies including zoning and financing for water, sewer, stormwater, parks, recreational facilities, parks and open space infrastructure
- First- and final-mile mobility implementation, financing, feasibility and partnership studies
- Pedestrian facility assessment and needs plan
- Bike amenities and share programs
- Roadway corridor revitalization plans, strategies and design standards
- Development of Complete Streets policies and ordinances
- Alternative fuel/Electric vehicle facility planning
- Regional multi-use trail feasibility and alignment study

### Award Conditions

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- Each applicant awarded funds will sign an IGA and enter into a contract with CDOT to implement the study. CDOT is the ultimate steward of these federal funds.
- Project scopes of work are subject to review and approval by DRCOG and CDOT. Additionally, each sponsor will establish a project management team that at minimum will include the project sponsor, DRCOG, and lead consultant.
- Each applicant will be required to attend project implementation training (approximately 4 hours) that defines the documentation required for tracking expenses and requesting reimbursement.
- All awards must follow the adopted TIP project delay policy.
- Study sponsors will work with DRCOG and CDOT, and FHWA to ensure that the study is being implemented in accordance with federal requirements.
- CDOT will specify requirements for status reporting and reimbursement requests upon award.

### Contact Information

For questions regarding STAMP/UC Eligibility Criteria, please contact:

Derrick Webb, AICP

Denver Regional Council of Governments

303-480-6728

[dwebb@drcog.org](mailto:dwebb@drcog.org)

# FY 18-19 Station Area Master Plan & Urban Center Studies (STAMP/UC) Evaluation Criteria

Metro Vision establishes the importance of urban centers and transit station areas in the region's efforts to reach our goals for healthy, livable communities connected by a robust multi-modal transportation network. These areas have high levels of internal connectivity and are well-connected to the region at large. DRCOG staff will certify eligible Urban Center study or Station Area Master Plan submittals following the FY18-19 Eligibility Criteria. All eligible submittals will be evaluated using the criteria below by an independent study selection committee, including representatives from CDOT and jurisdictions within the region that are not seeking funding during the current call for studies.

All funding recommendations from the study selection committee will be presented to the DRCOG Board of Directors for their consideration in determining final funding commitments.

## Evaluation Criteria

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### Study Need (20%)

- Application includes an issue statement that clearly identifies the local/regional need of the study along with the desired outcomes.

### Potential to contribute to objectives embodied in Metro Vision (60%)

- Application identifies how the study contributes to the following (as applicable):
  - Promote active, pedestrian-, bicycle-, and transit-friendly places that experience a higher density than surrounding areas and a mix of uses
  - Promote built and natural environments that support healthy active choices
  - Create expanded connections to health services
  - Provide reliable mobility choices to all users: residents and visitors of all ages, incomes and abilities, as well as businesses that provide services and produce or sell goods.
  - Promote diverse, livable communities
  - Providing direction in the area for development to occur in an orderly and compact pattern
  - Accommodate a growing share of the region's housing and employment in urban centers
  - Promote a regional transportation system that is well-connected, serves all modes of travel and is safe, reliable and well-maintained

### Local commitment and ability to implement (10%)

- Application describes prior activities in support of the study area.
- Applicant demonstrates their ability to successfully complete the study in a timely fashion.

### Innovation and feasibility (10%)

- Application demonstrates:
  - Innovation in study scope
  - Practicality/feasibility of scope of work

## Regional Prioritization

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- Priority will be given to areas near existing and planned transit corridors in the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP), shown on the map of the 2040 Metro Vision Rapid Transit System (see figure 18)
- Priority will be given to proposed study areas including a rapid transit station and an urban center designated in Metro Vision.
- Priority will be given to proposed studies that highlight increasing access to opportunity
- Priority will be given to studies that show transferability of outcomes locally and regionally
- Priority will be given to studies that include non-traditional partners and stakeholders working to address a regionally significant issue

**ATTACH F**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Action	14

#### SUBJECT

Proposed *Fixing America's Surface Transportation* (FAST) Act-required targets for infrastructure conditions and system performance and air quality.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the infrastructure condition, system performance and air quality targets shown below.

#### ACTION BY OTHERS

[September 24, 2018](#) – TAC recommended approval.  
October 16, 2018 – RTC will act on a recommendation.

#### SUMMARY

The FAST Act requires state DOTs and MPOs to set targets and report on progress towards achieving those targets for several topics in support of a performance-based approach to transportation planning and programming. These topics include safety, infrastructure (pavement and bridge condition), system performance, air quality and transit asset management.

DRCOG has previously set targets for safety (2018), and—in conjunction with CDOT—for Peak Hour Excessive Delay and Non-Single Occupancy Vehicles (2020 and 2022). In coordination with RTD and the Federal Transit Administration, DRCOG also addressed the transit asset management target requirements.

DRCOG must set 4-year targets for NHS bridges by deck area, pavement infrastructure conditions for the Interstate system and non-Interstate system, level of travel time reliability for Interstate and non-Interstate NHS routes and truck travel time reliability index for the interstate system.

DRCOG must set 2-year and 4-year targets for total emission reductions for projects funded with CMAQ dollars for four criteria pollutants and precursors: Carbon Monoxide (CO), Nitrogen Oxides (NOx), Volatile Organic Compounds (VOCs), and Particulate Matter (PM-10). It is important to emphasize that unlike other FAST Act performance targets, CMAQ emissions reduction targets are projects-based. Specifically, they are based on projects reported in FHWA's [CMAQ Public Access System](#).

DRCOG has the option to support the state targets set by CDOT or to set its own targets separate from the state. CDOT coordinated with DRCOG to develop statewide targets for each measure. Given data and methodology limitations, it would not be useful for DRCOG to set separate targets for the Denver region. Additionally, CDOT will

have the opportunity to re-assess the 2022 targets in two years. Therefore, DRCOG staff recommends supporting CDOT's targets for all measures shown in the table below:

Performance Measures			2-Year Target (2020)	4-Year Target (2022)
Infrastructure Condition	Bridge	Percentage of NHS Bridges, by deck area, classified in Good Condition	N/A	44%
		Percentage of NHS Bridges, by deck area, classified in Poor Condition	N/A	4%
	Pavement	Percent of pavements of the Interstate System in Good Condition	N/A	47%
		Percent of pavements of the Interstate System in Poor Condition	N/A	1%
		Percentage of pavements of the Non-Interstate NHS System in Good Condition	N/A	51%
		Percentage of pavements of the Non-Interstate NHS System in Poor Condition	N/A	2%
System Performance	Travel Time Reliability	Interstate Level of Travel Time Reliability (LOTTR)	N/A	81%
		Non-Interstate NHS Level of Travel Time Reliability (LOTTR)	N/A	64%
	Freight Reliability	Truck Travel Time Reliability (TTTR) Index for the Interstate System	N/A	1.5
CMAQ	On-Road Emission Reduction Benefits	Volatile Organic Compound (VOC)	86	105
		Particulate Matter (PM 10)	31	152
		Carbon Monoxide (CO)	1,152	1,426
		Nitrogen Oxide (NOx)	86	105

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to adopt a resolution for the proposed targets for infrastructure condition, system performance and air quality as part of the performance-based planning requirements of the *Fixing America's Surface Transportation* (FAST Act).

#### ATTACHMENT

1. Staff presentation
2. Draft resolution

#### ADDITIONAL INFORMATION


If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or William Johnson, CDOT Performance and Asset Management branch manager, at (303) 512-4808 or [will.johnson@state.co.us](mailto:will.johnson@state.co.us)



Presented by:  
**Beth Doliboa**  
and  
**William Johnson**

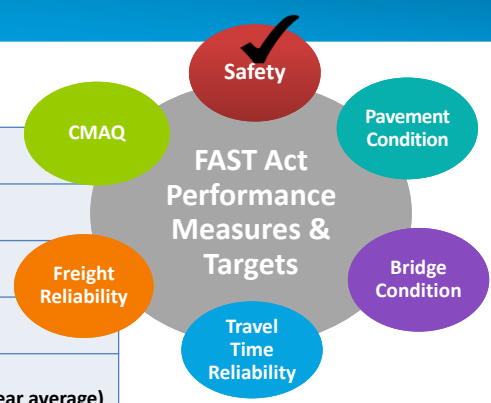
Board - October 17, 2018

# FAST Act Required Targets




## Established targets

<b>Safety</b>		Number of Traffic Fatalities (5-year average)
		Traffic Fatalities per 100M VMT (5-year average)
		Number of Serious Injuries (5-year average)
		Serious Injuries per 100M VMT (5-year average)
		Number of Non-Motorized Fatalities and Serious Injuries (5-year average)
<b>CMAQ</b>	<b>Traffic Congestion</b>	Annual hours of Peak Hour Excessive Delay (PHED) per capita
		Percent of Non-Single Occupancy Vehicle (SOV) Travel



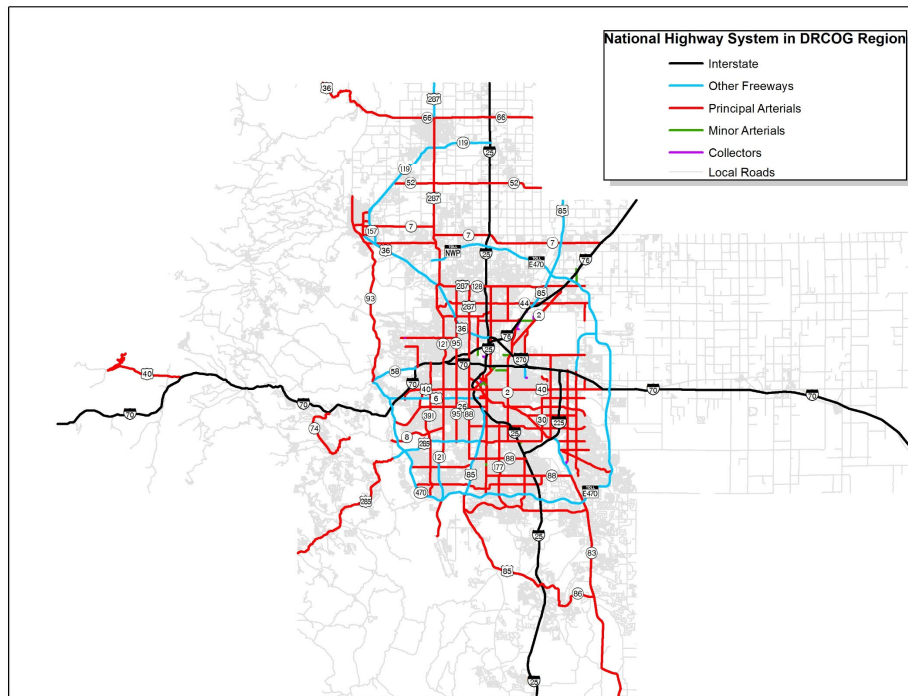
The diagram shows a central grey circle labeled "FAST Act Performance Measures & Targets". Surrounding it are six colored circles: Safety (red, with a checkmark), CMAQ (green), Freight Reliability (orange), Travel Time Reliability (blue), Bridge Condition (purple), and Pavement Condition (teal).





## Remaining performance measure targets

Infrastructure Condition	Bridge	Percentage of NHS Bridges, by deck area, classified in Good Condition
		Percentage of NHS Bridges, by deck area, classified in Poor Condition
	Pavement	Percent of pavements of the Interstate System in Good Condition
		Percent of pavements of the Interstate System in Poor Condition
		Percent of pavements of the Non-Interstate NHS System in Good Condition
		Percent of pavements of the Non-Interstate NHS System in Poor Condition
System Performance	Travel Time Reliability	Interstate Level of Travel Time Reliability (LOTTR)
		Non-Interstate NHS Level of Travel Time Reliability (LOTTR)
	Freight Reliability	Truck Travel Time Reliability (TTTR) Index for the Interstate System
CMAQ	On-Road Emission Reduction Benefits	Volatile Organic Compound (VOC)
		Particulate Matter (PM 10)
		Carbon Monoxide (CO)
		Nitrogen Oxide (NOx)





## Percentage of NHS Bridges, by deck area, classified in **Good** and **Poor** Condition

The percent of deck area in good/fair/poor condition -  
Assessed using the rating of the major structures of the following bridge inventory items:  
Deck, Substructure, Superstructure, and Culverts

CDOT data:

Conditions	2017 Statewide Total Deck Area	2017 Statewide Condition %	2018 Statewide Condition %
<b>All Bridges</b>	<b>30,101,799</b>		
<b>Good Condition</b>	<b>14,691,259</b>	<b>48.81%</b>	<b>47.36%</b>
<b>Fair Condition</b>	<b>14,151,670</b>	<b>47.01%</b>	<b>48.83%</b>
<b>Poor Condition</b>	<b>1,259,870</b>	<b>4.19%</b>	<b>3.81%</b>

Bridge Conditions	State 4-Year Target (2022)
<b>Good Condition</b>	<b>44%</b>
<b>Poor Condition</b>	<b>4%</b>



## Percentage of pavements of the Interstate System in Good or Poor Condition Percent of pavements of the Non-Interstate NHS System in Good or Poor Condition

CDOT leveraged their internal Drivability Life (DL) performance metric and the pavement management system (PMS).

Lane Mile Conditions	2017 Statewide Pavement Conditions	2018 Statewide Pavement Conditions
<b>% Pavement on Interstate System in Good Condition</b>	<b>44.88%</b>	<b>43.09%</b>
<b>% Pavement on Interstate System in Poor Condition</b>	<b>0.25%</b>	<b>0.51%</b>
<b>% Pavement on non-Interstate NHS System in Good Condition</b>	<b>49.34%</b>	<b>41.79%</b>
<b>% Pavement on non-Interstate NHS System in Poor Condition</b>	<b>0.96%</b>	<b>0.16%</b>

Lane Mile Conditions	State 4-Year Target (2022)
<b>% Pavement on Interstate System in Good Condition</b>	<b>47%</b>
<b>% Pavement on Interstate System in Poor Condition</b>	<b>1%</b>
<b>% Pavement on non-Interstate NHS System in Good Condition</b>	<b>51%</b>
<b>% Pavement on non-Interstate NHS System in Poor Condition</b>	<b>2%</b>







## Interstate and Non-Interstate NHS Level of Travel Time Reliability Truck Travel Time Reliability

System Reliability targets were established by using forecasts from the National Performance Management Research Data Set (NPMRDS) and Highway Performance Monitoring System (HPMS) data from 2013 - 2016

**Statewide Interstate LOTTR**

Year	LOTTR
2013	80.30%
2014	81.70%
2015	79.20%
2016	81.70%

State 4-Year Target (2022)
81%

**Statewide Non-Interstate NHS LOTTR**

Year	LOTTR
2013	67.00%
2014	63.70%
2015	64.00%
2016	63.50%

State 4-Year Target (2022)
64%

**Statewide Truck Travel Time**

Year	TTTR
2013	1.55
2014	1.51
2015	1.49
2016	1.45

State 4-Year Target (2022)
1.5



## Total Emission Reduction Benefits

Emission reduction benefit from the reporting years of 2012 to 2016 - CDOT used the lowest two and four-year totals to set the targets for each emission reduction benefit that needs to be reported.

On-Road Mobile Emissions	Current Condition	State 2-Year Target (2020)	State 4-Year Target (2022)
Volatile Organic Compound (VOC)	101.561	86	105
Particulate Matter (PM 10)	49.639	31	152
Carbon Monoxide (CO)	1,845.826	1,152	1,426
Nitrogen Oxide (NOx)	420.038	86	105





## Next Steps

- 2020 – Mid-year review of the first performance period
  - Adjustments (if necessary) of the four-year targets
  - CDOT submits mid-year performance report
- 2022 – End of first performance period
  - CDOT submit final performance report and significant progress determination performance
  - Target setting for next four-year performance period (2022-2026)



QUESTIONS?

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. \_\_\_\_\_, 2018

A RESOLUTION ADOPTING THE PAVEMENT, BRIDGE, SYSTEM PERFORMANCE, AND EMISSION REDUCTION BENEFIT TARGETS FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AS PART OF THE PERFORMANCE-BASED PLANNING REQUIREMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

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

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

WHEREAS, 23 USC 150(c) establishes requirements for performance measures and targets for safety, infrastructure condition, system performance, freight, and air quality; and

WHEREAS, federal statutes require the Denver Regional Council of Governments to set targets for required pavement, bridge, system performance, and emission reduction benefit performance measures; and

WHEREAS, the pavement, bridge, system performance, and emission reduction benefit targets were prepared by the Denver Regional Council of Governments in cooperation with the Colorado Department of Transportation; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the 2022 pavement, bridge, system performance targets and the 2020 and 2022 emission reduction benefit targets.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the following targets:

A RESOLUTION ADOPTING THE PAVEMENT, BRIDGE, SYSTEM PERFORMANCE, AND EMISSION REDUCTION BENEFIT TARGETS FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AS PART OF THE PERFORMANCE-BASED PLANNING REQUIRMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

Resolution No. \_\_\_\_\_, 2018

Page 2

Performance Measures			2-Year Target (2020)	4-Year Target (2022)
Infrastructure Condition	Bridge	Percentage of NHS Bridges, by deck area, classified in Good Condition	N/A	44%
		Percentage of NHS Bridges, by deck area, classified in Poor Condition	N/A	4%
	Pavement	Percent of pavements of the Interstate System in Good Condition	N/A	47%
		Percent of pavements of the Interstate System in Poor Condition	N/A	1%
		Percentage of pavements of the Non-Interstate NHS System in Good Condition	N/A	51%
		Percentage of pavements of the Non-Interstate NHS System in Poor Condition	N/A	2%
System Performance	Travel Time Reliability	Interstate Level of Travel Time Reliability (LOTTR)	N/A	81%
		Non-Interstate NHS Level of Travel Time Reliability (LOTTR)	N/A	64%
	Freight Reliability	Truck Travel Time Reliability (TTTR) Index for the Interstate System	N/A	1.5
CMAQ	On-Road Emission Reduction Benefits	Volatile Organic Compound (VOC)	86	105
		Particulate Matter (PM 10)	31	152
		Carbon Monoxide (CO)	1,152	1,426
		Nitrogen Oxide (NOx)	86	105

RESOLVED, PASSED AND ADOPTED this \_\_\_\_ day of \_\_\_\_\_, 2018 at Denver, Colorado.

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Herb Atchison, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

---

Douglas W. Rex, Executive Director

**ATTACH G**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Informational Briefing	15

**SUBJECT**

2020-2023 *Transportation Improvement Program* (TIP) Regional Share project submittals.

**PROPOSED ACTION/RECOMMENDATIONS**

No action requested. This item is for information only.

**ACTION BY OTHERS**

N/A

**SUMMARY**

Applications for the 2020-2023 TIP Regional Share Call for Projects were received by DRCOG from subregional forums, RTD, and CDOT on or before September 21. Twenty projects totaling \$109.3 million were submitted for \$32.5 million in DRCOG-allocated Regional Share funds available. These totals do not include the CDOT request for affirmation of DRCOG's previous commitment of \$25 million for the Central 70 project. A list of the applications received is attached and applications can be found on the DRCOG website [here](#).

Next Steps

Staff is in the process of evaluating and scoring the submittals and has had an initial meeting with the project review panel. The panel will meet again on October 17 to review the DRCOG scores and identify the top tier of projects totaling approximately twice the amount of available funds. The project sponsors of the top tier applications will be given the opportunity to present to the panel at their third meeting, anticipated to be on October 24. Finally, the panel is anticipated to meet again on November 8 to make a recommendation on the projects to be funded and those on the waiting list to the DRCOG committees and the Board.

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

N/A

**ATTACHMENT**

TIP Regional Share Applications Submitted

**ADDITIONAL INFORMATION**

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

# TIP Regional Share Applications Submitted

## \$32,500,000 Available

Project Reference #	Forum	Project Sponsor	Project Name	Regional Share Request
1	Adams	Commerce City	I-270 Corridor EA and Vasquez Blvd Construction	\$ 6,000,000
2	Adams	Bennett	I-70/SH79 Interchange Operational Improvements	\$ 750,000
3	Adams	Commerce City	US-85/120th Ave Interchange: Phase 1	\$ 8,819,426
4	Arapahoe	Arapahoe County	US-85 PEL Study	\$ 1,500,000
5	Arapahoe	Arapahoe County	High Plains Trail/Cherry Creek Trail Connector	\$ 2,000,000
6	Arapahoe	Englewood	US-285 Congestion Management and Operations Study	\$ 900,000
7	Boulder	Boulder County	SH-119 BRT Enhancements (Option 1: assumes prop 110 fails)	\$ 8,150,000
8	Boulder	Boulder County	SH-119 BRT Enhancements (Option 2: assumes prop 110 passes)	\$ 8,150,000
9	Boulder	Boulder County	US-287 BRT Feasibility and Corridor Safety Study	\$ 250,000
10	Broomfield	Broomfield	SH-7 Preliminary and Environmental Engineering	\$ 4,000,000
11	Broomfield	Broomfield	US-36 Bikeway Realignment and Safety Improvements	\$ 1,234,000
12	Denver	Denver	16th St Mall Rehabilitation	\$ 20,000,000
13	Denver	Denver	I-25 Valley Highway Phase 2.0 (I-25 and Alameda)	\$ 15,000,000
14	Denver	Denver	Broadway Station and I-25 Safety and Access Improvements	\$ 20,000,000
15	Douglas	Lone Tree	I-25/Lincoln Interchange Traffic and Mobility Improvements	\$ 1,000,000
16	Jefferson	Jefferson County	Peaks to Plains Trail - SH-6 Tunnel 1 to Huntsman Gulch	\$ 4,000,000
17	Jefferson	Wheat Ridge	Wadsworth Blvd Widening: 48th Ave to I-70	\$ 3,300,000
18	Jefferson	Wheat Ridge	Ward Rd and BNSF Grade Separation	\$ 1,000,000
19	RTD	RTD	Mobility as a Service: Implementing an Open-Ticketing Platform	\$ 1,813,084
20	RTD	RTD	RTD Transportation Transformation Comprehensive Plan	\$ 1,420,000
<b>Total Requested</b>				<b>\$ 109,286,510</b>
21	CDOT	CDOT	Central 70 (Part 2 of DRCOG's previous commitment)	\$ 25,000,000

DRCOG Board - October 17, 2018

**ATTACH H**



To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Informational Briefing	16

#### SUBJECT

Metro Vision performance measure status update

#### PROPOSED ACTION/RECOMMENDATIONS

No action is requested. This item is for information only.

#### ACTION BY OTHERS

N/A

#### SUMMARY

##### Background

The DRCOG Board of Directors unanimously adopted Metro Vision, the region's aspirational plan for the future, in January 2017. The plan includes 16 overall plan performance measures. Each measure includes a baseline observation and a 2040 target. The performance measures help track the region's progress toward the shared outcomes identified in Metro Vision.

*"Measures help to verify whether the shared actions of planning partners, including local governments, are moving the region toward desired outcomes. Measures are not intended to judge the performance of individual jurisdictions or projects." ([Metro Vision](#), page 2)*

The Board adopted amendments to the Metro Vision plan in April 2018, including changes to a plan performance measure and target. The adopted amendment corrected a previous error in calculating a baseline measure, which subsequently influenced Board discussion on future targets.

##### Measure status

The attached staff presentation provides the most recent observations of performance measure data. Metro Vision performance measures rely on regularly updated data from reliable sources. Many of the plan's performance measures rely on data sets that are updated annually, therefore, there are limited observations included in this initial update.

The region is on track or ahead of schedule to meet half of the 2040 targets; the region is behind schedule on six measures. Due to improvements to base data used to calculate observations, staff is unable to make a status determination on two measures. These measures may require future Board action to amend the Metro Vision plan.

<b>Ahead of schedule</b> Measures ahead of pace needed to achieve 2040 target	Urban center employment
	Residents living in locations affordable to the typical household (housing + transportation costs)
	Housing near high-frequency or rapid transit
	Employment near high-frequency or rapid transit
<b>On track</b> Measures on pace needed to achieve 2040 target	Regional employment
	Urban center housing
	Regional population-weighted density
	Travel time variation (TTV)
<b>Behind schedule</b> Measures behind pace needed to achieve 2040 target	Non-single-occupant vehicle (SOV) travel
	Vehicle miles traveled (VMT)
	Person delay
	Traffic fatalities
	Surface transportation greenhouse gas (GHG) emissions
<b>No determination</b> Measures with data limitations preventing status determination	Employment in high-risk hazard areas
	Protected open space
	Housing in high-risk hazard areas

Additional details - finding of “no determination”

- **Protected open space:** Recent coordination with the State Land Board to ensure that our data accurately reflects the status of Land Board holdings resulted in changes to our regional open space inventory. As a result, updated observations noted in the attached presentation are all *less than* the performance measure baseline included in Metro Vision.
- **Housing in high-risk hazard areas:** Staff continues to make improvements to DRCOG’s Master Housing Dataset. This dataset is used to identify and locate housing units throughout the region, including those within high-risk hazard areas. Recent data collection efforts have captured more housing units throughout the region, not just new units. When more recent data is used, the baseline observation (2014) is *less than* the baseline observation the Board reviewed in setting the 2040 target. Additional observations are required and may result in a future staff recommendation to amend this performance measure.

Tonight’s presentation

The attached presentation includes all observations available since baseline measures were established. In the interest of time, staff will describe one measure from each of the

categories in the above table. All measures and observations are documented in the presentation.

The presentation includes numeric observations, as well as a graphical representation of the data, including an illustrative trendline demonstrating progress needed to achieve the 2040 target. Additionally, a link to more detailed measure documents is provided below.

#### Next steps

Performance measures can help inform board and committee decisions to focus, reinforce, or otherwise redirect future efforts in response to observed trends. In addition to the performance measures outlined above, Metro Vision established a dynamic and flexible performance management approach. DRCOG staff will continue to research and share data and information that may illustrate progress toward shared outcomes.

In early 2019, the Board will likely consider amendments to measures classified as “no determination”. Additionally, the Board may also consider adjustments to the person delay measure to ensure consistency with methodology used for DRCOG’s Annual Congestion Report. DRCOG staff continues to evaluate methodology and data used to calculate this congestion measure, including transitioning from the use of modeled data to observed data to calculate travel delay.

PREVIOUS DISCUSSIONS/ACTIONS
------------------------------

N/A

PROPOSED MOTION
-----------------

N/A

ATTACHMENT
------------

1. Staff presentation

Link: [Metro Vision measure documentation](#)

ADDITIONAL INFORMATION
------------------------

If you need additional information please contact Douglas W. Rex, Executive Director, at 303 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Brad Calvert, Director, Regional Planning and Development, at 303-480-6839 or [bcalvert@drcog.org](mailto:bcalvert@drcog.org).



# Metro Vision Performance Measures

## Status Update

Presented by:  
**Brad Calvert**

October 17, 2018

### DRCOG Strategic Planning Model and Metro Vision

Strategic 'altitude'

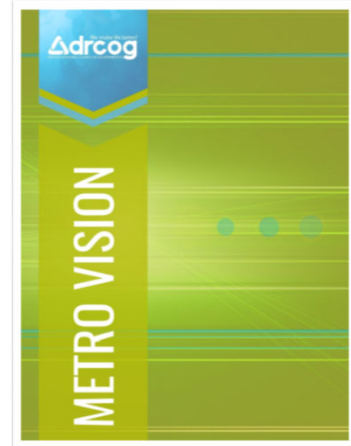




## Stated purpose: judging collective impact

Metro Vision measures:

1. help to **verify whether the shared actions** of planning partners, including local governments, **are moving the region toward desired outcomes**
2. are **not intended to judge the performance of individual jurisdictions or projects**



## Disclaimers

Three quick disclaimers:

1. Path between 2014 and 2040 not likely to be a straight line
2. Limited observations → limited ability to extrapolate
3. Improving datasets → better understanding, but may require target adjustments (early 2019)





## Metro Vision performance measure status

Ahead of  
schedule

On track

Behind  
schedule

No  
determination

- **Urban center employment**

- Residents living in locations affordable to the typical household
- Housing near high-frequency or rapid transit
- Employment near high-frequency or rapid transit
- Regional employment

- **Urban center housing**

- **Regional population-weighted density**
- Travel time variation (TTV)

- Non-single-occupant vehicle (SOV) travel

- **Vehicle miles traveled (VMT)**

- Person delay
- Traffic fatalities
- Surface transportation greenhouse gas (GHG) emissions
- Employment in high-risk hazard areas

- **Protected open space**

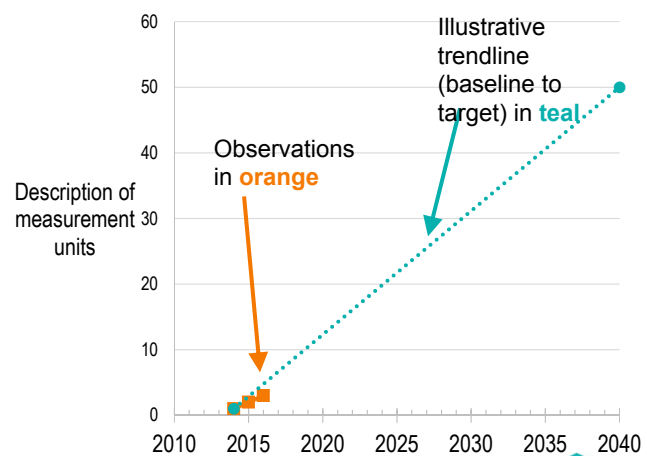
- Housing in high-risk hazard areas



## <<Guide to information provided>>

### Measure status

Year	Observation
Baseline	1
Year 2	2
Year 3	3
...	...
2040 Target	50

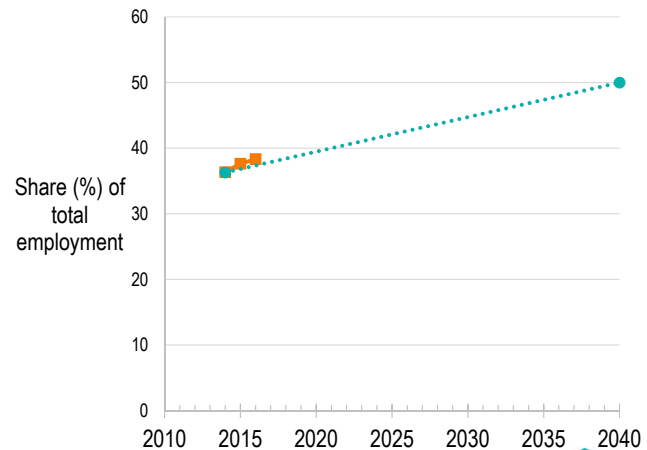




## Urban center employment

Ahead of schedule

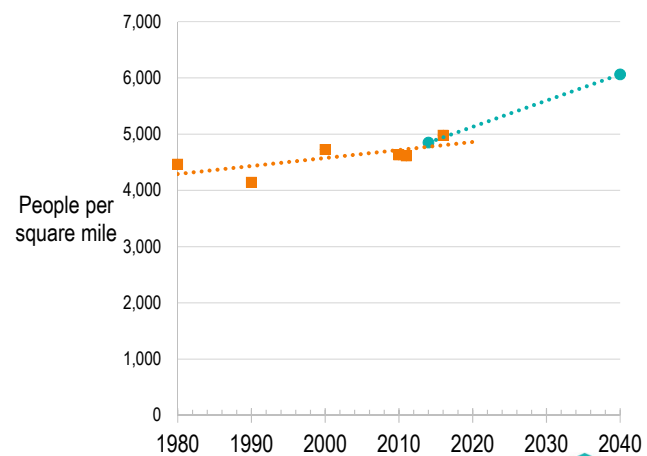
Year	Observation
2014	36.3%
2015	37.6%
2016	38.3%
...	...
2040 Target	50.0%



## Regional population-weighted density

On track

Year	Observation
2014*	4,850
2015*	4,930
2016*	4,980
...	...
2040 Target	6,060 (25% increase)



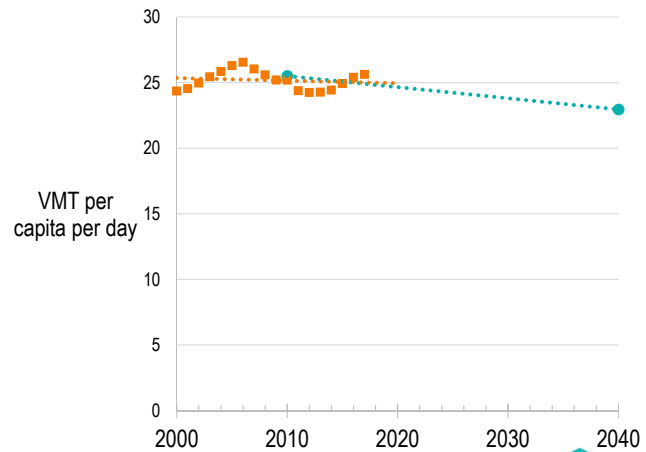
\* - reflects five year window of survey data ending in year shown



## Vehicle miles traveled (VMT) per capita

Behind schedule

Year	Observation
2010	25.2
2011	24.4
2012	24.2
2013	24.3
2014	24.4
2015	24.9
2016	25.4
2040 Target	10% decrease



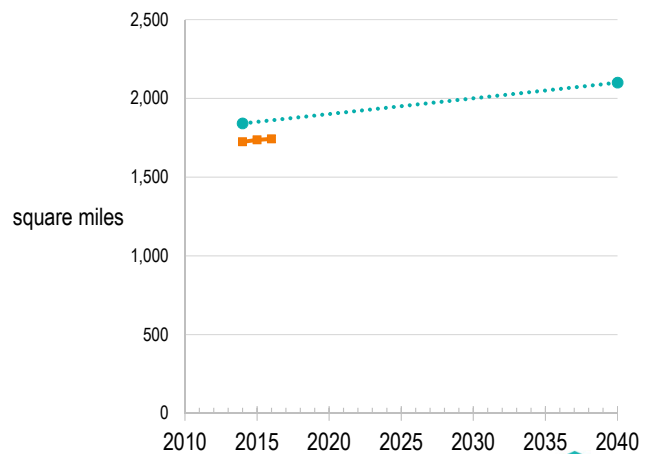
Adrcog  
ALBERTA DEVELOPMENT REGIONAL COUNCIL OF GOVERNMENTS



## Protected open space

No determination

Year	Observation
2014	1,724
2015	1,737
2016	1,743
...	...
2040 Target	2,100‡



‡ - set when baseline was higher, before feedback from State Land Board

Adrcog  
ALBERTA DEVELOPMENT REGIONAL COUNCIL OF GOVERNMENTS





## Staff observed patterns

- Strong economy helping region advance toward some targets
- Strong economy contributing to travel demand, advancing away from other targets



## What's next?

This is not an action item.

- Board input can help shape additional research
- Any potential board concerns related to adopted measures may warrant board and/or committee action
- Staff planning for limited baseline and target updates for Board consideration (early 2019)
- Staff working on improvements to [metrovision.drcog.org](http://metrovision.drcog.org)
  - To get these observations online
  - To get new observations online in Q1 or Q2 2019





## A region responding – a few examples

### Initiative examples:

- 2020-2023 TIP (Projects and Set-Asides)
- Regional Vision Zero
- Active Transportation Plan
- Metro Denver Nature Alliance
- Mobility Choice Blueprint
- RTD's First and Last Mile Strategic Plan
- Way to Go
- Congestion Management Process
- Traffic Signal Program
- Various corridor, urban center, or station area studies
- Other local initiatives



Thank you!

## QUESTIONS/DISCUSSION

## ADDITIONAL SLIDES - METRO VISION PERFORMANCE MEASURES (ALL)



### Metro Vision performance measure status

Ahead of  
schedule

On track

Behind  
schedule

No  
determination

- [Urban center employment](#)
- [Residents living in locations affordable to the typical household](#)
- [Housing near high-frequency or rapid transit](#)
- [Employment near high-frequency or rapid transit](#)
- [Regional employment](#)
- [Urban center housing](#)
- [Regional population-weighted density](#)
- [Travel time variation \(TTV\)](#)
- [Non-single-occupant vehicle \(SOV\) travel](#)
- [Vehicle miles traveled \(VMT\)](#)
- [Traffic fatalities](#)
- [Surface transportation greenhouse gas \(GHG\) emissions](#)
- [Employment in high-risk hazard areas](#)
- [Person delay](#)
- [Protected open space](#)
- [Housing in high-risk hazard areas](#)

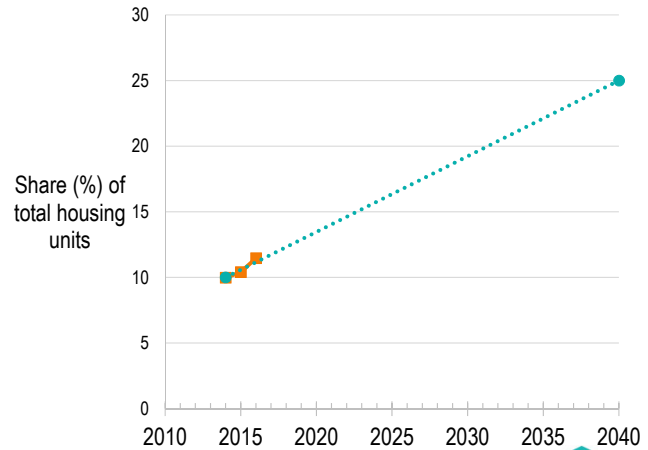




## Urban center housing

On track

Year	Observation
2014	10.0%
2015	10.4%
2016	11.5%
...	...
2040 Target	25.0%



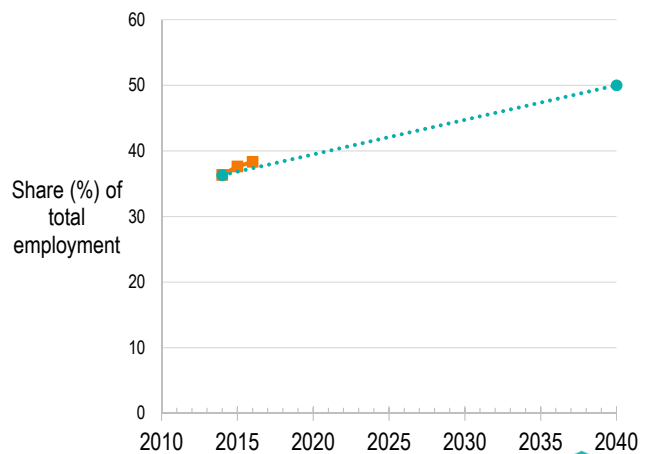
[Back to "Metro Vision performance measure status"](#)



## Urban center employment

Ahead of schedule

Year	Observation
2014	36.3%
2015	37.6%
2016	38.3%
...	...
2040 Target	50.0%



[Back to "Metro Vision performance measure status"](#)





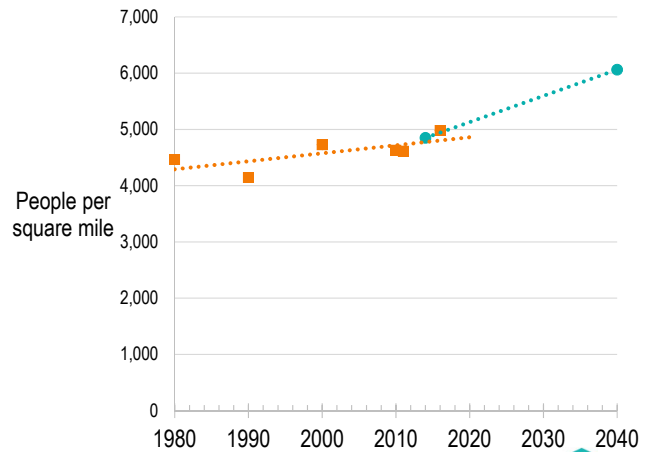
## Regional population-weighted density

On track

Year	Observation
2014*	4,850
2015*	4,930
2016*	4,980
...	...
2040 Target	6,060 (25% increase)

\* - reflects five year window of survey data ending in year shown

[Back to "Metro Vision performance measure status"](#)



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ARIZONA DEVELOPMENT REGIONAL COUNCIL OF GOVERNMENTS



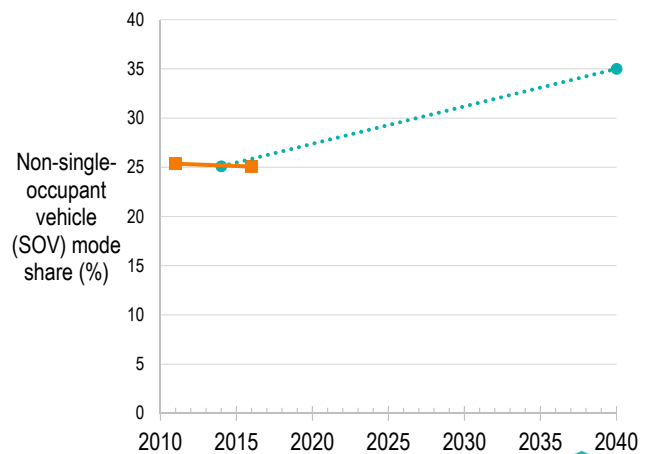
## Non-single-occupant vehicle (SOV) travel

Behind schedule

Year	Observation
2014*	25.1%
2015*	24.8%
2016*	25.1%
...	...
2040 Target	35.0%

\* - reflects five year window of survey data ending in year shown

[Back to "Metro Vision performance measure status"](#)



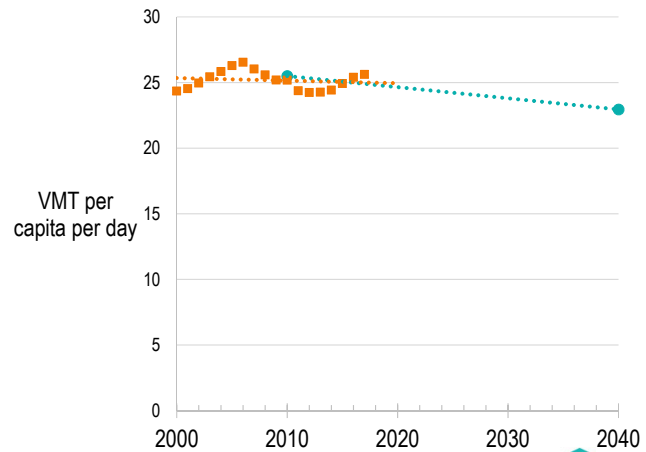
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## Vehicle miles traveled (VMT) per capita

Behind schedule

Year	Observation
2010	25.2
2011	24.4
2012	24.2
2013	24.3
2014	24.4
2015	24.9
2016	25.4
2040 Target	10% decrease



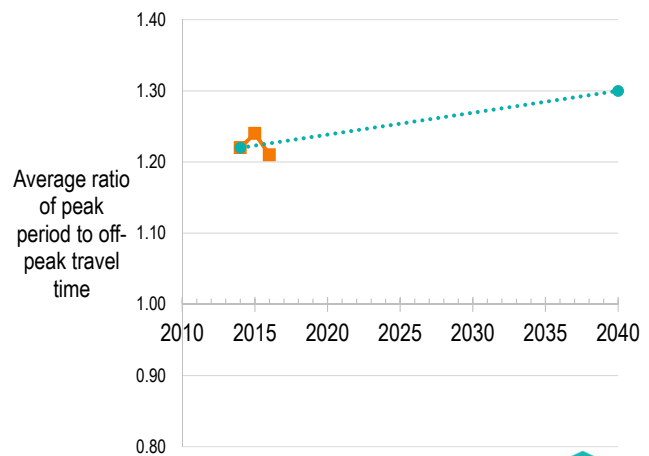
[Back to "Metro Vision performance measure status"](#)



## Travel time variation (TTV)

On track

Year	Observation
2014	1.22
2015	1.24
2016	1.21
...	...
2040 Target	Less than 1.30



[Back to "Metro Vision performance measure status"](#)

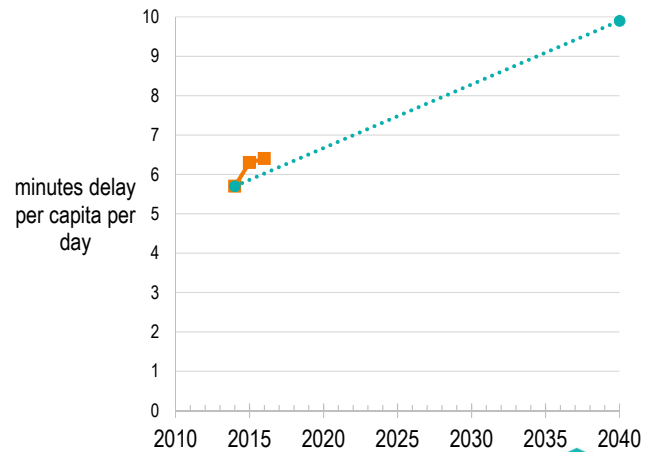




## Person delay daily

### Behind schedule

Year	Observation <sup>†</sup>
2014	5.7
2015	6.3
2016	6.4 <sup>‡</sup>
...	...
2040 Target	Less than 10



<sup>†</sup> - showing more significant digits than annual congestion reports to help illustrate trends

<sup>‡</sup> - observation yet to incorporate new methodology used in annual congestion report / likely formal plan amendment for future Board consideration

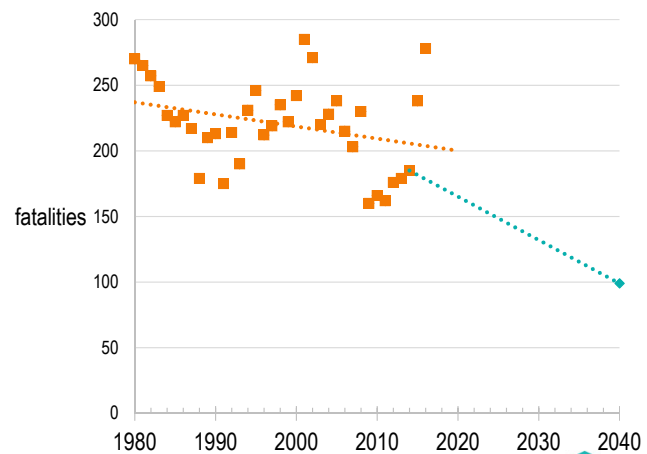
[Back to "Metro Vision performance measure status"](#)



## Traffic fatalities

### Behind schedule

Year	Observation
2014	185
2015	238
2016	278
...	...
2040 Target	Less than 100



[Back to "Metro Vision performance measure status"](#)

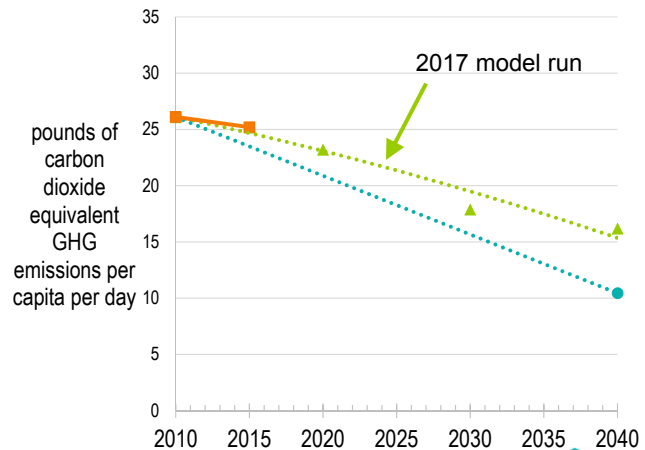




## Surface transportation greenhouse gas (GHG) per capita

Behind schedule

Year	Observation
2010	26.1
2015	25.2
...	...
2040 Target	60% decrease



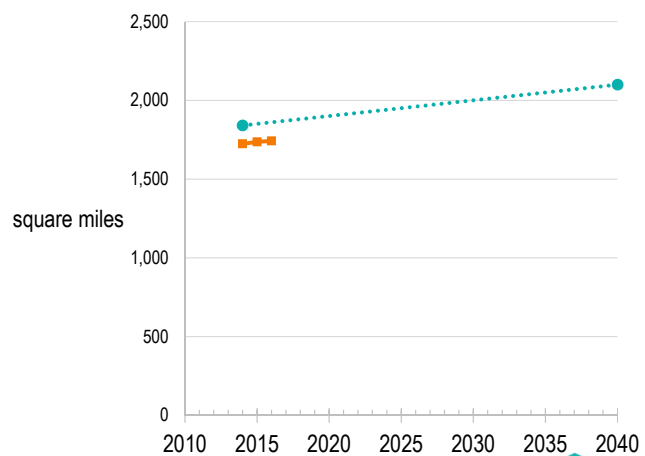
[Back to "Metro Vision performance measure status"](#)



## Protected open space

No determination

Year	Observation
2014	1,724
2015	1,737
2016	1,743
...	...
2040 Target	2,100 <sup>‡</sup>



<sup>‡</sup> - set when baseline was higher, before feedback from State Land Board

[Back to "Metro Vision performance measure status"](#)





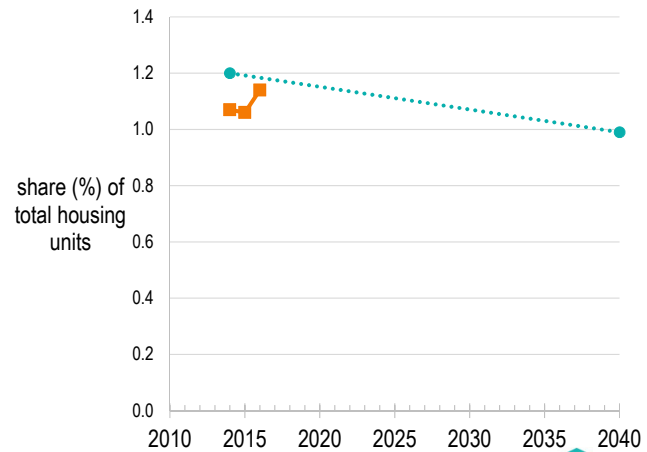


## Housing in high-risk hazard areas

No determination

Year	Observation
2014	1.07%
2015	1.06%
2016	1.14%
...	...
2040 Target	Less than 1.0% <sup>‡</sup>

<sup>‡</sup> - set when baseline was higher, before flood layer improvements



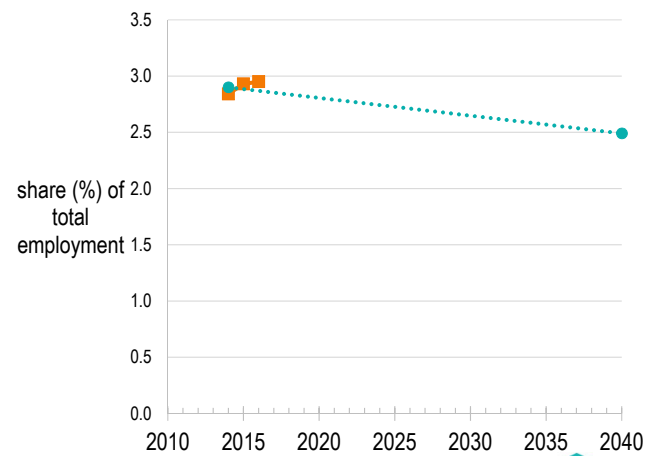
[Back to "Metro Vision performance measure status"](#)



## Employment in high-risk hazard areas

Behind schedule

Year	Observation
2014	2.84%
2015	2.93%
2016	2.95%
...	...
2040 Target	Less than 2.5%



[Back to "Metro Vision performance measure status"](#)

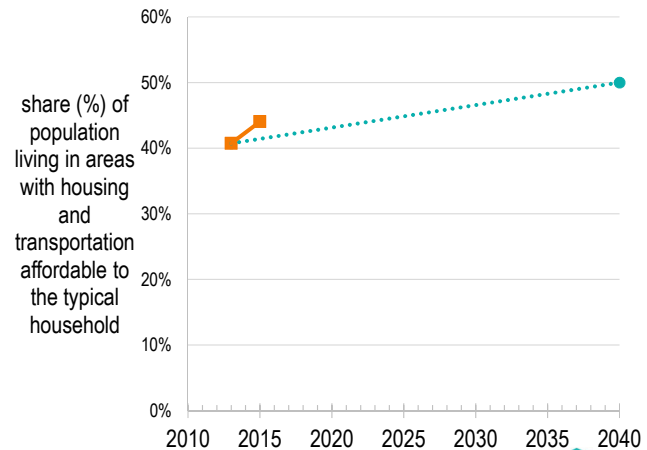




## Residents living in locations affordable to the typical household

Ahead of schedule

Year	Observation
2013	41%
2015	44%
...	...
2040 Target	50%



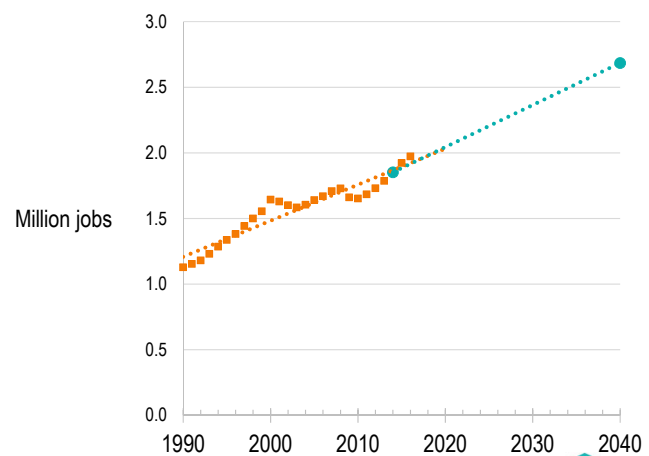
[Back to "Metro Vision performance measure status"](#)



## Regional employment

Ahead of schedule

Year	Observation
2014	1.87
2015	1.94
2016	1.99
...	...
2040 Target	2.68



[Back to "Metro Vision performance measure status"](#)

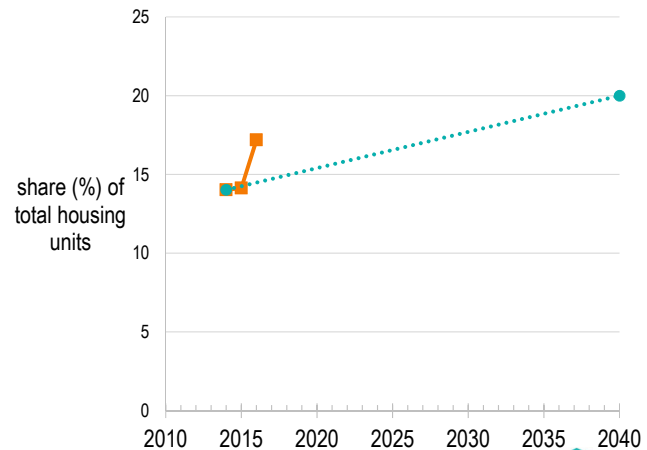




## Housing near high-frequency or rapid transit

Ahead of schedule

Year	Observation
2014	14.0%
2015	14.1%
2016	17.2%
...	...
2040 Target	20.0%



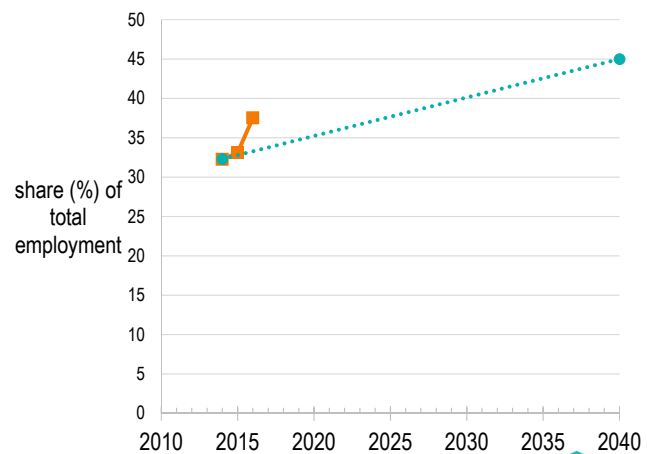
[Back to "Metro Vision performance measure status"](#)



## Employment near high-frequency or rapid transit

Ahead of schedule

Year	Observation
2014	32.3%
2015	33.1%
2016	37.5%
...	...
2040 Target	45.0%



[Back to "Metro Vision performance measure status"](#)



**ATTACH I**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Informational Item	18

#### SUBJECT

DRCOG Scorecard report for one strategic objective and one associated performance measure.

#### PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is provided for information only.

#### ACTION BY OTHERS

N/A

#### SUMMARY

DRCOG's Balanced Scorecard work began in April 2014 and led to the design of a DRCOG scorecard and five division scorecards. Periodically, we will be reporting an informational item to the Board on select objectives and measures that we're focused on internally.

This report describes the Regional Planning & Development (RPD) scorecard objective, *Maintain & Expand Products & Services* and the *Issues Resolved* measure under that objective.

This is an important process measure that helps ensure DRCOG Information Systems products and services are in working order, i.e. Denver Regional Visual Resources, Regional Data Catalog.

#### PREVIOUS DISCUSSIONS/ACTIONS

Since 2015, reports from the Executive Office scorecard have been provided periodically to Board Directors as an informational item. The periodic reports are a way of keeping Directors updated on DRCOG's progress with our strategy work.

#### PROPOSED MOTION

N/A

#### ATTACHMENT

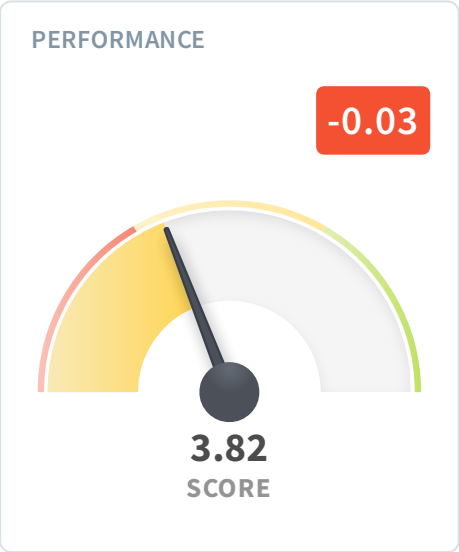
Scorecard report on *Maintain & Expand Products & Services* and the *Issues Resolved* measure.

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org) or Jerry Stigall, Director, Organizational Development, at 303-480-6780 or [jstigall@drcog.org](mailto:jstigall@drcog.org).

# Maintain & Expand Products & Services

## 2018



Description

The focus of this objective is the expansion, design, development, and maintenance of quality products and services for both internal and external customers.

Owners: Derrick, Jeff, Neetu

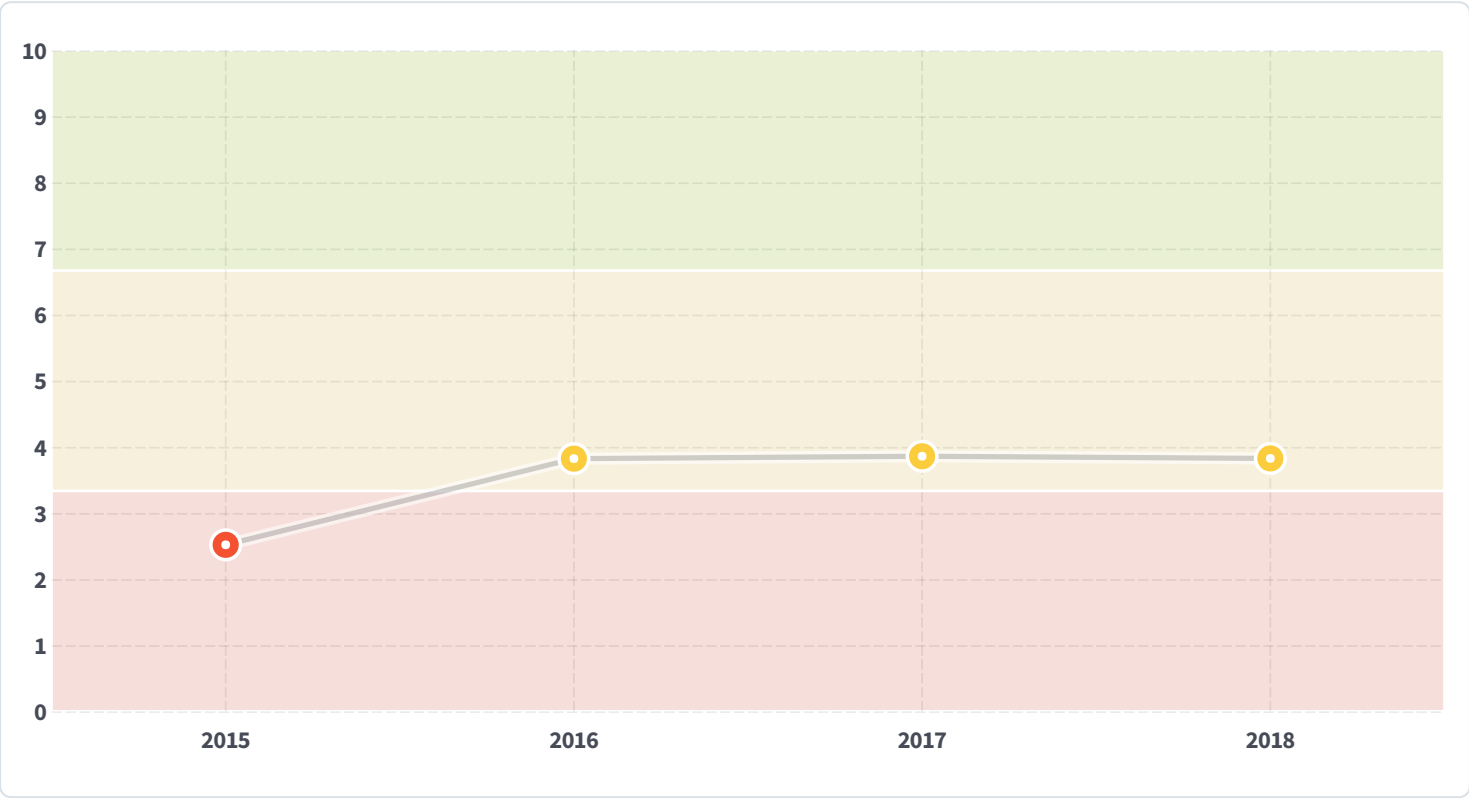
Details

Type	Weight
Objective	33.33%

Owners






Ashley Summers

HISTORICAL PERFORMANCE












PERIOD		SCORE
2015		2.52
2016		3.82
2017		3.86
2018		3.82

DATA USED IN CALCULATIONS

	SCORE	WEIGHT
 Requests		20%
 Issues Resolved	4.89	20%
 Open Rate	4	20%
 Download	0.93	20%
 Web traffic	5.48	20%

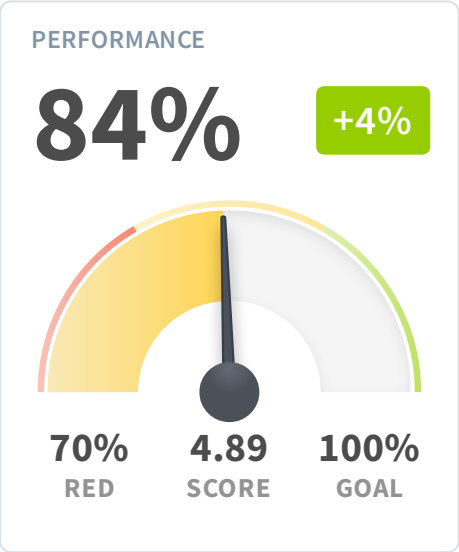
RELATED ITEMS

  	<b>Annual Data Collection</b> REGIONAL PLANNING AND DEVELOPMENT (RPD)
  	<b>Regional Data Catalog</b> REGIONAL PLANNING AND DEVELOPMENT (RPD)
  	<b>Regional Data Catalog Update</b> REGIONAL PLANNING AND DEVELOPMENT (RPD)



# Issues Resolved

## Quarter 2, 2018



**Description**  
Percentage of issues resolved on "active" products and services (DRCOG-based software). Examples: DRVR, REA, Data Portal, RDC, LandUseExplorer, DevType Model. Active means in prod or dev.

Owner: Jeff

### Details

Type	Weight	Scoring Type	Calendar
Measure	20%	Goal/Red Flag	Quarterly
Data Type	Aggregation Type		
Percentage	Last Value		

### Series

Actual Value	Red Flag	Goal
Update Type: Manual	Update Type: Manual Value: 70%	Update Type: Manual Value: 100%

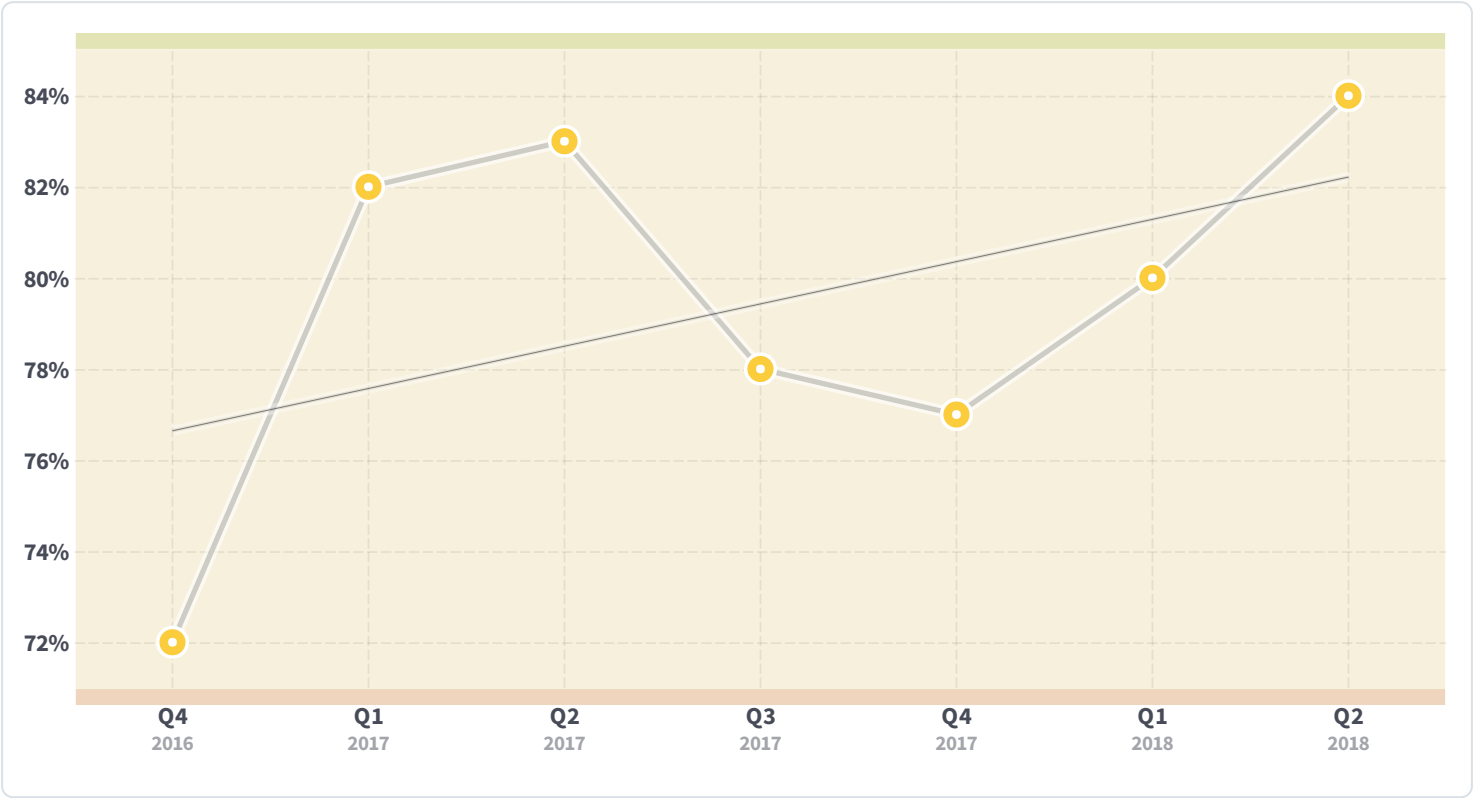
### Owners

Ashley Summers

### Updaters

Ashley Summers (+Thresholds)

HISTORICAL PERFORMANCE



Period	Score	Actual	Red Flag	Goal
Q4 2016	3.56	72%	70%	100%
Q1 2017	4.67	82%	70%	100%
Q2 2017	4.78	83%	70%	100%
Q3 2017	4.22	78%	70%	100%
Q4 2017	4.11	77%	70%	100%
Q1 2018	4.44	80%	70%	100%
Q2 2018	4.89	84%	70%	100%

**ATTACH J**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
October 17, 2018	Informational	19

**SUBJECT**

October administrative modifications to the *2018-2021 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 [Policy on Transportation Improvement Program \(TIP\) Preparation](#), administrative modifications to the [2018-2021 TIP](#) are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

Once processed, the projects are posted on the [DRCOG 2018-2021 TIP web page](#) and emailed to the TIP Notification List, which includes members of the Regional Transportation Committee, the Transportation Advisory Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The October 2018 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**

1. 2018-2021 TIP Administrative Modifications (October 2018)

**ADDITIONAL INFORMATION**

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

## ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **October 2018 Administrative Modifications to the 2018-2021  
Transportation Improvement Program**

Date: October 17, 2018

### SUMMARY

- Per the [Policy on Transportation Improvement Program \(TIP\) Preparation](#) covering the [2018-2021 TIP](#), administrative modifications are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the [DRCOG 2018-2021 TIP web page](#).
- The TIP Notification List includes the members of the DRCOG Regional Transportation Committee and Transportation Advisory Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. The notification via email is sent when Administrative Modifications have been made to the 2018-2021 TIP. If you wish to be removed from the TIP Notification List, please contact Mark Northrop at (303) 480-6771 or via e-mail at [mnorthrop@drcog.org](mailto:mnorthrop@drcog.org).
- Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings, or per CDOT definition.
- The projects included through this set of Administrative Modifications are listed below. The attached describes these modifications.

### PROJECTS TO BE MODIFIED

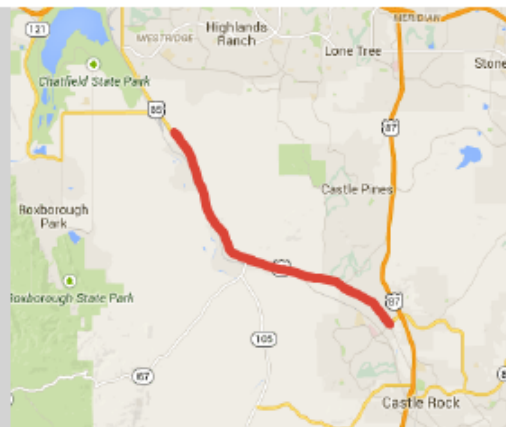
- **2001-154: US-85: Cook Ranch Rd to Meadows Pkwy Widening**
  - Add funding
- **2012-121: Region 4 Non-Regionally Significant RPP Pool**
  - Remove pool project and funding
- **2016-057: Region 1 RPP Pool**
  - Shift funding to another project
- **2016-078: US-85 Corridor Improvements: I-76 to 124<sup>th</sup> Ave**
  - Add funding
- **2018-005: Region 1 Design Program**
  - Rename pool title and add pool projects and funding
- **2018-008: I-25 Central PEL**
  - Add funding shifted from another project
- **2018-014: I-25 Capacity Improvements: Castle Rock to the El Paso County Line**
  - Add funding

**2001-154:** Add funding for the MP 191 to Louviers Ave segment**Existing**Title: **US-85: Cook Ranch Rd to Meadows Pkwy Widening**Project Type: **Roadway Capacity**TIP-ID: **2001-154**STIP-ID: **SDR5055**Open to Public: **2020**Sponsor: **CDOT Region 1****Project Scope**

Design and construct capacity improvements determined by the I-25 / US-85 Corridor EIS Record of Decision (see also TIP-ID 1999-002 in the 2001-2006 TIP). Widen from Cook Ranch Rd to Meadows Pkwy from 2 to 4 lanes.

Roadway segments, listed in order of anticipated completion, and open to public year include:

MP 191.75 to Louviers Ave; 2019  
 Daniels Park Rd. to SH-67 (Sedalia); 2021  
 Castlegate to Daniels Park Rd; 2026  
 Meadows Pkwy. to Castlegate; 2026



Affected Municipality(ies)	Affected County(ies)
Castle Rock	Douglas
Littleton	

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$6,100	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Faster-S)		\$1,500	\$0	\$0	\$0		
State (R P P)		\$11,800	\$3,500	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$68,898</b>	<b>\$19,400</b>	<b>\$3,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,300</b>	<b>\$129,098</b>

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$6,100	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Faster-S)		\$1,500	\$0	\$0	\$0		
State (R P P)		\$11,800	\$4,350	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
<b>Total</b>	<b>\$68,898</b>	<b>\$19,400</b>	<b>\$4,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,300</b>	<b>\$129,948</b>

**2012-121:** Remove one pool project and associated funding**Existing**Title: **Region 4 Non-Regionally Significant RPP Pool**Project Type: **Roadway Operational Improvements**TIP-ID: **2012-121**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4****Project Scope**

Pool contains projects selected under the Non-Regionally Significant Regional Priority Program in CDOT Region 4 (DRCOG-TIP area only).

**Affected County(ies)**

Boulder

Weld



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-66: WCR 7 Intersection Imp		\$1,000	SH-7: Adaptive Signals - SH-287 to 28th St		\$1,474	SH-119: Bike/Ped Study	Boulder to Longmont	\$250
SH-66: Lyons to I-25 Access and PEL		\$2,187	Cherryvale Rd to N. 75th St		\$550	SH119 & SH52 Interchange	MP 49.1 to 50.1	\$500
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$2,697	\$1,350	\$1,887	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$3,900	\$2,697	\$1,350	\$1,887	\$0	\$0	\$9,834	

Highlighted project to be removed

**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-66: WCR 7 Intersection Imp		\$1,000	SH-7: Adaptive Signals - SH-287 to 28th St		\$1,474	SH-119: Bike/Ped Study	Boulder to Longmont	\$250
SH-66: Lyons to I-25 Access and PEL		\$2,187	Cherryvale Rd to N. 75th St		\$550			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$2,697	\$850	\$1,887	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$3,900	\$2,697	\$850	\$1,887	\$0	\$0	\$9,334	

**2016-057:** Transfer \$1,000,000 in funding to the I-25 Central PEL project (TIP ID 2018-008)**Existing**Title: **Region 1 RPP Pool**Project Type: **Other**TIP-ID: **2016-057**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1****Project Scope**

CDOT Region 1 RPP Pool. Funds projects with RPP funds.

**Affected County(ies)**

Adams  
Arapahoe  
Broomfield  
Denver  
Douglas  
Jefferson



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)
Small projects/consultants/closures		\$15,000	C470	Study	\$1,000	I-25 near Orchard	Emergency repairs	\$400
I-70	Tower to Colfax	\$2,600	I-270	Interchange Study (TIP ID 2018-047)	\$1,000	I-70 System-Level Traffic Study	E-470 to Strasburg	\$500
C470 West	PEL	\$2,100	I-25 N	Post-PEL	\$2,000	SH-121 and Morrison Rd	Intersection Improvements	\$700
120th Ave Connection	Broomfield TIP ID 2007-029	\$1,400	Regionwide ADA Ramps (Preconstruction)		\$3,000			
I-70	PPSL	\$4,000	Brighton Blvd/42nd Culvert		\$2,500			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$7,800	\$11,550	\$16,800	\$16,800		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$7,800	\$11,550	\$16,800	\$16,800	\$0	\$52,950

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$7,800	\$10,550	\$16,800	\$16,800		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$7,800	\$10,550	\$16,800	\$16,800	\$0	\$51,950



**2016-078:** Add additional funding**Existing**Title: **US-85 Corridor Improvements: I-76 to 124th Ave**Project Type: **Roadway Operational Improvements**TIP-ID: **2016-078**

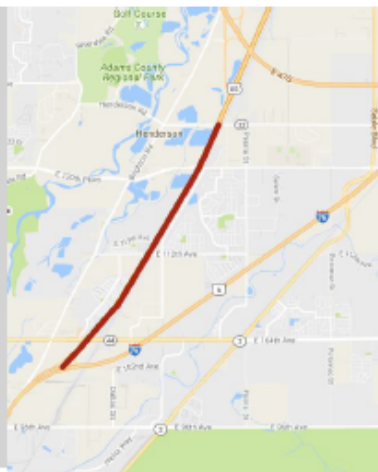
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1****Project Scope**

US-85 corridor operational improvements between I-76 and 124th Ave.

Current funding is for pre-construction activities, including ROW, environmental, and design.



Affected Municipality(ies)	Affected County(ies)
Brighton	Adams
Commerce City	

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$1,199	\$0	\$0	\$0		
State (TCC)		\$4,900	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$11,000	\$6,099	\$0	\$0	\$0	\$0	\$17,099

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$1,199	\$338	\$0	\$0		
State (TCC)		\$4,900	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$11,000	\$6,099	\$338	\$0	\$0	\$0	\$17,437

**2018-005:** Change project title and add four pool projects that will receive SB 1 funding for preconstruction activities

## Existing

Title: **Region 1 Design Program**

Project Type: **Other**

TIP-ID: **2018-005**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

### Project Scope

A high priority pre-construction pool that will allow the achievement of significant pre-construction milestones in order to advance future projects.

#### Affected County(ies)

Adams  
Arapahoe  
Broomfield  
Denver  
Douglas  
Jefferson



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (RDP)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0

**Revised**Title: **Region 1 Preconstruction Program**Project Type: **Other**TIP-ID: **2018-005**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1****Project Scope**

A high priority pre-construction pool that will allow the achievement of significant pre-construction milestones in order to advance future projects.

**Affected County(ies)**

Adams  
Arapahoe  
Broomfield  
Denver  
Douglas  
Jefferson



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)
I-25: Speer and 23rd Bridges			\$1,695	I-25 North: TEL Expansion			\$1,000				
I-25 North: 84th Ave to Thornton Pkwy Widening			\$700	I-270: Widening from I-25 to I-70 Traffic Study			\$300				
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding				
Federal		\$0	\$0	\$0	\$0						
State (SB-1)		\$0	\$3,695	\$0	\$0						
Local		\$0	\$0	\$0	\$0						
Total	\$0	\$0	\$3,695	\$0	\$0	\$0	\$3,695				

**2018-008:** Add \$1,000,000 in funding transferred from TIP ID 2016-057**Existing**Title: **I-25 Central PEL**Project Type: **Roadway/Transit Studies**TIP-ID: **2018-008**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1****Project Scope**

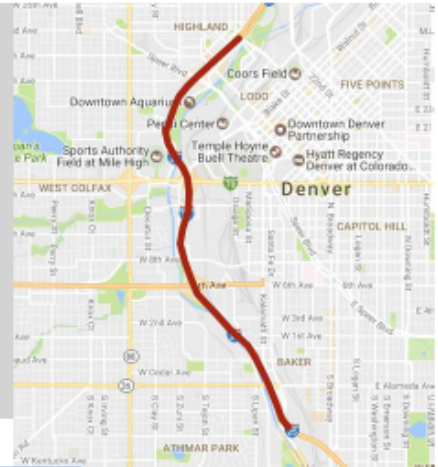
I-25 Central PEL from Santa Fe to 20th, including the 23rd and Speer bridges.

Affected Municipality(ies)

Denver

Affected County(ies)

Denver



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$1,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$1,500	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$2,500	\$0	\$0	\$0	\$0	\$2,500

**Revised**

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$1,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$1,500	\$1,000	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$2,500	\$1,000	\$0	\$0	\$0	\$3,500

**2018-014:** Add funding to construct a climbing lane on I-25 from MP 166 to 167

## Existing

Title: **I-25 Capacity Improvements: Castle Rock to El Paso County Line**

Project Type: **Roadway Capacity**

TIP-ID: **2018-014**

STIP-ID:

Open to Public: **2021**

Sponsor: **CDOT Region 1**

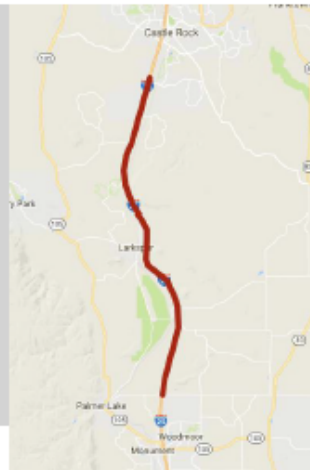
### Project Scope

Add one new express lane in each direction from Castle Rock to the El Paso County line.

Total CDOT project cost is \$350 million and extends south of the DRCOG boundary to Monument.

Affected County(ies)

Douglas



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (INFRA)		\$0	\$65,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (SB-1)		\$0	\$92,000	\$0	\$0		
State (SB267)		\$0	\$133,000	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0		
Total	\$0	\$0	\$300,000	\$0	\$0	\$0	\$300,000

## Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$0	\$2,500	\$0	\$0		
Federal (INFRA)		\$0	\$65,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (SB-1)		\$0	\$92,000	\$0	\$0		
State (SB267)		\$0	\$133,000	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0		
Total	\$0	\$0	\$302,500	\$0	\$0	\$0	\$302,500

**ATTACH K**

# Home-health caregivers in greater demand as Colorado senior population grows

ED SEALOVER | Denver Business Journal  
September 7

Colorado's population of residents age 65 and above is projected to double in the next 30 years, at a time when health-care advocates and social workers are pushing for seniors to age at home rather than in a group facility.

But because home-care companies struggle to recruit or retain employees, the ideal of how the next generation of seniors should age in place and the reality of what must happen soon might come into significant conflict.

By 2026, studies show there could be one personal-care aide or home-health aide for every 19 adults over the age of 65 in this state, many of whom need care at home — not nearly enough to give seniors with both physical- and mental-health needs the attention they need to be able to stay in their own domiciles when 75 percent of those in their homes need some kind of help, said Natalie Wood, a senior policy analyst for the Bell Policy Center.

The reasons for the shortage of home-care workers are many. Colorado residents are aging at the third-fastest rate in the nation while the health-care workforce also is aging into retirement, noted Jayla Sanchez-Warren, director of the Area Agency on Aging at the Denver Regional Council of Governments. But most home-care jobs pay so poorly that they service providers a hard time attracting people at pay levels just above minimum wage — or they have a hard time providing as many services when a greater percentage of resources go to personnel.

Similarly, the consequences of those needing care outpacing the population of providers could be diverse. Seniors could have to wait until they have more acute medical needs to get care. More people could have to spend down their saving to qualify for Medicaid, which, unlike Medicare, funds in-home care. Or, society may have to grapple with veering back toward institutional care for our elders if there is not enough people to work with them in their homes.

"I am hearing little inklings of that — that we don't have enough professionals, we need to put people in one area," Sanchez-Warren said. "It's not being said a lot yet. But I'm hearing little indications of that out there. It makes me nervous ... That's not a sustainable path. And it's not what people want."

Today, 812,563 people aged 65 or greater live in Colorado, making up 14.2 percent of the population, according to the state demographer's office. But that number is expected to grow to 1.29 million by 2033 and 1.69 million — 20 percent of the population — by 2050.

Those numbers might convince entrepreneurs to offer more services to the home-living elderly, but those that do tend to do it at a low rate. Most home-care positions barely pay above 200 percent of federal poverty level — around \$25,000 a year — and many of the people in the industry work multiple jobs to make ends meet, Sanchez-Warren and Wood said.

“These jobs are low-paying jobs, and they don’t offer benefits,” Wood said.

Phil Bongiorno, executive director of the Home Care Association of America, pushed back against the notion that the industry pays low-scale wages. He noted that many people work in the industry as second, part-time jobs that bring down its overall pay average, and he said that on a per-hour basis, “we actually are paying above minimum wage in many markets.”

Some states are raising taxes on the wealthy in order to generate funds for helping the homebound, Wood said. Meanwhile, organizations are lobbying for higher reimbursement from government insurers and for creation of a new focus on professional development that can make the sector one that people can make a career in rather than staying in only until they can find a higher-paying job, she said.

Bongiorno suggested that help is needed as well from the federal government in terms of expanded the specialized visas that can be given to legal immigrants who are wanting to work in the field.

“I think you can say we’re concerned about a very tight labor market with a lot of competition,” he said. “Obviously, we’re looking at new ways to bring people into the industry and make it attractive.”

In addition to the host of nonprofits offering services to the homebound, more private companies are getting into the field. Homewatch CareGivers, a national company headquartered in Greenwood Village that offers services ranging from medication oversight to cooking to bathing, has grown to 200 U.S. locations, offering its services as well as a portal through which children can monitor their parents’ health, president and CEO Julie Smith said.

But Smith too finds it hard to find enough quality caregivers in the state, even as her company has raised wages and benefits in order to be able to recruit nurses and sector veterans. Many people who apply for jobs are newcomers who need significant training, she said.

“There are people interested in making an impact in their communities, and caregivers come by this business because they want to help people,” she said.

Regardless of where the solution comes from, industry leaders must work with senior advocates and government officials to find a way to bring more people into home caregiving — for the sake of seniors.

“These older adults have worked so much and contributed. And because of them, we have what we need to have today,” Sanchez-Warren said. “And that needs to be valued.”



# Work beginning on East Campus pedestrian bridge

CU Boulder Today  
September 14

Pedestrian connectivity on CU Boulder's East Campus is set to get a boost in the coming weeks with the installation of a new pedestrian bridge across Boulder Creek.

Crews are slated to begin site work for the project on Monday, Sept. 17, with completion eyed for late October or early November.

The 10-foot-wide, 150-foot-long bridge will span from the Boulder Creek path on the south side of the creek to a new paved pedestrian path on the north side of the creek that will link to the southeast corner of Parking Lot 560. The new bridge will provide a more direct connection between the Marine Street and Discovery Drive portions of East Campus.

The bridge is also part of a broader push to improve connectivity across Boulder Creek on campus. Construction of a new pedestrian bridge and pathway spanning the creek just north of Folsom Field began in June and is slated for completion in early 2019. A second bridge and path connecting Main Campus to areas north of the creek near 19th Street will break ground next year.

The East Campus bridge project will cost about \$700,000, with \$386,000 of that covered by funding from the Denver Regional Council of Governments (DRCOG).

Impacts of the construction will include a hardscaped detour of the creek path around the construction site during a portion of the project. The finished project will also include a slight permanent re-route of the path to accommodate connection to the new bridge. Additionally, there will be some noise impacts for about two days late in the week of Sept. 17 as crews drive steel supports into the earth.

The project also entails the removal of 16 trees, all of which will be replaced by new trees as part of final landscaping at the site.

Updates on CU Boulder construction projects can be found on the campus Cone Zone website.

# State launches age-friendly communities program

Montrose Press

September 19

Colorado received top honors from AARP recently, becoming only the third state to be designated an age-friendly state and to join AARP's Network of Age-Friendly States and Communities.

The recognition comes as part of the state's introduction of Lifelong Colorado, an initiative that addresses the challenges of a growing population of older Coloradans. It aims to significantly increase the number of cities and counties that are "age-friendly" in Colorado.

# Arvada's 'Age Friendly' Resources In The Spotlight

Gov. Hickenlooper announces new Lifelong Colorado program

Colorado Patch

September 20

Colorado received top honors from AARP today, becoming only the third state to be designated an age-friendly state and to join AARP's Network of Age-Friendly States and Communities. The recognition comes as part of the state's introduction of Lifelong Colorado, an initiative that addresses the challenges of a growing population of older Coloradans. It aims to significantly increase the number of cities and counties that are "age-friendly" in Colorado.

"Every Coloradan should know they have a forever place to call home as they age," said Governor John Hickenlooper. "Lifelong Colorado demonstrates our commitment to making the necessary improvements and provide appropriate resources to strengthen families and our communities. We so value that partners like AARP recognize our efforts and support our vision."

Lifelong Colorado is a growing collaboration among Colorado's Governor's Office, the Department of Local Affairs (DOLA), the Denver Regional Council of Governments (DRCOG), AARP, Colorado Counties Inc., the Colorado Municipal League, and several communities around the state. It will be co-chaired by Colorado's Chief Operating Officer and Lieutenant Governor Donna Lynne and John Suthers, mayor of Colorado Springs.

"Public awareness and engagement will be critical to the success of Lifelong Colorado," said Lieutenant Governor and Chief Operating Officer Donna Lynne. "With the right resources and public and private support, we can ensure a better quality of life for older Coloradans."

Colorado has a good start on this effort thanks to programs in over 25 local communities, including Arapahoe, Boulder, Eagle, Jefferson, Larimer and Pitkin counties as well as Arvada, Bennett, Broomfield, Centennial, Colorado Springs, Denver, Englewood, Federal Heights, Fruita, Idaho Springs, Lakewood, Littleton, Longmont, Lyons, Manitou Springs, and Sheridan, Thornton, and Wheat Ridge. Frederick and Dacono also have partnered on a joint program.

These efforts have been facilitated either by AARP through its Network of Age-Friendly States and Communities or by DRCOG through its "Boomer Bond" assessment process.

"Colorado Springs has benefited tremendously from our age-friendly initiative," said Colorado Springs Mayor John Suthers, "I am excited to help bring the lessons we've learned to the rest of Colorado. Seventy percent of disposable income in the country is in the hands of those over 60, so in addition to improving our quality of life there are great economic development opportunities as well."

The statewide initiative will build upon the success of these programs. Gov. Hickenlooper challenged Colorado to add at least 20 more communities to the Lifelong Colorado network by the end of next year and 100 more in the next five years. Each community customizes the support needed for its citizens.

"We congratulate Governor Hickenlooper on his decision to create Lifelong Colorado, the launching of a holistic, cross-disciplinary approach to the challenges and opportunities presented by the aging of our state," said AARP Colorado State Director Bob Murphy, who presented the age-friendly designation to the Governor.

"Age-Friendly states and communities foster respect and intergenerational inclusion," Murphy said. "We are very proud of the number and quality of Colorado communities that have earned the age-friendly designation, and are thrilled with Governor Hickenlooper's decision to designate the entire state as "Age-Friendly."

Lifelong Colorado will provide a statewide umbrella of resources for communities, identify and encourage best-practices, empower and facilitate local and regional efforts, and coordinate common public information strategies. The state's Senior Advisor on Aging will assess the efforts and advance the initiative so that it is sustainable in the years to come.