

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, JANUARY 16, 2019
6:30 – 8:20 p.m.
1001 17TH 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
 - Presentation of Five-Year Service Award to Bob Fifer
6. 6:40 Report of the Executive Director
7. 6:45 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. 7:05 Community Spotlight
 - City of Wheat Ridge

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. 7:15 Move to Approve Consent Agenda
- Minutes of December 19, 2018
(Attachment A)
 - Designate location for posting notices of meetings
(Attachment B)

ACTION ITEMS

10. 7:20 Discussion of amendments to the 2018-2021 Transportation Improvement Program (TIP).
(Attachment C) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations
11. 7:30 Discussion of FY2018 TIP project delays.
(Attachment D) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
12. 7:40 Discussion of DRCOG Active Transportation Plan
(Attachment E) Emily Lindsey, Transportation Planner, Transportation Planning & Operations
13. 7:50 Discussion of state legislative issues
New Bills for Consideration and Action
(Attachment F) Rich Mauro, Senior Policy and Legislative Analyst
Rich Mauro will present a recommended position on new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. Bills introduced after the agenda is posted will be emailed to members prior to the meeting, possibly even the day of the meeting. **Positions on specific legislative bills requires affirmative action by 2/3 of those present and voting.**

INFORMATIONAL BRIEFINGS

14. 8:00 Presentation on Public Engagement Plan
(Attachment G) Steve Erickson, Director, Communications & Marketing
15. 8:10 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

16. Nominating Committee Report
(Attachment H) Members of the Nominating Committee
17. Sponsor-proposed amendments to *Metro Vision*
(Attachment I) Brad Calvert, Director, Regional Planning & Development
18. Annual Listing of Federally Obligated Projects
(Attachment J) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
19. Federal Legislative Policy
(Attachment K) Rich Mauro, Senior Policy and Legislative Analyst
20. 2018-2021 Transportation Improvement Program Administrative Modifications
(Attachment L) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
21. Relevant clippings and other communications of interest
(Attachment M)
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

22. Next Meeting – February 20, 2019
23. Other Matters by Members
24. 8:20 Adjourn

SPECIAL DATES TO NOTE

DRCOG Awards Event

April 10, 2019

For additional information please contact Connie Garcia at 303-480-6701 or
cgarcia@drcog.org

CALENDAR OF FUTURE MEETINGS

January 2019

15	Regional Transportation Committee	8:30 a.m.
16	Finance and Budget Committee	6:00 p.m.
16	Board of Directors	6:30 p.m.
18	Advisory Committee on Aging	Noon – 3 p.m.
28	Transportation Advisory Committee	1:30 p.m.

February 2019

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

March 2019

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

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

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, DECEMBER 19, 2018

Members/Alternates Present

Herb Atchison, Chair	City of Westminster
Bill Holen (Alternate)	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Randy Wheelock	Clear Creek County
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Roger Partridge	Douglas County
Libby Szabo	Jefferson County
Bob Roth	City of Aurora
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Lynn Baca	City of Brighton
George Teal	Town of Castle Rock
Tammy Maurer	City of Centennial
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
Jim Dale	City of Golden
Jacob LaBure (Alternate)	City of Lakewood
Karina Elrod	City of Littleton
Larry Strock	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Ashley Stolzmann	City of Louisville
Joyce Palaszewski	Town of Mead
Joyce Downing (Alternate)	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Sandie Hammerly	Town of Superior
Jessica Sandgren	City of Thornton
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, DRCOG; Bryan Weimer, Arapahoe County; Burt Knight, Arvada; Jamie Hartig, Douglas County; Kent Moorman, Thornton; Mike Silverstein, RAQC; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell; Randle Loeb, Citizen, and DRCOG staff.

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

Move to approve agenda

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

Strategic Informational Briefing

Due to unforeseen circumstances, this item was moved to a later meeting.

Report of the Chair

- The Chair noted the Regional Transportation Committee did not meet.
- Director John Diak reported the committee did not meet.
- Director Stolzmann reported the Finance and Budget Committee met and approved vanpool subsidies and purchase of accounting software.

Report of the Executive Director

- Executive Director Doug Rex reported the Jan 2, 2019 Board Work Session and Performance and Engagement Committee meetings are cancelled.
- Mr. Rex reminded members of the date for the annual awards celebration and noted nominations for the various awards are now open.
- Mr. Rex reported DRCOG is working on a public engagement plan. The draft plan will be released for public review in January.
- The Colorado Business Roundtable honored DRCOG for the second year with a Champions of Industry award, and the Gerontological Society presented DRCOG with an award for 40+ years of service to the region.

Public comment

Randle Loeb, citizen, reported the names of homeless people lost this year will be read Friday at 5:30 p.m. at the Denver City and County building. A stakeholder meeting for the Metro Denver Homeless Initiative and Seven-County Continuum of Care is scheduled for Thursday morning at 10:00 a.m. at Mile High United Way. He noted the issue of poverty in the region must be addressed.

Community Spotlight

Jim Dale, City of Golden, provided an overview of projects and activities in Golden. Golden has focused efforts on improving and sustaining quality of life for its residents. Major roadway efforts include improving the interchange at 19th Street/US-6.

Move to approve consent agenda

The chair noted one revision was made to the minutes prior to the meeting. On page 4, the name of the presenter for the FAST Act item was changed from Jacob Riger to Matthew Helfant.

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

Items on the consent agenda included:

- Revised minutes of the November 28, 2018 meeting

Discussion of adding \$125,000 of STP-Metro in FY 2019 to TIP project 2016-058, reducing the total set-aside funds for air quality modeling in FY 2020 in the draft 2020-2023 TIP by the same amount

Robert Spotts, Senior Transportation Planner, introduced Mike Silverstein, Executive Director of the Regional Air Quality Council (RAQC), who briefed members on the need for additional modeling funds in FY 2019. The RAQC must develop new emissions inventories and attainment demonstration modeling for 2020, due to the region failing to attain the required EPA ozone standards. The funds will be moved forward from the set-aside funds in FY 2020 in the draft 2020-2023 TIP by the same amount. DRCOG currently has funds available to carry out the advance due to remaining balances from project returns.

Director Brockett **moved** to approve adding \$125,000 of STP-Metro in FY 2019 to TIP project 2016-058, reducing the total set-aside funds for air quality modeling in FY 2020 in the draft 2020-2023 TIP. The motion was **seconded** and **passed** unanimously.

Discussion of Policy on State Legislative Issues

Rich Mauro, Senior Policy & Legislative Analyst, provided a brief overview of the Policy. He noted no comments were received from Board members. One comment received on the accompanying Legislative Policy Statement was shown in bold/strikeout. Debra Perkins-Smith requested a change in the State Legislative Issue Policy from “VMT-based user fees” to read “road-usage charge.”

Director Holen **moved** to approve the *2019 Policy Statement on State Legislative Issues* and the Legislative Policy Statement, as revised. The motion was **seconded** and **passed** unanimously.

Discussion of Fixing America’s Surface Transportation (FAST) Act safety targets

Jacob Riger, Long Range Transportation Planner, provided background information on the safety targets for 2019. Setting safety targets and reporting on progress towards achieving those targets is required of State DOTs and MPOs annually.

Director Daigle **moved** to adopt a resolution approving the proposed safety targets as part of the performance-based planning requirements of the *Fixing America’s Surface Transportation* (FAST Act). The motion was **seconded** and **passed** unanimously.

Presentation on 2017 Annual Report on Traffic Congestion in the Denver Region

Robert Spotts presented results of the annual congestion report. Mr. Spotts noted that 15,000,000 person trips occur each day in the Denver region. Approximately 2,000,000 of

those daily trips are made via walking and biking. Vehicle Miles Traveled (VMT) grew at approximately 2.5 percent from 2016 to 2017. Steve Cook provided information on the performance of TIP projects completed from 2008-2017.

Committee Reports

State Transportation Advisory Committee – Director Jones reported the STAC discussed low-emitting vehicle standards, mobility performance measures, the 2045 State Transportation Plan and rest areas.

Metro Mayors Caucus – No report was provided

Metro Area County Commissioners – No report was provided.

Advisory Committee on Aging – No report was provided.

Regional Air Quality Council – Doug Rex reported the RAQC approved the work program and budget for 2019.

E-470 Authority – Director Diak reported the E-470 Authority approved their 2019 budget and discussed construction management.

Report on FasTracks – Director Van Meter reported RTD has provided the required FasTracks crossing report to the Federal Railroad Administration.

Next meeting – **January 16, 2019**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 8:33 p.m.

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

ATTEST:

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@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Consent	9

SUBJECT

This action is related to the location for posting notice of meetings.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends designating the reception area of the DRCOG offices as the official location for posting notices of meetings.

ACTION BY OTHERS

N/A

SUMMARY

Notice of each regular and special meeting of the Board of Directors, each committee established by the Board, or those created as part of the approved committee structure of the Denver Regional Council of Governments, whether now existing or created in the future, should be posted in the reception area (which is a public place within the boundaries of DRCOG) of the offices of DRCOG located at 1001 17th Street, Suite 700, Denver, Colorado no less than twenty-four hours prior to the holding of the meeting. The posting shall include the time, date, and location of the meeting and shall, where possible, include specific agenda information.

This action implements SB 91-33.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to designate the location for posting notice of meetings as described.

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcoq.org; or Connie Garcia, Executive Assistant, at 303-480-6701 or cgarcia@drcoq.org.

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Action	10

SUBJECT

2018-2021 Transportation Improvement Program (TIP) amendments.

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

[December 17, 2018](#) - TAC recommended approval.
[January 16, 2019](#) – RTC will act on a recommendation.

SUMMARY

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP. The TIP projects to be amended are shown below and listed in Attachment 1. The proposed policy amendments to the [2018-2021 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

- **2016-059 C-470 Managed Toll Express Lanes: I-25 to Wadsworth**
Add state RAMP funding (\$14 million) transferred from TIP ID 2018-010 and state Transportation Commission Contingency funding (\$11 million).
- **2018-010 C-470: Wadsworth to I-70**
Reduce state RAMP funding (\$14 million) and transfer to TIP ID 2016-059.
- **2018-014 I-25 Capacity Improvements: Castle Rock to the El Paso County Line**
Add FASTER Bridge Enterprise funding (\$5 million) for two bridges.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a resolution approving proposed amendments to the *2018-2021 Transportation Improvement Program (TIP)*.

ATTACHMENT

1. Proposed TIP amendments
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; or Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at 303-480-6737 or tcottrell@drcog.org.

2016-059: Add state RAMP funding transferred from TIP ID 2018-010 and state Transportation Commission Contingency funding

Existing

Title: **C-470 Managed Toll Express Lanes: I-25 to Wadsworth**

Project Type: **Roadway Capacity**

TIP-ID: **2016-059**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

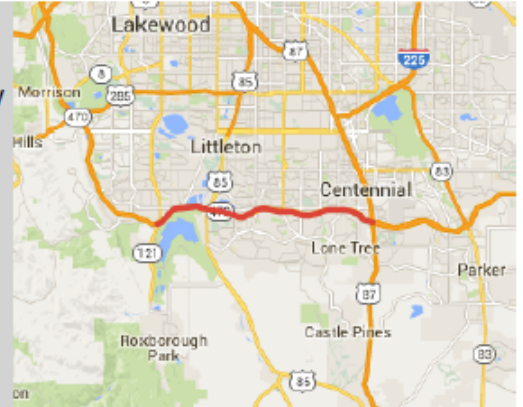
One tolled express lane in each direction on C-470 between I-25 and approximately Wadsworth Blvd, with auxiliary lanes in required locations. Safety and operational improvements between I-25 and Quebec St. Improvements to ramps including direct-connect ramps at I-25 and C-470.

Affected County(ies)

Arapahoe

Douglas

Jefferson



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (TIFIA)		\$106,950	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$142,808	\$0	\$0	\$0		
State (Operations)		\$633	\$0	\$0	\$0		
State (RMP)		\$7,600	\$0	\$0	\$0		
State (Water Qlty)		\$2,370	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$58,700	\$260,361	\$0	\$0	\$0	\$0	\$319,061

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (TIFIA)		\$106,950	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$142,808	\$0	\$0	\$0		
State (Operations)		\$633	\$0	\$0	\$0		
State (RMP)		\$21,600	\$0	\$0	\$0		
State (TCC)		\$11,000	\$0	\$0	\$0		
State (Water Qlty)		\$2,370	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$58,700	\$285,361	\$0	\$0	\$0	\$0	\$344,061

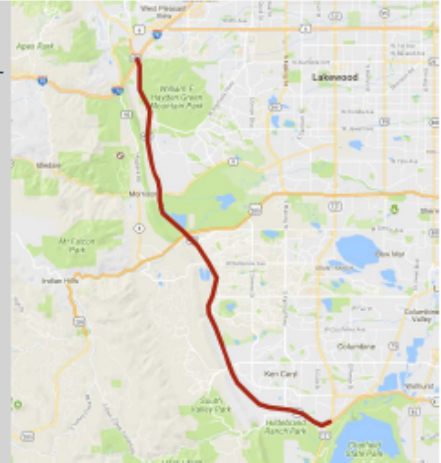
2018-010: Reduce state RAMP funding and transfer to TIP ID 2016-059**Existing**Title: **C-470: Wadsworth to I-70**Project Type: **Roadway/Transit Studies**TIP-ID: **2018-010**

STIP-ID:

Open to Public:

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

Study and pre-construction phases for C-470 expansion from Wadsworth to I-70.



Affected Municipality(ies)		Affected County(ies)					
Lakewood		Jefferson					
Morrison							
Unincorporated							
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (RMP)		\$19,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$19,000	\$0	\$0	\$0	\$0	\$19,000

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (RMP)		\$5,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$5,000	\$0	\$0	\$0	\$0	\$5,000

2018-014: Add FASTER Bridge Enterprise funding for two bridges**Existing**Title: **I-25 Capacity Improvements: Castle Rock to El Paso County Line**Project Type: **Roadway Capacity**TIP-ID: **2018-014**

STIP-ID:

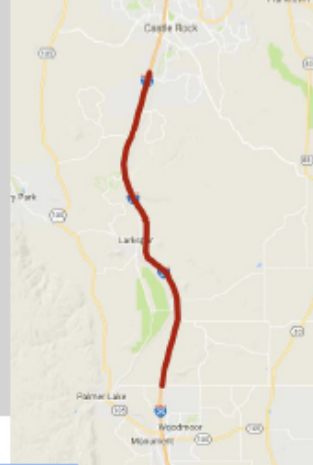
Open to Public: **2021**Sponsor: **CDOT Region 1****Project Scope**

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 (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

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 (FASTER-B)		\$0	\$5,000	\$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	\$307,500	\$0	\$0	\$0	\$307,500

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____ 2019

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 _____, 2019 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@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Action	11

SUBJECT

Delayed projects or project phases that were scheduled to receive Fiscal Year 2018 TIP funding.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of proposed actions regarding FY 2018 project delays.

ACTION BY OTHERS

[December 17, 2018](#) - TAC recommended approval.

[January 16, 2018](#) – RTC will act on a recommendation.

SUMMARY

The [FY 2016-2021 Policy on TIP Preparation](#) document identifies expectations for project initiation and the policy for addressing delays to projects or project phases with DRCOG-allocated federal funding. Timely initiation of TIP projects/phases is an important objective of the Board. Delays, for whatever reason, tie up scarce federal funds that could have been programmed to other ready projects/phases.

At the end of FY 2018 (September 30, 2018), DRCOG staff reviewed the implementation status of DRCOG-selected projects/phases with CDOT and RTD. DRCOG staff discussed the reason(s) for the delays with the sponsors and appropriate action plans demonstrating the sponsor's commitment to timely initiation.

The TIP Project Delays Report for FY 2018 summarizes the reasons for delays and actions proposed by sponsors to get the project or particular phase(s) initiated. The report includes DRCOG staff recommendations for committee and Board consideration.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

Move to recommend actions proposed by DRCOG staff regarding TIP project delays for Fiscal Year 2018.

ATTACHMENT

TIP Project Delays Report for FY 2018

ADDITIONAL INFORMATION

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

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

A. POLICY

The FY2018 TIP Project Delays Report reviews project phases funded in the previous 2016-2021 and current 2018-2021 TIP. The report is based on procedures established in the 2016-2021 Policy on Transportation Improvement Program (TIP) Preparation, adopted July 14, 2014, with amendments accordingly. The policy states that “**implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only once by the project sponsor.**” The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of spending federal dollars.

B. PROCESS

To implement the policy, the following steps were taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requested CDOT and RTD to conduct a comprehensive review of all DRCOG-selected projects receiving TIP funds in FY2018. The review also included projects/phases previously delayed from FY2017.
2. CDOT and RTD reviewed all such project phases, identifying those that have not been initiated, and therefore delayed.
3. Project phases delayed for a second year (first year delay was in FY2017) are ineligible to receive further federal funding reimbursement, unless the DRCOG Board grants a variance to continue. Two projects met this qualification and were brought to the Board in October 2018. These are discussed in Section C below.
4. In late October, DRCOG staff notified first year delayed project/phase sponsors and requested a discussion regarding the delay. These projects are discussed in Section D.

C. SECOND-YEAR DELAY (FY2017) PROJECT SEEKING A VARIANCE TO CONTINUE

1. Commerce City

Name: North Metro Rail 72nd Ave and Colorado Blvd Station Sidewalks

TIP ID: 2012-080

Project Phase: Initiate Construction

FY2017 Federal funding: \$1,357,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48802>

This project went before the Board in October to seek a variance to continue the project. A variance was granted for 120 days, meaning Commerce City will need to advertise the project no later than January 29, 2019. CDOT is currently reviewing and is anticipated to issue concurrence to advertise for the project in December.

Recommendation - *Continuously monitor the progress of this project through project advertisement.*

- If Commerce City is unable to achieve this status before January 29, 2019, they must stop all future federal reimbursement payment requests retroactive to September 30, 2018.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

2. RTD

Name: 16TH St Mall Reconstruction: Arapahoe St to Lawrence St

TIP ID: 2016-028

Project Phase: Initiate Construction

FY2017 federal funding: \$2,400,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/47498>

This project went before the Board in October to seek a variance to continue the project. A variance was granted for 120 days, meaning RTD will need to issue a RFQ from interested design/build contracting teams no later than January 29, 2019. RTD has been working with Denver and FTA to get a record of decision on NEPA, the final step before issuing bids.

Recommendation - *Continuously monitor the progress of this project through project advertisement.*

- If RTD is unable to achieve this status before January 29, 2019, they must stop all future federal reimbursement payment requests retroactive to September 30, 2018.
-

D. FIRST-YEAR DELAY (FY2018) PROJECTS SEEKING APPROVAL TO CONTINUE

Project phases delayed below and NOT initiated until after October 15, 2019, will be delayed for a second year and sponsors will need to appear before the DRCOG Board in October 2019 to seek a variance to continue.

1. Adams County

Name: Traffic Signal System Equipment Upgrade

TIP ID: 2016-004 (RTO Set-Aside)

Project Phase: Initiate Construction

FY2018 Federal funding: \$1,426,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48891>

Adams County reports the project has been delayed due to miscommunication with the design consultant and not beginning early enough. The design began in July and is anticipated to be completed by the end of 2018. It's anticipated the RFP will be released in January 2019.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Adams County and CDOT staff continue to aggressively pursue release of the RFP no later than the end of January 2019. If unachieved, Adams County and DRCOG staff shall discuss this project at the first of each month beginning in February 2019, until the RFP has been released.
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

2. Arapahoe County

Name: *Iliff Ave Operational Improvements: Parker Rd to Quebec St*

TIP ID: 2016-024

Project Phase: Initiate ROW

FY2018 Federal funding: \$6,000,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48707>

This project submitted its initial set of ROW plans to CDOT in mid-October.

Recommendation— *Since the project is no longer delayed, no conditions will be placed upon it.*

3. Arvada

Name: *Ralston Rd Reconstruction: Yukon St to Upham St*

TIP ID: 2016-025

Project Phase: Initiate Construction

FY2018 Federal funding: \$1,617,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48788>

Arvada reports the project has been delayed due to a five month delay to develop the IGA with CDOT and five months schedule to achieve environmental clearance from CDOT. This in turn pushed back the ROW completion until March 2019. It's anticipated the project can advertise soon after.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Arvada and CDOT staff continue to aggressively pursue project advertisement no later than the end of April 2019. If unachieved, Arvada and DRCOG staff shall discuss this project at the first of each month beginning in May 2019, until the project is advertised.
-

4. Aurora

Name: *Westerly Creek Trail to Toll Gate Creek Trail Connector*

TIP ID: 2016-017

Project Phase: Initiate Construction

FY2018 Federal funding: \$6,006,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48786>

Aurora reports the project has been delayed due to being late in delivery of the design, in addition to adding scope items to the project. It's anticipated project advertisement will take place in December.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Aurora and CDOT staff continue to aggressively pursue project advertisement no later than the end of December 2018. If unachieved, Aurora and DRCOG staff shall discuss this project at the first of each month beginning in January 2019, until the project is advertised.
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

5. Aurora

Name: *Travel Time Monitoring System Implementation*

TIP ID: 2016-004 (RTO Set-Aside)

Project Phase: Initiate Procurement

FY2018 Federal funding: \$113,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48891>

Aurora reports this project has been delayed due to waiting on FHWA for approval to begin the procurement process. It is anticipated procurement will begin during the 1st quarter of 2019.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Aurora and CDOT staff continue to aggressively pursue project procurement no later than the end of March 2019. If unachieved, Aurora and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until bid documentation for procurement is released.
-

6. Aurora

Name: *Traffic Signal System Equipment Upgrade*

TIP ID: 2016-004 (RTO Set-Aside)

Project Phase: Initiate Procurement

FY2018 Federal funding: \$359,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48891>

Aurora reports this project has been delayed due to waiting on FHWA for approval to begin the procurement process. In early January approval was given, and it is anticipated procurement will begin during the 1st quarter of 2019.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Aurora and CDOT staff continue to aggressively pursue project procurement no later than the end of March 2019. If unachieved, Aurora and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until bid documentation for procurement is released.
-

7. Boulder

Name: *Boulder Slough Multiuse Path: 30th St to 3100 Pearl*

TIP ID: 2016-008

Project Phase: Initiate Construction

FY2018 Federal funding: \$288,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48683>

Boulder reports the project has been delayed due to being in a mapped flood plain, which it wasn't when the project was originally submitted for funding. This has caused additional design, environmental work, and clearances that weren't anticipated. The final design plans are currently being completed, along with environmental clearances. Boulder anticipates going to bid by June 2019.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Boulder and CDOT staff continue to aggressively pursue project advertisement no later than the end of June 2019. If unachieved, Boulder and DRCOG staff shall discuss this project at the first of each month beginning in July 2019, until advertisement has taken place.
-

8. **Broomfield**

Name: *Broomfield Quiet Zones*

TIP ID: 2018-012

Project Phase: Initiate Design

FY2018 Federal funding: \$473,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48866>

Broomfield reports the project is slightly behind, though the IGA was executed in late September and bids for a design consultant have been released and a consultant selected. Broomfield anticipates giving a NTP to the consultant in January 2019.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Broomfield and CDOT staff continue to aggressively pursue design NTP no later than the end of January 2019. If unachieved, Broomfield and DRCOG staff shall discuss this project at the first of each month beginning in February 2019, until NTP is given.
-

9. **Castle Rock**

Name: *Founders Pkwy and Allen Way Intersection Improvements*

TIP ID: 2016-041

Project Phase: Initiate Construction

FY2018 Federal funding: \$1,716,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48731>

Castle Rock reports the project has been delayed due to waiting for FHWA approval on aspects of the final design, which was approved in late November. Castle Rock anticipates finishing ROW, environmental, final design plans, and obtain project clearances by January 2019, working towards project advertisement no later than March 2019.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Castle Rock and CDOT staff continue to aggressively pursue project advertisement no later than March 2019. If unachieved, Castle Rock and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until the project is advertised.
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

10. Denver

Name: *High Line Canal Trail Underpass at Hampden and Colorado*

TIP ID: 2016-038

Project Phase: Initiate Construction

FY2018 Federal funding: \$1,250,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48725>

Denver reports the project has been delayed due to the complexity of future facility maintenance with all partners and tying in a local project. Design is currently underway and anticipates being completed by February 2019, with project advertisement in the 2nd quarter of 2019.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Denver and CDOT staff continue to aggressively pursue project advertisement no later than June 2019. If unachieved, Denver and DRCOG staff shall discuss this project at the first of each month beginning in July 2019, until advertisement takes place.
-

11. Denver

Name: *I-25 & Broadway Interchange Reconstruction*

TIP ID: 2016-021

Project Phase: Initiate Construction

FY2018 Federal funding: \$6,833,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48883>

Denver reports the project has been delayed due to additional design requirements for the I-25 wedge ramp and escalated ROW costs. Additional local funding has been budgeted and project advertisement is anticipated for September 2019.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Denver and CDOT staff continue to aggressively pursue project advertisement no later than September 2019. Denver and DRCOG staff shall discuss this project at the first of each month beginning in July 2019, until advertisement takes place.
-

12. Denver

Name: *Quebec St Operational Improvements: 13th Ave to 26th Ave*

TIP ID: 2016-023

Project Phase: Initiate ROW

FY2018 Federal funding: \$3,810,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48705>

Denver reports the project has been delayed due to the project impacting the corridor more than expected and consequently pausing work on the EA to work through a parallel planning process, the East Denver Planning Process, which hopefully will reaffirm the vision of the Quebec St corridor. The additional planning process should be completed by the spring of 2019, which should allow the ROW process to be initiated by October 2019.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Denver and CDOT staff continue to aggressively pursue to have the initial set of ROW plans completed no later than October 2019. Denver and DRCOG staff shall discuss this project at the first of each month beginning in July 2019, until the ROW plans have been turned into CDOT.
-

13. Denver

Name: *Bicycle Detection*

TIP ID: 2016-004 (RTO Set-Aside)

Project Phase: Initiate Procurement

FY2018 Federal funding: \$346,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48891>

Denver reports the project has been delayed due to working with CDOT on the IGA. Additional time was spent to redesign and hopefully reduce the time it takes on future IGAs. The IGA was executed on December 4, with procurement taking place in the 1st quarter 2019.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Denver and CDOT staff continue to aggressively pursue releasing bid documents for procurement no later than March 2019. If unachieved, Denver and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until the RFP/RFQ has been released.
-

14. Denver

Name: *CCTV Network Upgrade*

TIP ID: 2016-004 (RTO Set-Aside)

Project Phase: Initiate Procurement

FY2018 Federal funding: \$613,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48891>

Denver reports the project has been delayed due to working with CDOT on the IGA. Additional time was spent to redesign and hopefully reduce the time it takes on future IGAs. The IGA was executed on December 4, with procurement taking place in the 1st quarter 2019.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Denver and CDOT staff continue to aggressively pursue releasing bid documents for procurement no later than March 2019. If unachieved, Denver and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until the RFP/RFQ has been released.
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

15. Denver

Name: *Multijurisdictional Monitoring and Management*

TIP ID: 2016-004 (RTO Set-Aside)

Project Phase: Initiate Study

FY2018 Federal funding: \$150,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48891>

Denver reports the project has been delayed due to working with CDOT on the IGA. Additional time was spent to redesign and hopefully reduce the time it takes on future IGAs. The IGA was executed on December 4, with procurement taking place in the 1st quarter 2019.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Denver and CDOT staff continue to aggressively pursue study kick-off no later than March 2019. If unachieved, Denver and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until the kick-off meeting has been held.
-

16. Denver

Name: *I-25 Managed Motorway Performance Measure*

TIP ID: 2016-004 (RTO Set-Aside)

Project Phase: Initiate Procurement

FY2018 Federal funding: \$313,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48891>

Denver reports the project has been delayed due to working with CDOT on the IGA. Additional time was spent to redesign and hopefully reduce the time it takes on future IGAs. The IGA was executed on December 4, with procurement taking place in the 1st quarter 2019.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following conditions:*

- Denver and CDOT staff continue to aggressively pursue releasing bid documents for procurement no later than March 2019. If unachieved, Denver and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until the RFP/RFQ has been released.
-

17. Douglas County

Name: *C-470 Multi-use Trail: Grade Separation at Yosemite St*

TIP ID: 2016-031

Project Phase: Initiate ROW

FY2018 Federal funding: \$500,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48717>

Douglas County reports the project has been delayed due to additional work spent on one foreclosed property needed for ROW and additional work on geotechnical testing and engineering. The ROW plans are anticipated to be completed to turn into CDOT by 1st quarter 2019.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Douglas County and CDOT staff continue to aggressively pursue submittal of the ROW plans no later than March 2019. If unachieved, Douglas County and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until the ROW plans have been submitted.

18. Lakewood

Name: Multi-use path on the D10: Wadsworth Blvd to Zephyr St and Kipling St to Oak St

TIP ID: 2016-006

Project Phase: Initiate Construction

FY2018 Federal funding: \$1,064,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48681>

Lakewood reports the project has been delayed due to previous city council dissent, which held up the entire project, including ROW. ROW appraisals are now with CDOT for approval, and project advertisement is anticipated for March 2019.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Lakewood and CDOT staff continue to aggressively pursue project advertisement no later than March 2019. If unachieved, Lakewood and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until the project is advertised.

19. Littleton

Name: Dynamic Lane Assignment System

TIP ID: 2016-004 (RTO Set-Aside)

Project Phase: Initiate Procurement

FY2018 Federal funding: \$44,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48891>

Littleton reports the project has been delayed due to staffing issues. Now solved, the IGA was signed on November 30, with bids anticipated to be released in the 1st quarter 2019.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Littleton and CDOT staff continue to aggressively pursue release of the bid documents no later than March 2019. If unachieved, Littleton and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until bids are released.

20. Superior

Name: McCaslin Monitoring and Management System

TIP ID: 2016-004 (RTO Set-Aside)

Project Phase: Initiate Construction

FY2018 Federal funding: \$148,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48891>

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2018

Superior reports the project has been delayed due to not meeting the FHWA annual shutdown in mid-September. The project is now authorized by FHWA to proceed and bids for procurement should be released in January 2019.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Superior and CDOT staff continue to aggressively pursue release of the bid documents no later than January 2019. If unachieved, Superior and DRCOG staff shall discuss this project at the first of each month beginning in February 2019, until bids are released.

21. Superior

Name: Superior Trail: McCaslin BRT Station to Coal Creek

TIP ID: 2016-033

Project Phase: Initiate Construction

FY2018 Federal funding: \$497,000

<http://www3.drcog.org/Trips/Project/2016-2021/details/48226>

This project was advertised on November 1.

Recommendation— Since the project is no longer delayed, no conditions will be placed upon it.

22. Westminster

Name: Westminster Quiet Zones

TIP ID: 2018-013

Project Phase: Initiate Design

FY2018 Federal funding: \$400,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48867>

The IGA was executed on October 22 and the NTP was given to the design consultant on October 31.

Recommendation— Since the project is no longer delayed, no conditions will be placed upon it.

23. Wheat Ridge

Name: Wadsworth Blvd Widening: 35th Ave to 48th Ave

TIP ID: 2016-020

Project Phase: Initiate ROW

FY2018 Federal funding: \$8,000,000

<http://www3.drcog.org/Trips/Project/2018-2021/details/48947>

Wheat Ridge reports the project has been delayed due to the environmental phase taking twice as long as anticipated, and therefore pushing the design and now ROW phases back. The ROW consultant is planned to begin in December, with the initial plans turned into CDOT by late March 2019.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Wheat Ridge and CDOT staff continue to aggressively pursue ROW plans no later than March 2019. If unachieved, Wheat Ridge and DRCOG staff shall discuss this project at the first of each month beginning in April 2019, until plans are completed.

ATTACHE

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Action	12

SUBJECT

Review and discussion of the DRCOG Active Transportation Plan.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the DRCOG Active Transportation Plan.

ACTION BY OTHERS

[December 17, 2018](#) – TAC unanimously recommended approval

[January 15, 2019](#) – RTC will act on a recommendation

SUMMARY

DRCOG staff, alongside the Active Transportation Stakeholder Committee and local partners, has developed the region's first-ever Active Transportation Plan (ATP). The ATP (Attachment 1) envisions a safe, comfortable and connected network, and highlights opportunities and implementation strategies to improve active transportation across the Denver region.

The ATP project team kicked off the planning process at the end of 2017 and conducted stakeholder and public outreach in spring and summer 2018. Throughout late summer and fall the project team refined the draft plan and worked with stakeholders to finalize the draft plan before the plan went out for a 30-day public comment period from October 26 to November 25.

During the public comment period, staff received comments from the public and local stakeholders (Attachment 1) and revised the draft document based on the comments received. A link to the draft ATP is available for review, which includes both the draft plan and appendices.

From time to time, the ATP may require non-substantive technical amendments, such as updating metrics, maps (such as changing symbology when a facility is constructed and can be listed as existing, better aligning proposed corridors with planned alignments and inclusion of most recent data), local plan inventory information and updating references to other plans as they are updated and reviewed by the Board. Staff will make updates as needed and seek formal amendment adoption when there are substantive updates to the ATP.

PREVIOUS DISCUSSIONS

[July 18, 2018](#)

[October 3, 2018](#) (Board Work Session)

PROPOSED MOTION

Move to approve the DRCOG Active Transportation Plan.

ATTACHMENTS

1. Comment Matrix
2. Staff presentation

LINK: [Draft ATP](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Emily Lindsey, Transportation Planner, at 303-480-5628 or elindsey@drcog.org.

DRCOG Active Transportation Plan
COMMENT MATRIX (Dec. 2018)

Page No.	Comment	Resolution
General, 62-63, 76-77	<p>The Downtown Denver Partnership appreciates the opportunity to participate in the development of the Denver Regional Active Transportation Plan, both as a stakeholder representative on the plan's steering committee and as a representative of the Downtown Denver business community. As the plan indicates, with one million drive-alone trips of two miles or less and one hundred thousand drive-alone trips less than a half-mile, the potential for creating a highly connected regional active transportation network can have a massive impact on the quality of life of our communities and on our ability to reach community goals related to mobility, air quality, health, and affordability.</p> <p>We would like to offer the following comments on the public draft:</p> <p>General comment (layout): We greatly appreciate the graphic nature of the plan and the approachability of several sections particularly survey results, emerging trends, and county profiles. One minor comment is that the split page layout on the maps can make it difficult to view some areas electronically (fully recognizing the pending online version).</p> <p>p. 62-63: The section on facility types is missing a crushed gravel trail surface type. We fully recognize that crushed gravel is not ideal as a regional transportation surface condition, but many regional jurisdictions will only allow it because it provides a context-sensitive option (e.g. Boulder County). Also, many jurisdictions are using it as an early low-cost option for a future paved connection. We strongly suggest adding language to the description of a shared use path to include compacted gravel trails and multi-use paths.</p> <p>p. 76-77: As defined in the plan, Regional Active Transportation Corridors generally address longer distance bicycle travel (p. 33). As such, a majority of the prioritized planning recommendations are for new linear connections to be established or for existing connections to be enhanced. The plan mentions first and final mile connections to transit, but a key missing recommendation should also prioritize enhancing local "spur" connections to regional routes using the design templates established in the plan. It is not necessary to identify in maps but may help local jurisdictions prioritize resources for making short connections to priority regional routes if included as an action item in the plan.</p>	<p>Regarding the comment of the split-page nature of the document, this is browser setting; PDF default (when opened in PDF viewer such as Acrobat) is a two-page spread, also all cartography was improved to enhance legibility.</p> <p>The tendency for corridors to focus on longer-distance travel was another reason for looking at short trip opportunity zones and pedestrian focus areas. We wanted to be sure to encourage folks to think beyond the linear corridor network and consider a host of improvements in areas that benefit the most from bicycle and pedestrian improvements - whether it is a local connection to a regional corridor in a short trip opportunity zone or crossing improvement in a pedestrian focus area.</p> <p>There is a recommendation to design and build low-stress bicycle networks and complete sidewalk networks that facilitate on- and off-street facility connectivity in the plan.</p> <p>Thanks for the suggestion re: gravel trail surface types - based on your comments, we had added a note about this.</p>
Network	<p>The center city has the some of the highest potential of the entire region for attracting non-SOV trips. The network map for Denver should include a higher density of regional priority routes, particularly connecting to and through the Downtown area. The most important of these routes includes Brighton Blvd from the National Western Center to Downtown and 16th Avenue, City Park to Downtown among other existing and future enhance connections through Downtown. These are 14th 15th, 17th, 18th, 19th, Lawrence, Arapahoe, Larimer, and Wynkoop. Please also consider the 5280 Loop route as a potential connection to add to the map as this will likely have regional significance as an active transportation circulatory route for the city.</p>	<p>Based on follow up with City and County of Denver staff and Downtown Denver Partnership, the regional corridor map has been revised to include: a connection along Brighton Blvd to downtown to S. Broadway facility and the 5280 loop.</p>
General	<p>We need more protected bike lanes (NOT sharrows) everywhere, or the cops shouldn't get mad at people cycling on the sidewalk on Colfax because the street is too dangerous. There should be real prosecution of motorists who hit cyclists, rather than y'all tearing down our ghost bike memorials. Stop promoting feel-good plans like this with one hand while continuing to see cyclists as a nuisance with the other.</p>	<p>We certainly understand the importance of high-comfort (low-stress) bicycle facilities and have proposed a regional network that supports separated on-street facilities and high-comfort shared use paths.</p>
General	<p>Overall I have to wonder about the Plan's purpose. It's well written. Graphics are nice. It reads easily. But what will it accomplish? At the end of the day, how will it be used and who will implement it? If I'm a local agency, what do I do with this? If I'm CDOT, what do I do with it? How will this influence anyone to do anything differently than they've done before?</p> <p>I might have missed it, but I didn't see where funding came into play. It doesn't say anything about how government needs to put less emphasis on motorized accommodation and more on bike/ped/transit. And yet, shouldn't that be part of the plan -- calling out the way we've always done things has just created a big mess and we need to put more resources to changing it. It just feels like it doesn't go far enough.</p> <p>I think it's a lovely document if I'm looking for general information, but I wish it was much more hard-hitting and to the point. Give your Board some policies that would be implemented through this plan, such as: "Future transportation funding should only go to agencies that have complete streets policies." I know, big gasp. But if the plan doesn't have any teeth, how will it change anything? I'm sure the Board would easily adopt a plan that isn't controversial; but how will the region improve if only a few of the jurisdictions are doing anything.</p> <p>Believe me, I struggle with this all the time (particularly as we embark on a new statewide bike plan). But we have enough plans to choke a horse -- how do we add teeth to them so we can use them to capitalize on projects and programs that truly make a difference.</p>	<p>TIP Policy outlines funding eligibility/criteria and we referenced that in the ATP. While there is potential to use some of these elements (high-comfort bicycle facilities, emphasis on safe, comfortable and connected networks, regional AT network components) to prioritize projects, the eligibility/criteria are developed in each TIP policy. This plan is not intended to replace the policy development that goes into developing each TIP, but provides elements that could be considered.</p> <p>The idea is that the Active Transportation Plan has specific information and resources that support the outcomes identified in Metro Vision and the Metro Vision RTP. The focus on safe, comfortable and connected active transportation facilities highlights a focus on high-comfort/low-stress facilities that support Metro Vision outcomes and targets, such as increasing the percent of the population commuting to work by a non-SOV mode and improving air quality.</p>
9	<p>Under the health paragraph, it might be worth stating that 30% of Colorado Children are obese or overweight. So while we've somewhat plateaued at a horrible 20% for adults, the kids are even worse.</p>	<p>Added reference to childhood obesity rate.</p>
55	<p>Likewise, the comment that transit stations should have bike lockers, etc. Yes, they should, but they should be made free of charge. I can drive to a light rail station and park for nothing as long as I'm using the train. But I have to pay if I want to use a locker for my bike. How does that motivate me to use my bike instead of my car? I'm guessing there's also a fee associated with bike shelters as well. You get my point.</p>	<p>We state that transit stops/station should provide the amenity.</p>
52	<p>Safe Routes to School. The whole point of SRTS is to encourage and enable more kids to safely bike and walk to school. The description says, "Safe Routes to School (SRTS) programs allocate funding to infrastructure and non-infrastructure efforts ..." Yes, the CDOT program allocates funds, but that shouldn't be the core of the program. It's much more about collaborations and community building and ensuring kids are considered in transportation, school siting and other plans, etc.</p>	<p>Added additional information to better clarify broader mission of the CSRTS program.</p>
55	<p>RTD is not an example we should be holding up as a model for allowing bikes on trains. We should be pushing for better accommodation rather than forcing users to stand (unsafely) at the back of the train trying to balance their bike and stay out of the way.</p>	<p>Added clarification about bike-on-vehicle accommodations - should be safe, comfortable and convenient.</p>
20	<p>The BTWD infographic is pretty. Are there any stats that compare year to year? Or long-term results such as those that participate for the first time -- do they ride again during the summer and fall? Or are they basically a one-off?</p>	<p>Have checked with WTG team and there is not an infographic to portray this information at this time.</p>
21	<p>Same for GoTober. Those stats are nice, but how are they long term? One day impacts are great, but how does that look over time?</p>	<p>Have checked with WTG team and there is not an infographic to portray this information at this time.</p>
20	<p>Are there any stats that can discuss benefits of TDM? Anything regarding actual impact?</p>	<p>Presented Go-Tober and BTWD actual results.</p>
5	<p><i>The regional transportation system is well connected and serves all modes of travel. » The transportation system is safe, reliable and well maintained.</i> While this is a good statement, it doesn't say anything about efficient, easy to use, Being reliable isn't the same as being efficient. If it takes me twice as long to ride the bus than it does to drive, I'm not going to use it.</p>	<p>This language is directly referencing Metro Vision outcomes.</p>

DRCOG Active Transportation Plan
COMMENT MATRIX (Dec. 2018)

Page No.	Comment	Resolution
87	Why don't the objectives have targets? Example: "Increase bicycling and pedestrian activity." By how much? You have a baseline, do you have a percentage target you want to increase? It appears you can measure your results, so why not set a specific goal?	This was a topic discussed with the ATSC. We're planning to use these as benchmarks. Many of these PMs we haven't been tracked before and want to get a better idea of trends. Some are a composite measure, like activity, since we don't have access to a pedestrian miles traveled or bicycle miles traveled number, we're looking at several factors together. As measures/data are available, happy to consider amendments. Metro Vision outlines the regions performance targets.
60	Roadway resurfacing. CDOT has an internal policy that prohibits resurfacing money to be used for anything other than just resurfacing. It can be used to stripe a bike lane because painting is part of the resurfacing, but that's about all. Resurfacing funds should allow for the redevelopment of a street when it enhances more non-motorized mobility. It shouldn't be restricted like CDOT's.	We reference a few local contexts where communities try to make the most of resurfacing schedules and consideration of bikeways to make sure that opportunities to build new facilities are considered.
33	<p>Instead of the Bicycle Facility Guidance listed here, would you consider using the new Green Book's Roadway Functional Classification information that not only identifies roadways, but includes users. This is really new and we've been introducing it to our engineers at CDOT. It provides much better guidance on the type of facility to install. As an example, sharrows are used frequently with the thought that "it's better than nothing" -- which is kind of the guidance suggested in your document by saying "where there's no facility, consider any facility." Providing designers with some black and white options makes their job easier, and provides better accommodation.</p> <p>Below is a chart from the NCHRP 15-52 & NCHRP Report 855 that shows bicycle accommodation by Functional Class. There's also a Pedestrian Mode Accommodation chart as well. This is really exciting stuff and takes a lot of the guesswork out of what type of facility to design.</p> <p><JPG></p>	We're looking to the work being done as part of the forthcoming AASHTO Bike Guide. We do not refer to shared roadways as a bicycle facility but have included additional language to make sure this is clear.
9	<p>In "benefits of active transportation" health section replace text with:</p> <p>Being physically active is one of the most important actions that people of all ages can take to improve their health. (Citation - Physical Activity Guidelines for Americans 2nd edition - https://health.gov/paguidelines/second-edition/pdf/Physical_Activity_Guidelines_2nd_edition.pdf) Bicycling and walking for transportation and recreation can help adults and children meet recommended levels of physical activity established by the Centers for Disease Control. The United States Surgeon General and the Centers for Disease Control encourage communities to design streets to make walking and biking safe and easy for people of all ages and abilities and to connect activity-friendly routes with everyday destinations like transit stops, workplaces, schools, parks and libraries. (23) (Citation - https://www.thecommunityguide.org/findings/physical-activity-built-environment-approaches)</p> <p>Even though the Denver region has a low obesity rate compared with other places across the country, several neighborhoods (or census tracts) within the region have overweight, obesity, physical activity and asthma rates that are higher than the statewide average. Shifting trips from motor vehicles to active modes can increase opportunities for physical activity, reduce air pollution and yield positive health effects.</p>	We have updated language.
72-73	<p>It would be great to add shade as a supporting element for pedestrians on pg 72-73</p> <p>Developing a shade canopy is a recommended policy in MV2040 under Healthy, Inclusive, and Livable Communities " Promote the development of shade canopy and/or appropriate vegetative cover to create/maintain a safe, comfortable pedestrian environment."</p> <p>Here is some potential language: In Colorado, skin cancer rates are nearly double the national average because of the high altitude, active lifestyles, and sunny weather. Shade provided by an increased tree canopy can protect Coloradans from UV overexposure while they participate in active transportation and recreational activities. "Shade and shelter help to make the walkable environment more comfortable and more accessible by protecting pedestrians from exposure to sun, heat, rain, and other elements (Citation - Pedestrians First: Tools for a Walkable City, Institute for Transportation and Development Policy)." Furthermore, the presence of shade trees can encourage physical activity, reduce greenhouse gas and air pollutant emissions, mitigate the urban heat island effect and reduce energy costs.</p> <p>I attached an image from S Cherry Creek Drive in Glendale (outside CDPHE) if you would like to use it.</p>	We have updated language and added information about shade and its importance to active transportation. Thank you for providing a photo as well!
71	Subjects of photos are out of focus and not a good fit for a full page photo.	We have removed photo.
General	<p>I've reviewed the Active Transportation Plan and especially the Bicycle Pedestrian Planning Chapter and both are excellent resources which I feel we at Bike Jeffco will be using quite often on some of our projects. They are very comprehensive and so obviously a lot of work by many people went into them.</p> <p>Thank you for including Bike Jeffco in the Local Bike/Ped Organizations. We are currently revising our website and shortly it should be a more effective resource for cyclists seeking information on cycling and issues affecting cyclists in Jefferson County.</p> <p>Bike Jeffco has been involved locally in various active transportation type projects:</p> <ul style="list-style-type: none"> • Meeting with RTD officials on bicycle accommodations • Conducting ride reviews of designated and proposed bike routes • Improving safety of bike routes by identifying hazards • Improving connectivity between municipalities and to public transportation • Improve wayfinding signage and installation of more effective warning signage such as replacing Share the Road with 3' to Pass <p>One of our methods for improving road safety and other aspects of a bike route have been our ride reviews. I've attached our most recent one conducted last August for review of a 10 mile loop around Golden.</p> <p>The only suggestion I have is since RTD is so much a part of active transportation, I thought it could be listed sooner and there could be more included for RTD.</p> <p>Once the Active Transportation Plan is finalized, we would love to have you come to one of our general meetings probably next spring to discuss the plan.</p>	RTD is currently completing their First and Last Mile Strategic Plan - so we definitely didn't want to duplicate efforts, but the FLM strategic plan will complement the ATP.
123, Network	On Appendix page 29 (sheet 122 of 255), same problem/issue as above. This map is a drawing of Douglas County and shows more detail than the previous page. It almost looks like it is showing the existing Centennial Trail (E-470 trail west of the Cherry Creek) trail as being existing to Parker Road. The Centennial Trail ends today at Cherry Creek Trail and does not go beyond (east) of the Cherry Creek Trail). I have never seen any Town plan showing an extension to Parker Road.	All maps in the plan have been updated enhance legibility.

DRCOG Active Transportation Plan
COMMENT MATRIX (Dec. 2018)

Page No.	Comment	Resolution
38, Network	On Page 35 (sheet 38 of 255), they detail the alignment of a trail following E-470 east of Parker Road plus the proposed High Plain Trail alignment over Parker Road at the Douglas/Arapahoe County line. We need them to not show the alignment following E-470 from the county line to the Cherry Creek Trail. We are not building a trail through the Parker Road and E-470 interchange. The High Plains Trail alignment showing it following the county line is close enough for this document.	Updated network to remove this section as suggested.
General	More protected bike lanes would be wonderful.	Through our survey effort we found that almost 60% of the Denver region's residents are interested, but concerned when it comes to bicycling. Protected/separated facilities that are safe and comfortable support bicyclists of more ages and abilities.
TMA	I believe there is a West Metro TMA that is about to get underway. Perhaps it is worth mentioning in the plan.	This was funded through a DRCOG TDM Set-Aside grant.
Layout	Could the footnote ("Endnote") references (the superscript numbers) be anchor-linked to the corresponding entry in the Endnotes section? (e.g. I'm reading something like "Similarly, the average length for a walking trip is around 0.4 miles. ¹² ". Could I click/tap the "12" and be zoomed to the #12 in the references list?)	Graphics team will evaluate export options.
49	Good that City of Boulder Vision Zero: Safety Streets Boulder (correct title) is listed. Need to include language in explanation of Vision Zero at top to eliminate collisions that result in serious injury and fatality.	Added clarification as suggested.
56	Add City of Boulder ADA Transition Plan as a local context example. Performed in conjunction with Pedestrian Plan update.	Added reference to Boulder's ADA Transition Plan performed in conjunction with the Pedestrian Plan update in coming year.
53	Add City of Boulder Neighborhood Speed Management Plan as a local context example.	Added reference to Boulder's Neighborhood Speed Management Program
46	Add City of Boulder dockless bike share licensing program as an additional example.	Boulder is in list of communities under "local context."
10	The ATP identifies several objectives for active transportation in the region that build on the themes and outcomes of Metro Vision. These objectives form the basis of the ATP planning framework. The objectives for the ATP are to: 1. Reduce the number and severity of crashes involving pedestrians and bicyclists. Suggested revision: Tie in Vision Zero – to eliminate traffic collisions that result in serious injury and fatality. Reduce overall number of collisions.	DRCOG is about to kick off a regional Vision Zero Action Plan that will go into much more detail and have included reference to that effort in Chapter 4.
Network	Would like to perform a final review of ATP regional corridors in City of Boulder. Streets initially added at mapping exercise were not added to final. Need to be sure we have a connected regional network of streets through City of Boulder.	City of Boulder provided additional information regarding network recommendations upon follow up. Network has been amended to include all info as suggested by the City of Boulder.
64	Bicycle Facility Selection. It looks like figures 22 & 23 are pulled from AASHTO 2018 Bike Guide. Guidelines are good resource, but need to be referenced to source.	Added citation.
Bicycle infrastructure	I have read the draft, and I would like to add a comment regarding the "two stage turn boxes": While two stage turns may increase cyclist comfort in making left turns at intersections, typically this configuration results increased delay for cyclists. Cyclists now need to receive two separate green signal indications (one for the through street, followed by one for the cross street) to turn. Also, it requires from the cyclist to know which intersections have those boxes in order to know which lane to use when they approach the intersection. Though it is a good idea on the paper, as a cyclist, I would hate "two stage turn boxes." I believe that sharing the road with cars on left turns is the safe way to do it, especially if there is a protected left turn signal. If a cyclist does not feel confident on a left turn, he/she can walk the bike and effectively do a "two stage turn".	We have included the two-stage turn boxes as example bicycle infrastructure that provides a higher comfort option for cyclists uncomfortable merging across lanes into a left turn lane. For communities that choose to implement this facility type, this does not preclude cyclists from using a left turn lane, it just provides another option.
County Profile - Appendix A	Within the City and County profile section (Appendix A), I would like to see the Englewood Walk and Wheel Master Plan and Program (2015) presented as a sample planning document. This plan is more recent than the Littleton plan, was made possible by a \$100,000 grant from the Kaiser Permanente Foundation, and is more significant and relevant in terms of potential impact than the Town of Columbine Valley Master Plan.	Added to list of example plans.
Network	Thank you for the inclusion of Clarkson Street as a regional active transportation corridor coming up from C-470 into Englewood to the Swedish-Craig Medical District. This designation will provide additional incentive to improve the segment north of Orchard Avenue for a seamless and direct route connection in the South Metro area. However, I am somewhat concerned that a continuing route north into Denver was not identified at this time.	Denver has not identified a northern route at this time, but as they continue to plan out their network, we can certainly consider adding it in the future.
Pedestrian Focus Area	I am in agreement with the general boundaries of the Pedestrian Focus Area and Short Trip Opportunity Zone through the Hampden corridor between the Englewood LRT Station and the Swedish-Craig Medical District. However, I would like to propose the addition of the Broadway corridor between Yale and Oxford Avenues as a Pedestrian Focus Area. I have two arguments to make in support of such a designation. One, the Broadway corridor is similar to the Federal Boulevard corridor which is designated as a Pedestrian Focus Area in the draft plan. Broadway is a major bus transit corridor fronted by street-oriented, small format retail businesses, with adjacent urban residential neighborhoods that exhibit high degrees of foot and bicycle traffic. Two, the City of Englewood has recently partnered with the Urban Land Institute in conducting a Healthy Corridors planning charrette for the Broadway corridor, the boundaries of which are Yale Avenue (Denver border) on the north and Oxford Avenue on the south. Inclusion of the Broadway corridor as a Pedestrian Focus Area would more accurately reflect and reinforce the state of recent planning efforts, goals, and policy development.	Added pedestrian focus area including Broadway corridor between Yale and Oxford Ave.
Network - Arapahoe County	I disagree with the inclusion of Belleview Avenue as a regional active transportation corridor. Belleview Avenue was not given regional status in the Arapahoe County Master Bicycle and Pedestrian Plan. The Belleview corridor is a very low density, semi-rural corridor, is impacted by fast moving automobile traffic, and is unlikely to be seen as a high priority by Cherry Hills Village, Greenwood Village, or Arapahoe County. My preference for an east-west regional active transportation corridor is the Oxford-Quincy Avenue regional corridor identified in the Arapahoe County Master Bicycle and Pedestrian Plan. This corridor connects directly to the Mary Carter Greenway Trail (South Platte River) which can then be used to connect to the Bear Creek Trail providing access to the foothills. Heading east from the river, the Oxford-Quincy corridor connects with the Oxford LRT Station, then proceeds east to the Denver Tech Center, then jogs south to Union Avenue in order to cross I-25 and connect with the Cherry Creek trail system.	Updated active transportation corridors to align with comment and Arapahoe County Bicycle/Pedestrian Master Plan.

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Page No.	Comment	Resolution
Micromobility	<p>I think the report is very deficient in the lack of depth of analysis of discussion for Micro Mobility Solutions.(MMS's) on page 46 of of Active Transportation. You note that it is an emerging mode.</p> <p>Public policy and laws prohibit its use on streets or on sidewalks in public rights-of-way, which are the primary corridors for travel in the urban area.</p> <p>Only a few years ago these devices were just a novelty. Now big companies are getting in to this big time. Ford just bought electric scooter startup Spin for over \$40 million, Uber bought bike-sharing company Jump, and Lyft purchased bike share Motivate.</p> <p>But it not just big companies involved in sharing these electric mobility assistants. Now I see kids riding their electric Razor (iPhones in hand) just for transportation to various destinations. (Distracted Driving 101)</p> <p>The bicycle graphic on page 7 of the draft report states that only 4% of the riders are highly confident riding on any kind of road, but most would like to ride but are concerned about safety.</p> <p>People who sell electric bikes tell me that some of their biggest market are seniors. Most seniors like me if I purchased an electric bike to go to the nearby store other short trip are not likely to want to use the roadway for safety considerations.</p> <p>Based on the significant acquisitions of Micro Mobility Solution providers by the providers of Ride-Hailing Services (p.47) you might surmise that these transportation modes are not only interrelated but there may be a multiplying effect for both of them.</p> <p>In a similar manner the Complete Streets, as well as the Street Design Safe Routes to Schools discussions purport to address the needs of all travelers, but ignores those who use Micro Mobility Solutions.</p> <p>But most significantly the potential role of micro mobility solutions in solving the First- & Last Mile Connection problem may not be fully understood. Most transit riders either drive to the transit station or walk less than a quarter of a mile. Bicycling to transit stations is negligible. Micro mobility solutions are designed for just this type of short trips.</p> <p>To address all of the above concerns it is requested that an either an additional section be added to Chapter 3 for Micro Mobility Solutions Infrastructure or the Pedestrian Infrastructure be modified appropriately to include Shared-Use/Side Paths.</p> <p>Considering the impact of our aging population and the decreasing percentage of commuter mode trips made by bicycle (now 1 percent in this report) it is thought that the largest opportunity for reduction in drive alone trips may be solved by the new technology of micro mobility solutions.</p> <p>In my opinion, the primary thing holding this technology back is the lack of any infrastructure in the public ROW to accommodate this technology.</p>	<p>Micro mobility is listed as one of our implementation activities- discussion of emerging mobility solutions that impact bicyclists/pedestrians. This will also be explored further in a concurrent regional planning effort, "Mobility Choice Blueprint." Micro mobility is a broader conversation than just active transportation.</p> <p>The pedestrian facility section notes that, "shared-use paths and sidepaths are discussed in the Bicycle Infrastructure section above, but also accommodate people who walk. Additional detail can be found in the Bicycle Infrastructure section."</p>
Maps	The full-spread maps are not placed well - I understand wanting to capture the entire region, but you are neglecting that most of the data and plans are happening in the "heart" of the region, which is right where the page fold is. If you publish this report full-spread, that problem would solve itself. But publishing it this way makes it very difficult to get a sense of the entire region - what is "on the ground," what is "planned for," etc. Examples: pages 14-19, 34-35.	This is a browser setting, if downloaded and opened in PDF it is set to default open as a spread (two-pages up). We plan to add web map once adopted.
Network - Corridors	I would have liked to see more direct corridors in Adams County, where I live. It appears plans are to primarily make trail extensions in the north parts of this county. Based on my knowledge of my area, and trip generators, I just don't see that as building a useful transportation network. To be honest, the most direct and efficient travel paths for getting to destinations will be where roads are built, for the most part. I'd expect to see corridor recommendations in more of a "network grid" arrangement, rather than meandering and non-networked trails. It looks like Broomfield suffers from this as well. I'm just a bit disappointed, because what appears to be planned for doesn't really change the status quo at all. Doesn't even challenge it.	The regional corridors were identified in partnership with local Adams County communities/county representatives and stakeholders. There are also other elements of the regional network (not just the corridors) that include short trip opportunity zones and pedestrian focus areas, which provide additional coverage and focus on active transportation trips.
General	Regarding the " Commute Mode Share Compared to Traffic Fatalities" figure on every county profile. I think these stats would be incredibly meaningful if you put them in a table together with all counties. It would be easy to see which counties are protecting people the best, and which the worst.	Upcoming DRCOG Vision Zero Action Plan will provide additional information on traffic-related fatalities.
Adams County Profile	<p>Regarding Adams County Community Profile (appendix):</p> <p>- What does this mean? "should recognize and embrace the unique facets and strengths of its residents" - it appears to be plan-speak. Yikes, can that be edited to actually mean something?</p> <p>- What does this mean? "Customize information and resources to reflect the cultural assets of Adams County residents" - same comment as above. I have NO IDEA what this means, and it is the very first bullet!!!!</p> <p>- "Historically, agriculture has been the predominant land use in Adams County, and it continues to define the character of the County to a large extent. " - how does it define the character? Roads that are networked very far east/west, going from "urban" environments to rural? Low density? High vehicle trip use compared to other modes? Can you please be more specific? I think this statement is trying to say something about the county, and you can make many inferences about what.</p> <p>- "Adams County Strava data." - Strava data is interesting - is it pictured just to highlight trails in an interesting way? Or was strava data used for identifying the target corridors? Strava data will not represent the majority of trips, as Strava users are not the "typical" bike rider. Just wanted to point this out. If Strava was only used to capture nice-looking images for the county profiles, I'm ok with that. I did a word-search and didn't see Strava reference anywhere aside from the profile images.</p> <p>- just so this isn't entirely negative, I think the rest of the profile was specific and easy to understand.</p>	<p>We have clarified information in the Adams County profile.</p> <p>Strava data was just used to highlight information in an interesting way, it was not used to identify the corridors (we recognize the inherent bias in this data as you've stated).</p>
66	Littleton is in the process of doing our first ever Transportation Master Plan, as part of that process we will be doing an update to the 2011 Bike/Ped plan and it should be completed by end of 2019. This may be worth mentioning in the Plans and Policies table if you deem appropriate.	Added note about upcoming plan.
County Profile	It was hard to identify the active transportation corridors, focus areas, opportunity zones, etc. without labels or more map detail. It's my understanding that these will be in an interactive web based map for the final version, but at least in print form it was hard to identify and provide feedback. It's possible that they were identified elsewhere in the document and I missed it. If that's the case I would love to take a look at it if you can point me there.	All maps in the plan have been updated to enhance legibility.
105	Please make sure that Castle Rock bike lanes and sidewalks are included in the local map inventory # for facilities. The shapefiles I sent earlier should be up to date as of Oct 2017. We have a few more on-street bike lanes since then but its not significant.	Data submitted in Oct 2017 was quality checked to conform with regional definitions and included in the bicycle facility inventory.
105	Are the Castle Rock sidepaths (sidewalks) included in this number? Our street standards require all collector and arterial streets to have a min. 8-foot or greater sidewalks for bikes and peds.	Data included is from the Bicycle Facility Inventory, which includes sidewalks that are marked as allowable for bicyclists via signage. Checked in with Tom via conference call.
105	Does this (unpaved trail) # include the 40 miles of soft surface trails in Castle Rock?	Data included is from the Bicycle Facility Inventory, which focuses on transportation/utility trips and does not typically include recreational single-track facilities. Checked in with Tom via conference call.
105	(Bike Lane) This # seems a little low, Castle Rock alone has over 30 miles of on-street bike lanes/shoulders. If this is a description or definition issue please let me know.	Data included is from the Bicycle Facility Inventory, which includes bike lanes that are verified via signed and/or pavement markings. Checked in with Tom via conference call.

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Page No.	Comment	Resolution
Network	Downtown Castle Rock should also be a pedestrian focus area, especially with all the residential homes under construction in the downtown.	It is currently identified as a pedestrian focus area, no action needed.
General	<p>Thank you for good, comprehensive transportation plan. It certainly highlights the complexities of multimodal transportation across a region that is diverse in size, topography, demographics, income levels, and attitudes. Comments - 1 - I would suggest using log scales when graphing population growth and other curves that are driven by percentage increases. I feel that linear scales tell a misleading story that are often misinterpreted. 2 - I believe the electric assist bicycle will be a game changer for personal mobility in the not so distant future. E-bike motor and battery technologies have come a long way and I suspect that we are on the knee of a popularity breakthrough for this device. My wife and I rode our tandem bicycle for two weeks in the Netherlands and Belgium and have experienced where bicycling as a personal transportation mode can go if we put some serious thought into what policies and infrastructure can look like. While it might be years before we might adopt an infrastructure model like they have in the Netherlands, there is no reason why we could not think in that direction as we move forward in the Denver region. 3 - You mention conflicts on multimodal resources which is happening today. I ride a lot on bike trails, bike lanes and regular streets around the region. I feel that most of the conflicts are due to the "possession" attitude of users of the public infrastructure resource. Walkers feel like the trail belongs to them and dog walkers feel the same way. Of course, cyclists feel like the trails/path belongs to them. Again, some motorist do not want to share "their" road. Somehow, and I don't know how, we need to change the culture of sharing public resources. Again, we should explore the model used in the Netherlands. Technology is bringing us tremendous transportation opportunities and options. I believe we need to think way outside of the box and not lock ourselves into long-term plans based on old-school thinking.</p>	<p>E-bikes are certainly going to improve access/comfort/convenience of bicycling for transportation and we've included it as an emerging trend. Many local governments are thinking strategically about where e-bikes should be permitted and the conversation continues as we see additional micromobility options in the bike/pedestrian space.</p> <p>We tried to be flexible and open to all of the emerging technology in the active transportation realm. We will certainly continue the conversation with local partners.</p>
Appendix, Page 6	"falls below the regional average (8 percent)." Is this the regional rate, or the Arapaho county rate?	Clarified health stats in all county profiles.
Appendix, Page 6	City of Aurora Bicycle and Pedestrian Master Plan (2012). The plan provides a coordinated vision for accommodating and encouraging bicycling as a viable transportation mode while also benefitting pedestrians. The plan seeks to extend the reach of the city's extensive and well-used trail network.	Added plan to example list.
Appendix, Page 7	[under activity level heading] "and first/last mile connections to transit (probably true for most county profiles)"	Have revised sentence per request.
Table 7	Vertically center text [re: text in "Case Study Example" column]	Have formatted plan per layout.
63	This looks like one resource. Clarify that it's multiple resources.	Clarified adding punctuation and character style to separate out docs.
Appendix, Page 3	See comments for Arapaho County	Referred to comments for Arapahoe County.
36	Worthwhile to bullet point or list the factors. [re: ped focus areas "score based on several factors associated with walking..."]	Noted, please see Appendix for additional information
Figure 8	Fig 8 doesn't really show us much, other than counties with larger populations have more traffic fatalities. Might be more useful to list county traffic fatalities by capita, or per million VMT.	Noted, this will likely be something we can consider in the regional Vision Zero Action Plan. This is just for some general context so an average person could discern total numbers/scope of the issue.
Figure 19	[When available] make sure to update with website address	Once the plan is approved, we will hyperlink to web map.
13	I like the website!	Thank you!
Figure 13	These figures aren't mentioned in the narrative. Might be worth a quick paragraph generally summarizing the current state of bicycle facilities in the metro area.	They are mentioned on page 13.
6	This plan "Colorado Strategic..." is sort of mentioned out of nowhere. Might add more context such as who produced it, etc.	This plan was produced by The Strategic Action Planning Group on Aging, which we reference via footnote.
15	Can't see symbology for county boundary.	All maps in the plan have been updated to enhance legibility.
33	"preferably" [buffered bike lanes]	Updated language for consistency with bicycle infrastructure facility information.
45	City of Aurora allows e-bikes on sidewalks and most paved trails.	Requested clarification.
Maps	Trail annotation could be cleaner. Might be better if annotation is "above" line rather than "on" line.	All maps in the plan have been updated to enhance legibility.

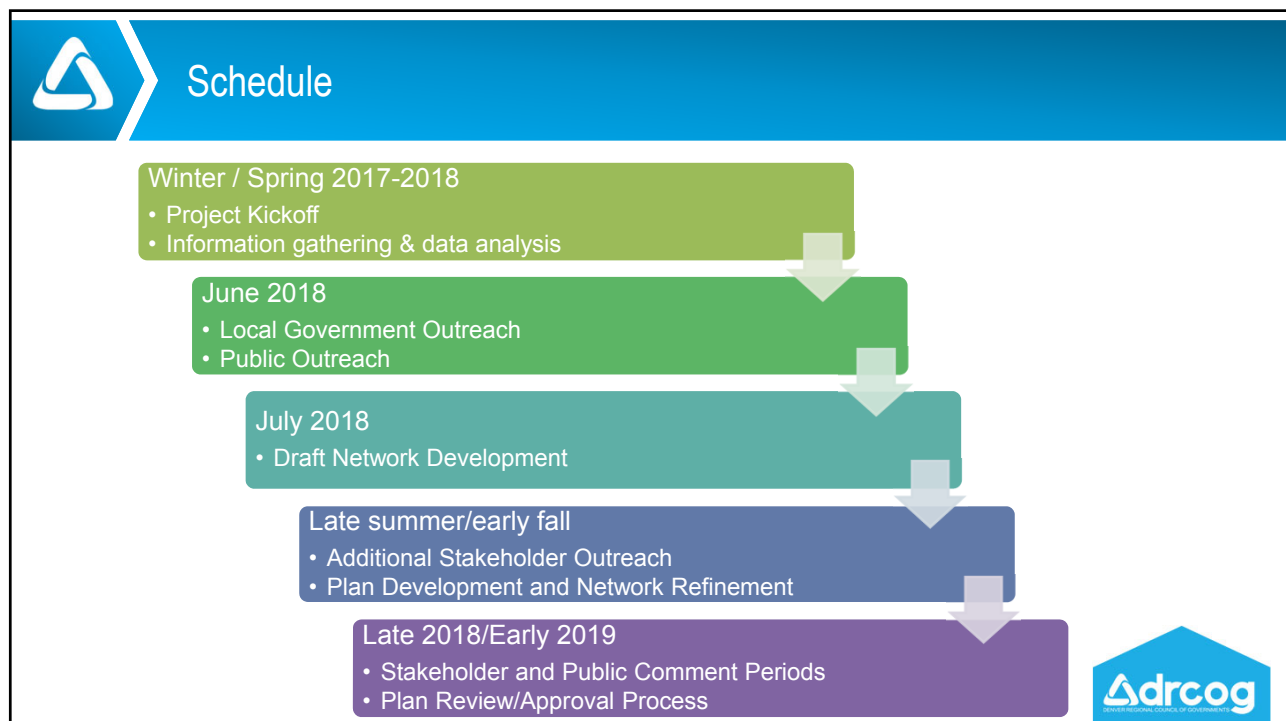


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DENVER REGIONAL COUNCIL OF GOVERNMENTS

Presented by:
Emily Lindsey
Jessica Fields

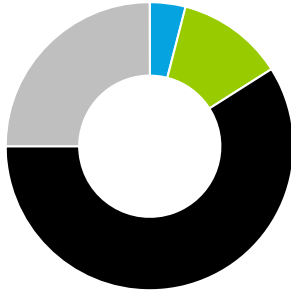
January 16, 2019

DRCOG Active Transportation Plan





Who are we planning for?



4% of people are highly confident
12% of people are somewhat confident
59% of people are interested but concerned

DRCOG Survey of Residents About Active Transportation (2018)



Who are we planning for?




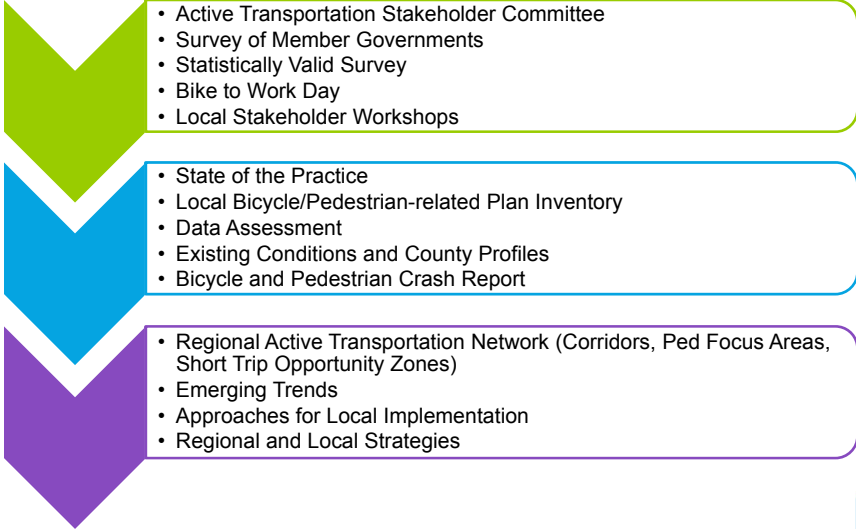
4% of people are highly confident
12% of people are somewhat confident
59% of people are interested but concerned

DRCOG Survey of Residents About Active Transportation (2018)

Safe, comfortable and connected
 active transportation network.




Planning Process

- Active Transportation Stakeholder Committee
- Survey of Member Governments
- Statistically Valid Survey
- Bike to Work Day
- Local Stakeholder Workshops


- State of the Practice
- Local Bicycle/Pedestrian-related Plan Inventory
- Data Assessment
- Existing Conditions and County Profiles
- Bicycle and Pedestrian Crash Report

- Regional Active Transportation Network (Corridors, Ped Focus Areas, Short Trip Opportunity Zones)
- Emerging Trends
- Approaches for Local Implementation
- Regional and Local Strategies



Engagement highlights

- 7 **ATSC** meetings including 64 participants from 35 agencies
- 55 participants from 31 agencies at 5 local **stakeholder workshops**
- 10 stations on **Bike to Work Day** with 233 responses to engagement activity
- 412 responses to an online **survey**
- Conducted a **statistically-valid survey** to learn more about attitudes and barriers to bicycling





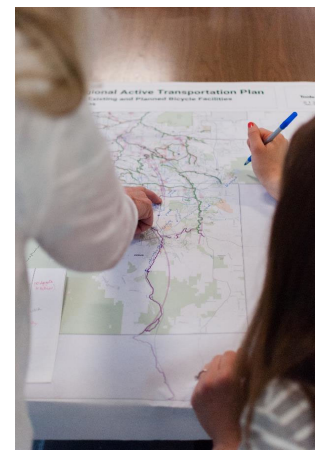
Data analysis and research

- Project team review of **local plans throughout the region**
- **State of the Practice report** examined themes around regional bicycle/pedestrian planning
- Data assessment looked at existing **bicycle facility inventory data** and schema
- **County profiles** examined sociodemographic trends related to bicycling and walking
- Bicycle and pedestrian crash report looked at CDOT/DRCOG Crash Database and **crashes involving bicyclists and pedestrians**



Pedestrian Focus Areas

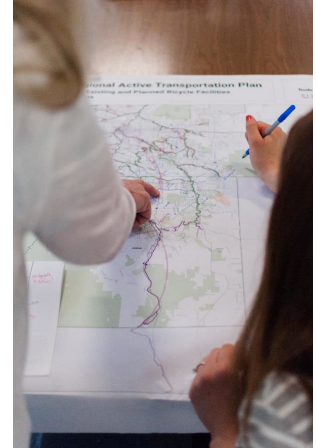
Description	What does it mean for the ATP?
Areas with a high concentration of existing or potential pedestrian activity.	Efforts to improve pedestrian safety and convenience in these areas will help the region achieve Metro Vision goals related to livable communities, safety, health and transit integration.





Short-trip Opportunity Zones

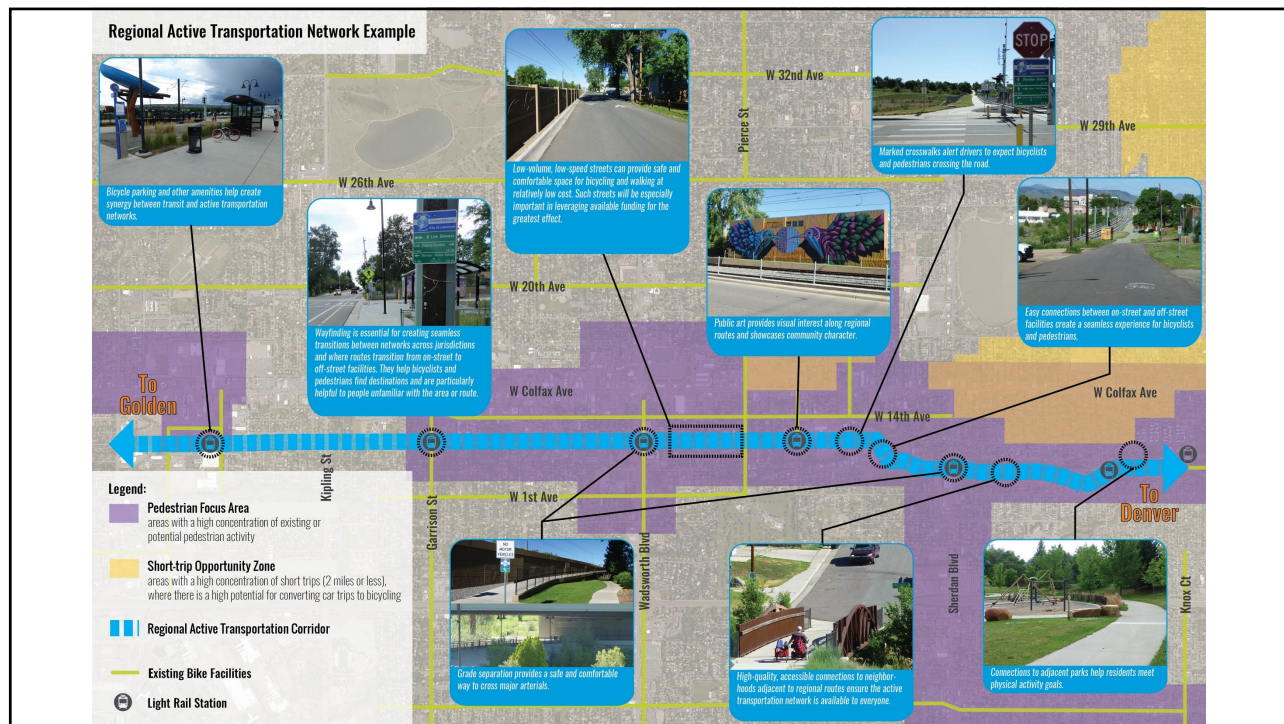
Description	What does it mean for the ATP?
Areas with a high concentration of short trips (2 miles or less).	The average bicycle trip distance in the Denver region is 1.8 miles. Areas with a large number of trips 2 miles or less hold potential for converting car trips to bicycle trips , which will help fulfill a key Metro Vision goal (reduce SOV mode share).



Regional Active Transportation Corridors

Description	What does it mean for the ATP?
High-comfort corridors that connect significant regional destinations and may serve longer distance bike trips, as well as local walking and biking trips.	These routes are intended to allow safe and comfortable access to regional destinations for everyone , supporting Metro Vision's goals related to creating a connected multimodal region and vibrant regional economy.





Emerging Trends, Policies/Programs/Practices, Infrastructure

Adrcog Denver Regional Council of Governments

EMERGING TRENDS

The transportation system has evolved rapidly over the past decade and continues to undergo significant change. This section addresses emerging trends, such as electric-assist bikes, dockless bike-sharing programs and other micromobility devices and automated vehicles. There is a great deal of uncertainty as to how these trends will affect active transportation. In general, these technologies can fill the niche of first- and last-mile challenges and decouple mobility from private vehicle ownership. However, most emerging mobility devices or technologies rely on electric propulsion and thus could reduce the amount of walking and bicycling. Moreover, these devices have the potential to increase conflicts on sidewalks or shared-use paths and contribute to overcrowding of walking and bicycling infrastructure.

POLICIES, PROGRAMS AND PRACTICES

The development of a connected and safe active transportation system hinges on policies, programs and practices that support inclusion of active transportation considerations into routine decision-making. This section addresses many of the most common approaches, highlighting examples from the Denver region.

INFRASTRUCTURE

In this section, common bicycle and pedestrian infrastructure treatments are presented. Bicycle facilities, intersections, sidewalks, crossings, signals and supporting elements are included. Additionally, guidance for selecting an appropriate bikeway, based on roadway conditions and context, is provided.

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Description

E-bikes are bicycles equipped with electric motors and can increase the accessibility, comfort and range of bicycling. E-bikes will influence the future design of bicycle facilities along with the rules and regulations of where they can be ridden.

Table 6. E-Bike Classes

E-bike class	Pedal Assist	Throttle	Max Speed*
I	Yes	No	20
II	No	Yes	20
III	Yes	Yes	28

* Electric motor ceases to provide assistance when the bicycle reaches the listed maximum speed.

Local context

- In August 2017, the Colorado state legislature expanded Colorado Revised Statutes Section 42-1-102 to permit e-bikes to be ridden wherever conventional bicycles can be ridden. However, local ordinances can be more restrictive.
- Jeffco Open Space has initiated a pilot program to allow e-bikes on trails.
- The City of Boulder permits e-bikes on most of its shared-use paths.

Implementation considerations

- The State of Colorado defines e-bikes as bikes with electric motors that provide power or pedal-assistance up to 20 mph.
- Most governments are managing conflicts between e-bikes and other active transportation users by revising regulations on where they can operate. However, the prevalence of e-bikes may warrant the allocation of dedicated space in the future.

Available resources

- Colorado General Assembly, Electric Bicycles
- Federal Highway Administration, Framework for Considering Motorized Use on Nonmotorized Trails and Pedestrian Walkways under 23 U.S.C. Section 217
- PeopleForBikes, Electric Bicycles

E-bike definition

The State of Colorado defines e-bikes as bikes with electric motors that provide power or pedal-assistance up to 20 mph.

Source: Jeffco Open Space

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Implementation

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Regional Opportunities to Support Bicycling and Walking

Regional opportunities are grouped into three categories: collaboration, education and assistance, and investments. These regional opportunities are intended to foster collaboration and prioritize information-sharing to ensure local communities have the tools they need to improve active transportation. DRCOG is the most likely agency to lead implementation of many of these opportunities, but others such as TMA, RTD or COOT could also play a role.

Table 7. Regional Opportunities to Support Bicycling and Walking

	No.	Opportunity	Case Study Example (Page No.)
Collaboration	1	Convene local, regional and statewide bicycle and pedestrian stakeholders to ensure cross-jurisdictional coordination on implementation of active transportation projects in the region and provide opportunities for local governments to learn from or adapt local approaches to bicycle and pedestrian planning.	New England Bike Walk Summit (78)
	2	Coordinate with local partners and TMAs to expand the regional transportation demand management program to include greater emphasis on bicycling and walking.	
	3	Convene local, regional and statewide bicycle and pedestrian stakeholders to coordinate policy efforts on active transportation-related issues such as e-bikes, small mobility devices, data and stop-way-yield legislation.	
	4	Coordinate with local partners to further explore traffic safety in the Denver region and develop a Vision Zero Action Plan.	
	5	Collaborate with transit providers, local communities, COOT and stakeholders to enhance active transportation connectors to and from transit.	
Education and Assistance	6	Collect and share information on local policies, plans and regulations as they pertain to active transportation plans.	
	7	Conduct analyses and provide data on topics such as level of traffic stress and crashes.	DVRPC Level of Traffic Stress Analysis (78)
	8	Continue to collect and disseminate bicycle facility inventory data, including current and proposed facilities.	ISSAC Online Data Sharing (79)
	9	Collect bicycle and pedestrian counts and enhance count data sharing.	DVRPC Bicycle and Pedestrian Count Program (79)
	10	Provide tools, information and education to local governments on facility design, emerging trends and related topics.	
Investments	11	Support development of regional wayfinding for active transportation corridors.	
	12	Consider prioritization criteria that encourage investment in high-comfort bicycling and walking facilities that are part of the regional active transportation network.	Capital Area MPO Project Funding Study (79)
	13	Prioritize walking and biking investments in transportation-disadvantaged areas.	Boston Regional MPO Transportation Equity Program (78)

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Local Opportunities to Support Bicycling and Walking

Local opportunities are also grouped into three categories: collaboration, policies, plans and regulations, and investments. These opportunities vary in terms of the amount of investment required, allowing local communities to move forward with opportunities that best align with their current capacity.

Table 8. Local Opportunities to Support Bicycling and Walking

	No.	Opportunity	Case Study Example (Page No.)
Collaboration	1	Coordinate with neighboring jurisdictions to ensure continuity and connectivity of the active transportation networks and share best practices in bicycle and pedestrian planning.	U.S. 36 Bikeway Wayfinding Project (80)
	2	Work with RTD and other transit providers on transit-supportive infrastructure, including first- and last-mile connections.	Denver South Transportation Management Association efforts (80)
	3	Work with DRCOG and local TMAs to inform and promote the use of transportation demand management strategies and services.	WalkDenver Project Shift (80)
Policies, Plans and Regulations	4	Adopt policies, regulations or standards promoting Complete Streets principles and context-sensitive design for users of all ages, incomes and abilities, including mobility-impaired residents.	Aurora, Arvada and Westminster Complete Streets Consortium (81)
	5	Adopt local active transportation, bicycle or pedestrian plans that consider land use/zoning compatibility to complement comprehensive and master planning efforts.	Arvada Bicycle Master Plan (81)
	6	Adopt a Vision Zero policy with the goal to eliminate traffic fatalities and serious injuries.	Denver Vision Zero Action Plan (82)
Investments	7	Design and build low-stress bicycle networks and complete sidewalk networks that facilitate on- and off-street facility connectivity.	Denver Protected Bikeways (82), Golden Linking Lookout Project (82), Lone Tree Pedestrian Bridge (84)
	8	Improve multimodal connectivity throughout the transportation network and prioritize investment in first- and last-mile connectors to transit.	Downtown Boulder Transit Center Area Improvements (83), Aurora Metro Center Station Area Bike and Pedestrian Connector Facility (83)
	9	Incorporate wayfinding into active transportation projects.	Lafayette Walk and Wheel (81), City of Lakewood 40 West Arvada (84)
	10	Promote educational and promotional events to encourage bicycling and walking.	Boulder Walks (80), Brighton Fall Moon Ride (84)
	11	Implement safety projects that improve conditions for bicyclists and pedestrians and track their effectiveness by analyzing crash data.	Denver Vision Zero Safety Upgrades (84)
	12	Develop a regular maintenance schedule to ensure existing sidewalks and bicycle facilities are well-maintained.	Boulder Sidewalk Repair Program (83)

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THANK YOU

To: Chair and Members of the Board of Directors

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

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

SUBJECT

This item concerns adoption of positions on state legislative bills as presented by staff.

PROPOSED ACTION/RECOMMENDATIONS

Adopt positions on bills presented.

ACTION BY OTHERS

N/A

SUMMARY

The 2019 Session of the Colorado General Assembly convened on January 4. Any bills of interest introduced after January 9 will be emailed to Board members prior to the meeting with staff comments and staff recommended positions (relative to the Board adopted Policy Statement on State Legislative Issues) for review at the meeting per current Board policy.

Attached for your information is the 2019 Colorado Legislative Session Outlook prepared by DRCOG's lobbyists Ed Bowditch and Jennifer Cassell. We hope you find the Outlook informative and useful. It is intended to provide a high-level overview of the upcoming session, with links to background information that will allow you to dig deeper into issues that are of interest to you.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt positions on state legislative issues.

ATTACHMENT

2019 Colorado Legislative Session Outlook

ADDITIONAL INFORMATION

Should you have any questions regarding legislative bills, please contact Douglas W. Rex, Director, Executive Director at 303-480-6701 or drex@drcog.org; or Rich Mauro, Senior Policy and Legislative Analyst at 303-480-6778 or rmauro@drcog.org.



Colorado General Assembly 2019 Legislative Preview

We are pleased to offer this Legislative Preview to provide readers a “30,000 foot” view of what to expect in the coming legislative session, offering access to the data and backup material used to develop the Outlook. We hope you find the preview to be informative, useful, and entertaining, and ask that you give appropriate attribution should you decide to share it with friends, family, and business colleagues.

Thanks and enjoy!

Happy New Year,
Ed, Jennifer, and Alaina

I. PREVIEW OF THE 2019 LEGISLATIVE SESSION

The First Regular Session of the 72nd General Assembly of Colorado convenes on *Friday, January 4, 2019, at 10:00 am*. Per the Colorado State Constitution, the legislature will meet for no more than 120 days, with adjournment *sine die* occurring no later than midnight on *Friday, May 3, 2019*. Additional information on the General Assembly, including contact information for legislators, information on bills that have been introduced, schedules for committee hearings, and links for listening to live audio broadcasts of legislative proceedings at the [Colorado General Assembly homepage](#). The [deadline schedule](#) for the House and Senate is also available online. The House of Representatives and the Senate will be televised, both on the [Internet](#) and on Comcast cable television channel 165.

Much of the 2019 session was determined on election day with Democrats winning the “trifecta” – the Governor’s Office as well as control of the House (41-24) and the Senate (19-16).

A. 2019 LEGISLATIVE LEADERSHIP

Shortly after the election, the House and Senate caucuses met to elect their leaders for the coming session:

- House Speaker K.C. Becker, D-Boulder
- House Majority Leader Alec Garnett, D-Denver
- House Minority Leader Patrick Neville, R-Castle Rock
- Senate President Leroy Garcia, D-Pueblo
- Senate Majority Leader Steve Fenberg, D-Boulder
- Senate Minority Leader Chris Holbert, R-Douglas County

As of this writing, at least 23 members of the House are new to the legislature and 13 Senators are new to the Senate in 2019 (8 of whom served in the House). Some vacancy committees have yet to determine new appointments to vacant seats, potentially increasing the number of new members.

B. KEY ISSUES IN THE 2019 LEGISLATIVE SESSION

Many high profile, key issues will reemerge in 2019: TABOR/Gallagher, transportation funding, affordable housing, and the state budget. This group of major policy issues is unchanged from prior years; pressure remains from local communities, governments, and special districts to find permanent solutions. Of course, many more issues will be debated this session as we expect to see upwards of 600 to 700 bills introduced in the 2019 session.

With Democrats controlling both chambers, we expect many bills that failed in past sessions to make more progress in the upcoming year.

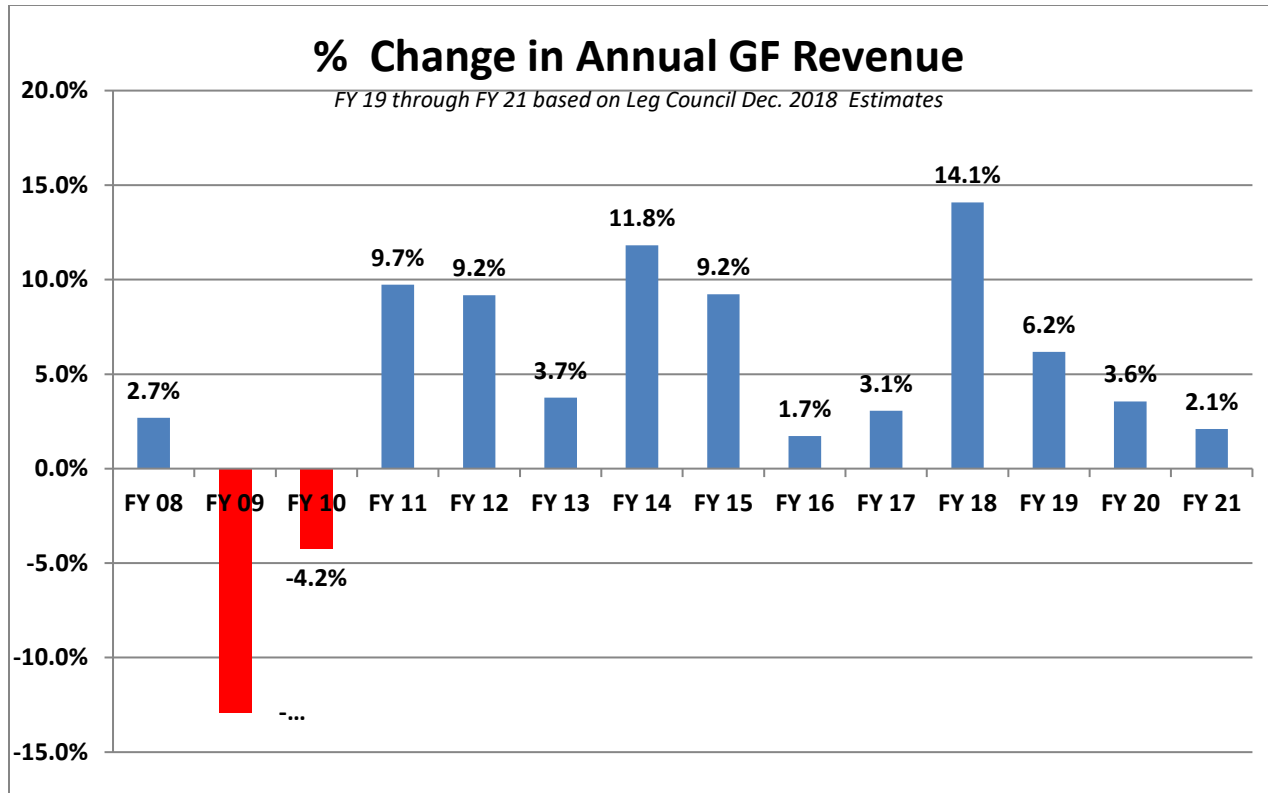
II. BUDGET OVERVIEW

A. COLORADO'S ECONOMY AND TAX REVENUE

Colorado's economy continues to be among the best in the nation. From the Legislative Council [December forecast](#):

Over the next two years, the U.S. and Colorado economies will continue to expand, albeit at a slower pace than in 2018. The slowdown in growth is consistent with a maturing U.S. economic expansion and will coincide with slower global economic activity. As the stimulative impacts of federal tax cuts wear off, growth in business investment and consumer activity are expected to moderate. Higher interest rates and an increasingly tight labor market will pose stronger headwinds to private sector growth. International trade policy uncertainty continues to cloud the outlook for businesses, and will contribute to upward pressure on prices for consumers and businesses alike until tensions ease.

Colorado's primary source of revenue is the state General Fund, made up of income taxes (two-thirds) and sales taxes (one-third). Given these sources of revenue, it is not surprising that the General Fund is extremely cyclical. The table below shows the "boom and bust" cycle of the General Fund revenues.



The graph above reflects the anticipated economic slowdown in FY 20 and 21 as noted by the state's economists in the December 20 forecasts.

B. FY 2019-20 BUDGET REQUEST

Governor Hickenlooper submitted his [FY 2019-20 budget request](#) (for the fiscal year beginning on July 1, 2019) on November 1, 2018. This request was built off the September revenue estimates from the Governor's Office. The key components of the request:

- **Education:** Full funding for K-12 education for inflation and enrollment, plus an additional \$77 million to buy down the Budget Stabilization Factor (formerly known as the Negative Factor). For higher education, the request includes a 12.1 percent increase in General Fund support for the governing boards and the state's financial aid programs. This level of support will allow the governing boards to hold tuition flat for FY 2019-20 for resident students.
- **Health Care:** Full funding for Medicaid caseload increases, including [provider rate increases](#) and expanded long term care services for Colorado's aging population and individuals with intellectual and developmental disabilities.
- **Human Services:** Adds funds for child welfare and youth services, early childhood readiness, and economic opportunity for individuals served by DHS through increases to direct care employee compensation, provider rates, and cost of living adjustments for benefits recipients.

- **Corrections:** Funding increases to address prison population trends and state bed capacity, as well as to conduct a targeted salary increase for correction officer positions with high turnover rates. The Legislative Council [December 20 prison population estimates](#) noted that the population of adult prisoners is expected to continue to increase “consistent with rapidly rising felony caseload”.
- **Reserve:** Increase the state’s reserve from 7.25 percent to 8.0 percent of General Fund appropriations, requiring \$139 million additional General Fund. Recently the Pew Charitable Trusts issued a [comparative analysis](#) of state reserves (or “Rainy Day Funds”) and noted that Colorado’s reserve would provide sufficient funds to operate the state for 21.5 days (up from 18 days a year ago).
- **TABOR Refunds:** Currently the state’s Senior Homestead Exemption can be considered part of the state’s TABOR refund obligation. Governor Hickenlooper proposed establishing four additional tax credits as TABOR refund mechanisms: expanding the current Child Care Tax Credit (moving the income cap of \$60,000 to \$150,000), establishing a child care provider tax credit, workforce and education tax credits, and earned income tax credits. Based on the Legislative Council December forecast, the state is projected to be above its TABOR limit. The table above shows the estimated TABOR refunds.

Legislative Council Estimated TABOR Refunds	
<i>Fiscal Year</i>	<i>TABOR Refund</i>
FY 2017-18	\$18.5
FY 2018-19	\$380.4
FY 2019-20	\$189.0
FY 2020-21	\$0

Being in a TABOR refund position means that any proposals that increase cash funds will have a more difficult time getting legislative approval. Cash fund increases result in increased TABOR refunds.

The November budget request serves as a starting point in the budget process. Once Governor-elect Polis takes office, he can modify any part of the budget request. The Joint Budget Committee will conduct figure setting for state agencies in February and March, and recommend a Long Bill to the Senate in late March.

C. FUTURE BUDGET CHALLENGES

Impact of the Gallagher Amendment

Ten years prior to the passage of TABOR, the voters approved the Gallagher Amendment, which requires an adjustment to the residential assessment rate to maintain a constant ratio between the statewide share of residential taxable value and nonresidential taxable value.

To understand the Gallagher Amendment and the impact of a decline in the residential assessment rate, we have listed the components of a homeowner’s property tax liability (courtesy of Legislative Council):

Step 1: Determine Assessed Value:

Home Value x Residential Assessment Rate = Assessed Value

Step 2: Determine Local Property Tax Collections:

Assessed Value x Local Mill Levy = Local Property Tax

Since the passage of Gallagher in 1982, the increasing value of residential real estate has periodically forced a *decrease in the residential assessment rate* to maintain the required balance in the formula.

After going unchanged since 2003, the legislature was required to **decrease the residential assessment rate from 7.96 to 7.2 percent** for 2017 and 2018. Legislative Council anticipates a **further decline in the residential assessment rate to as low as 6.78 percent in 2019**, with another decline to 6.41 percent in 2021.

What does this mean for Colorado? A decrease in the residential assessment rate will decrease the amount of local property taxes that are collected to support K-12 education, thus requiring more state aid as a result. This decrease in the residential assessment rate also impacts other local government services that are funded by property taxes. The legislature convened an [interim committee](#) in 2018 to consider modifications to the Gallagher Amendment; this committee considered a variety of possible changes, many of which need voter approval. These proposals are anticipated to emerge in 2019.

Medicaid

How much can the Medicaid caseload continue to grow? Colorado's Medicaid population has increased by 676,000 in the last seven years. Many of these individuals have been covered by federal funds, but Medicaid continues to consume an ever-greater portion of the state budget. Since FY 2010-11, Medicaid's share of the General Fund budget has increased from 18.7 percent to 25.4 percent.

TABOR

To its supporters, TABOR represents a necessary "check" on the growth of government; however, opponents argue that the state's infrastructure is deteriorating, and Colorado is the only state required to issue tax refunds. SB17-267 (establishing the Hospital Provider Fee enterprise) provided more revenue space under the TABOR cap through the creation of the Colorado Healthcare Affordability and Sustainability enterprise, but Colorado has already reached its TABOR revenue cap.

K-12 Budget Stabilization Factor

The K-12 budget continues to increase. However, the Budget Stabilization Factor (the amount below our funding target required by the provisions of Amendment 23) remains at approximately \$672 million. The state has been "carrying" the K-12 Budget Stabilization Factor since FY 2009-10; however, the legislature set a trend in recent years of dedicating funding each year to reducing the Budget Stabilization Factor.

State Support for Higher Education

Higher education is the largest discretionary portion of the budget, and the share of state funding for higher education has been declining for over 30 years. Consequently, institutional reliance on tuition has increased along with student debt. Can the state continue this trend? Governor Hickenlooper's budget request for FY 2019-20 includes a substantial General Fund increase to keep resident tuition flat.

Transportation

The state's transportation infrastructure continues to deteriorate. Two statewide proposals to fund transportation infrastructure were defeated by large margins in 2018: a sales tax increase with bonding (Proposition 110) and a bonding requirement with no new source of revenue (Proposition 109). Governor-elect Polis has indicated that transportation remains a top priority, and everything is on the table with the exception of those items explicitly rejected by the voters.

Demographic Changes

Colorado will experience a substantial demographic shift in the coming years as a higher percentage of our population becomes 65 years of age and older. According to the [initial Strategic Action Plan on Aging for Colorado](#), the number of Coloradans aged 65 and older is expected to increase by more than 508,000 in the next 12 years. This demographic change will be reflected in the state budget as retired individuals generally pay less in taxes and have different budgetary needs.

III. 2019 LEGISLATIVE ISSUE OVERVIEW

A. AGRICULTURE

Colorado remains a top producer of cattle, dairy, wheat, potatoes, millet, and corn. The agriculture industry contributes over \$7 billion annually to the state's economic output. To continue building economic opportunities for our agriculture producers, Governor Hickenlooper has requested an increase in international marketing efforts in hopes of boosting agriculture businesses and job creation.

Over the past several years, the [Colorado Proud](#) program, aimed at highlighting Colorado based products, has received a lot of attention as a useful promotion mechanism, and this year we expect more discussions around expanding the program.

The Colorado Department of Agriculture will undergo three important sunset reviews for 2019 – Seed Potato Act, Pet Animal Care Facilities Act, and Public Livestock Markets Act – all of which are expected to pass, maintaining the regulation and safety of agricultural products and markets. Other agricultural legislation expected this year will address water quality and quantity, soil health, land use, and workforce development.

B. ECONOMIC DEVELOPMENT

Colorado continues to have one of the best economies in the nation, and tops the rankings for best labor supply and job market. Yet, rural areas of the state continue to struggle with economic development and job creation, and the Governor and legislators are looking to expand Opportunity Zone investments and streamline the Job Growth Incentive Tax Credit program to provide aid and relief to these communities. Additional legislation expected this year will seek to address rural workforce shortages, particularly in the health, agriculture, and education sectors.

As a strong supporter of the film industry in the state, Governor Hickenlooper requested the restoration of \$1.25 million for the Office of Film, Television, and Media in his final budget request.

C. EDUCATION (K-12)

A significant tax funding proposal brought by K-12 advocates was rejected by the voters in November; Amendment 73 failed with 46 percent support, well below the required 55 percent threshold. Still, this result is a substantial improvement over the prior two measures (2011 and 2013), which only received approximately 35 percent each.

Educator Shortages, Salaries, and Recruitment

Colorado, similar to most states, will experience an educator shortage in the next few years. Indeed, the shortage is already impacting certain types of teachers (math, science, and special education) throughout the state, and all types of teaching positions in many sections of rural Colorado. Numerous national studies have documented the large number of teachers who will retire in the next decade. In 2017, the legislature directed the Departments of Education and Higher Education to develop a strategic plan to address the teacher shortage. This [report was released](#) in December 2017 and contains a variety of recommendations, including ensuring teachers have continual training and professional development. This can include focusing on teacher induction programs and alternative preparation programs, and better programs for preparing teachers to work in hard to serve areas. Currently, according to a [Colorado Department of Education Survey](#), average teacher salaries range from high-paying districts of Boulder (\$75,220) and Cherry Creek (\$71,711) to low-paying districts Agate (\$35,180) and Woodlin (\$29,356). Many districts have average teacher salaries below \$40,000/year.

Coloradans can expect bills to be introduced aimed at mitigating the teacher shortages in rural communities as well as hard to serve urban districts. Governor Hickenlooper recommended a \$6 million teacher financial aid program to support such efforts. Meanwhile, Governor-elect Polis discussed the importance of free, full-day kindergarten frequently on the campaign trail. Currently, many districts offer free full-day kindergarten, but the state only reimburses each full-time kindergarten student as 0.58 FTE. The cost to the state of implementing free, full day kindergarten is approximately \$225 million. Other likely legislation will address expanding the free and reduced-price lunch program, the uses for the BEST program, and creating the Early Childhood Educator Tax Credit.

K-12 Funding

There are two groups currently examining the state's education system. In 2017, the legislature established a two-year [Interim Committee on School Finance](#). The committee will sponsor a bill in 2019 to extend their authority for one additional year. Also, the Governor's Office reestablished [the Education Leadership Council](#) to review coordination between K-12 and higher education.

Outside of the ongoing discussions in the interim committees, the School Finance Act continues to be a critical discussion, particularly the amount of funds to be allocated and the allocation of those funds between districts. To many, the 1994 School Finance Act is outdated; however, modifying or updating the Act is difficult without creating "winners and losers" among the districts. The Governor's budget request will fully fund inflation plus enrollment and "buy down" the Budget Stabilization Factor by an additional \$77 million. The average change in funding for districts is 5.0 percent, though this will vary widely based on enrollment changes. Most of the large metro districts are projected to receive an increase of greater than 5.0 percent, and many of the smaller rural districts are well below the 5.0 percent level.

The Joint Budget Committee [staff briefing presentation](#) contains information on the taxpayer inequities of local support for school finance (see page 26). The combination of TABOR and Gallagher has resulted in varying levels of local taxpayer effort for the "Total Program" component of the School Finance Act.

D. HIGHER EDUCATION

The most important issues in higher education are financial – the amount of state funding and institutional tuition rates. For the last few years, the Department of Higher Education and the Colorado Commission on Higher Education have submitted budget requests that emphasize the relationship between state support for higher education and tuition rates. In his budget request for FY 2019-20, Governor Hickenlooper requested a 12.1 percent increase in state General Fund support for the governing boards. With this level of state support, the Governor’s Office requests that no governing boards increase tuition for resident students.

E. ENVIRONMENT AND ENERGY

With Governor-elect Polis’ campaign emphasis on clean energy and environmental protections, the Colorado Energy Office and the Department of Public Health and Environment (CDPHE) may see key policy changes. Additional funding and FTEs may be allocated to increase state inspections for air pollution, water quality, and hazardous and solid waste management. Meanwhile, the Colorado Energy Office will see much discussion regarding changes in its programs and funding, including re-authorization of previously repealed green energy incentives and modifications to the types of energies the office should promote. In addition, Governor-elect Polis campaigned on the goal to make Colorado 100 percent renewable by 2040, placing additional pressure on the energy industry to evolve with the incoming administration.

The debate around fracking and setbacks for oil and gas development is also expected to dominate conversations as housing and energy development on the Front Range continue to collide.

F. HEALTH CARE AND HUMAN SERVICES

Coloradans will continue to see changes to the pricing, transparency, and coverage of healthcare options, as well as new and expanded programs to serve Colorado families and children. Additionally, the high cost of health care in mountain communities and on the Western Slope could lead to the creation of health care districts or a public health care option.

With Governor-elect Polis’ campaign promise of universal health care, the Department of Health Care Policy and Financing can expect to see major changes over the next few years, particularly as the estimated number of uninsured Coloradans continues to exceed 350,000 individuals. Many healthcare proposals seen in the past will resurface, including hospital pricing and data disclosures, creation of a reinsurance program, increased consumer safeguards, pharmaceutical access and pricing controls, and expanded coverage for mental health and substance use disorders.

Human services will also face big issues this session. One of the top priorities and biggest challenges being undertaken is to pass paid family and medical leave to guarantee employees a portion of wages for family illness or the birth or adoption of a child. Stakeholders are also working to strengthen the Maternal Mortality Review Committee to ensure its ability to continue its work, and working to modify criteria for mandatory reporting of child abuse in instances where a child is born with symptoms of neonatal abstinence syndrome. Other legislation in the works includes expanding Medicaid coverage for a

variety of needs, expanding coverage for mental health and substance use disorder treatment, expanding funding for aging services, and expanding access to the Child Care tax credit.

After a summer of opioid discussions relating to treatment, recovery, harm reduction, prevention, and criminal justice, the [Opioid and Other Substance Use Disorders Interim Committee](#) will recommend two bills to the full legislature. The first will limit opioid supply by limiting opioid prescriptions to a seven-day supply with one seven-day refill. The second addresses a variety of opioid issues relating to the criminal justice system including alternatives to incarceration of individuals with substance use disorders, access to medication-assisted treatment to individuals in custody, and a process for sealing drug offenses.

G. HOUSING

Affordable housing remains a constant concern to legislators around the state as it affects rural, urban, and resort communities. A large stakeholder group convened twice during the interim to discuss possible policy options to address the growing issue. While no single solution emerged, there were many takeaways:

- 1). The state should allow local communities to decide what is best for the local community,
- 2). The state should assist local communities in providing resources,
- 3). The state needs a clear assessment plan to identify the needs of communities and costs for the state, and
- 4). Additional state funding is required, particularly in the form of a dedicated, sustainable funding source.

We will see multiple bills develop on this issue to find creative and cost-effective ways to fund and develop more attainable housing units.

H. LOCAL GOVERNMENT

The [Sales and Use Tax Simplification Task Force](#) met numerous times over the interim to discuss ways to simplify the collection of sales and use taxes by local governments, as well as the impact of the *South Dakota v. Wayfair* decision on tax collection practices relating to remote and out of state retailers. The committee will sponsor one bill authorizing the Department of Revenue to issue a request for information to solicit bids for the development of an electronic sales and use tax simplification system. The bill will also create a 5-member evaluation committee to determine the appropriate bidding process. While the state seeks to simplify the tax collection process, local municipalities support policies that urge voluntary compliance by remote sellers in order to avoid an unintended fiscal burden on municipalities to enforce compliance.

Maintaining local control is always an issue for municipalities and counties. This year, we will see local control issues around oil and gas development, establishing a minimum wage, prohibiting plastic products, and electronic scooter usage.

I. MARIJUANA

The marijuana market in the state has matured and stabilized as the industry learns best practices, and the federal government poses a limited threat to legalization. With this predictability, the marijuana industry continues to evolve, developing new products and practices while attracting new customers. Colorado will again see the pursuit of legislation to allow marijuana delivery and to create social clubs, among other things.

J. PERA

Colorado's Public Employee Retirement Association (PERA) provides a defined benefit retirement program for state employees, teachers, and certain local governments and special districts. PERA members are not covered by Social Security. We expect a quiet year for PERA, as the major PERA legislation passed the last night of the 2018 session. The PERA website has a [summary of the components of SB 18-200](#).

K. TRANSPORTATION

The voters clearly indicated in November that they do not support bonding without a funding source, or an increase in sales tax to address our transportation needs. This poses a challenge for lawmakers and the Governor on how to address congestion and fix crumbling roads and bridges. Various options have been proposed – increase in the gas tax, specific ownership tax, and FASTER fees. The real question will be whether or not the legislature will repeal or amend SB18-001, which currently sends another bonding question to the voters for the 2019 ballot. Certainly discussions will continue on identifying the top priorities in the state – expanding our interstates and highways, enhancing multi-modal options, and dedicating monies for local communities. Governor Polis has indicated that all options are on the table (except those already rejected by the voters), so we can expect robust discussions on transportation this session.

IV. 2019 and 2020 ELECTIONS AND BALLOT MEASURES

The 2019 elections will be restricted to fiscal measures, but any topic can be on the ballot for 2020. Questions remain – will there be initiatives on transportation bonding and funding, education funding, and oil and gas measures? In 2020, all eyes will be on the U.S. Senate seat race currently held by Cory Gardner. Democratic candidates are already lining up hoping that the 'blue wave' from 2018 will improve their chances of gaining the seat. All 65 House seats will be up, and half of the 35 Senate seats, with only a handful being competitive.

Much of the data for this report is from Legislative Council, Joint Budget Committee staff, and various other offices of state government. Any errors or omissions are ours alone.

ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Informational Briefing	14

SUBJECT

Draft public engagement plan.

PROPOSED ACTION/RECOMMENDATIONS

No action requested, this item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

Steve Erickson, Communications and Marketing Director, and Lisa Houde, Public Engagement Specialist, will present information on a draft of the updated public engagement plan. The document is primarily intended to be used as a guidebook by DRCOG staff to plan and implement effective public engagement activities, as well as a statement of DRCOG's organizational commitment to meaningful engagement. The plan will be posted for public review and comment on January 17, 2019.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

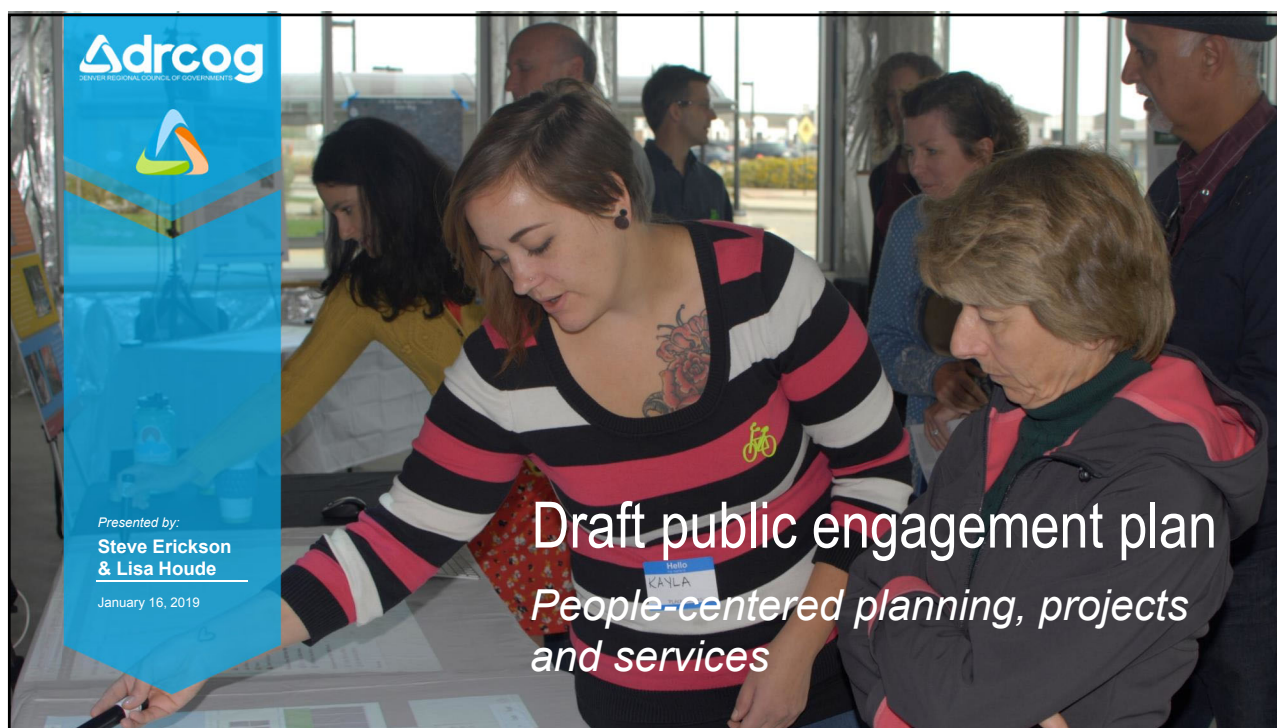
ATTACHMENT

Staff presentation

LINK: Draft public engagement plan: [People-centered planning, projects and services](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Doug Rex, Executive Director, at 303-480-6701 or drex@drcog.org or Steve Erickson, Director, Communications and Marketing, at 303-480-6716 or serickson@drcog.org.



Why update the public engagement plan?

- Federal transportation planning requirement for public participation plan
- *Public Involvement in Regional Transportation Planning*, **current document**, last updated in 2010
- recommendations for **updates and improvements** raised in last federal quadrennial review of the Unified Planning Work Program
- extend **beyond transportation planning** to cover all of DRCOG's work functions
- most importantly, to be **much more intentional** about **meaningful public engagement** – to go well beyond just checking off the boxes



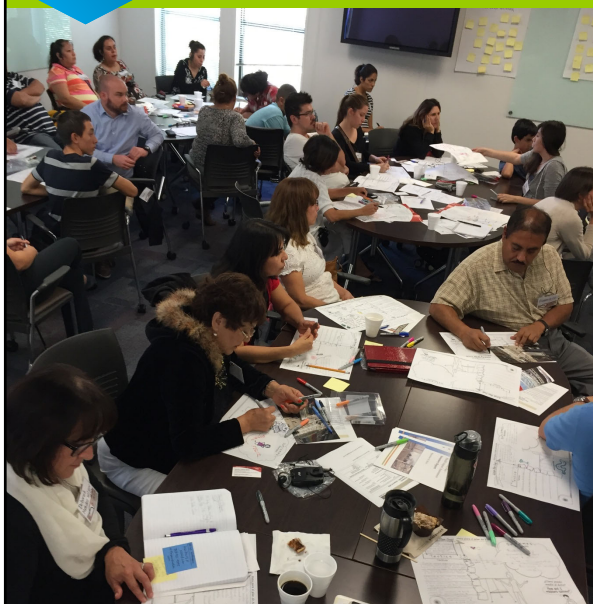


Update process

- review of **best practices** from peer organizations
- drafting over **past year**
- **iterative review** from **internal stakeholders** throughout the organization
 - Communications and Marketing - **lead**
 - Transportation Planning and Operations
 - Regional Planning and Development
 - Executive Office
 - Area Agency on Aging



Intent of plan



- Serves as a **guidebook** for **DRCOG staff** to **plan** and **implement** effective public engagement
- Statement of **DRCOG's commitment** to **meaningful** engagement





Draft plan structure

Introduction

- Guiding principles
- Process
- eight steps for engagement

Transportation Planning

- Transportation-specific requirements
- Stakeholders & interest groups
- Processes and activities

Implementation

- Summary

Appendices

- Purpose
- Potential participants
- Techniques
- Tools
- Evaluation



Guiding principles

- early engagement
- ongoing engagement
- timely and adequate notice
- consistent access to information
- invitation for public review and comment
- invitation and consideration of perspectives from those traditionally under-represented
- regular review of public engagement processes





Steps to engagement

Not necessarily linear, may need to reassess throughout process

1. Determine state, federal and funding partner **minimum requirements**.
2. Identify the overall **goal** of the project.
3. Identify the **purpose** for inviting public participation.
4. Determine the appropriate **level** of public engagement.
5. Identify **public participants**.
6. Identify **tools and techniques**.
7. **Implement** public engagement activities.
8. Measure, demonstrate and **evaluate results** of engagement.



Appendices



Intent: Staff will use the plan to **develop an engagement strategy** and **evaluate success**

- project purpose form
- potential participants
- techniques for public engagement
- tools for public engagement
- evaluation criteria





Next steps

- available for **your review** prior to posting for public comment
- **minimum 45-day public comment** period
 - federal requirement for public participation plans
 - Please promote comment and review period through your channels!
- **comment period** currently scheduled to open **Jan. 17**
- **public hearing** and **adoption** – **March/April** (tentative)



ATTACH H

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Informational Item	16

SUBJECT

This item is related to the Nominating Committee's recommendations for election of DRCOG Board officers for 2019.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. Election of Board officers occurs at the February Board of Directors meeting.

ACTION BY OTHERS

N/A

SUMMARY

The Nominating Committee – comprised of Elise Jones, Boulder County; Nicholas Williams, Denver; Roger Partridge, Douglas County; Steve Conklin, Edgewater; Ron Rakowsky, Greenwood Village; and Bob Roth, Aurora – considered all individuals who submitted their names to serve as Board officers. The committee wishes to thank those who expressed interest in serving. After discussion and consideration, the candidates proposed below are recommended by the Nominating Committee:

Vice Chair – John Diak, Council Member, Parker

Secretary – Ashley Stolzmann, Council Member, Louisville

Treasurer – Kevin Flynn, Council Member, Denver

Bob Fifer will serve as Chair and **Herb Atchison** will serve as Immediate Past Chair for the coming year.

Nominees have all been contacted and have indicated their willingness and enthusiasm to serve. In accordance with the *Articles of Association*, nominations may be made from the floor, provided the consent of the nominee is obtained in advance.

Election of Officers occurs at the February meeting of the Board of Directors.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director at 303-480-6701 or drex@drcog.org; or Connie Garcia, Executive Assistant at 303-480-6701 or cgarcia@drcog.org.

ATTACH I

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Informational Item	17

SUBJECT

This item concerns sponsor-proposed amendments to *Metro Vision*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

In October, DRCOG issued a call for proposed amendments to *Metro Vision* and the *2040 Metro Vision Regional Transportation Plan* (MVRTP). DRCOG staff is coordinating with planning partners on details related to potential MVRTP amendments. These amendments will be analyzed to better understand transportation and air quality implications.

During the call for amendments, DRCOG also received several proposals to revise urban centers designated in *Metro Vision*. Proposed revisions submitted by member governments included new urban centers, as well as adjustments to urban centers currently recognized in the plan.

Sponsor	Urban Center	New or Boundary Adjustment
Aurora	E-470/I-70	Adjustment
Aurora	North Aurora Gateway	New
Aurora	Original Aurora	New
Brighton	Adams Crossing	Adjustment
Brighton	Bromley Park	Adjustment
Brighton	Downtown	Adjustment
Brighton	Prairie Center	Adjustment
Commerce City	Mile High Greyhound Park Redevelopment	New
Thornton	Eastlake	Adjustment
Thornton	I-25/Hwy 7 Activity Center	Adjustment

In early 2019, DRCOG staff will convene an evaluation panel of member governments and regional planning partners to review the proposed amendments. A recommendation on each proposal will be included in materials prepared for public review and comment. The Board will consider amending *Metro Vision* in May. The Board will consider both sponsor- and staff-proposed amendments at that time.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

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

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Informational Item	18

SUBJECT

Annual listing of projects that receive federal obligation.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

Federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal obligation. The enclosed report lists all transportation projects in the Denver region that were obligated with federal funds in federal Fiscal Year 2018 (October 1, 2017 – September 30, 2018). With federal funding being the focus of this obligation report, obligations of local or state funds are not included. A net total of \$198.7 million of federal transportation funding was obligated in FY 2018 for 88 transportation projects:

- \$93.1 million (46.9%) for non-FasTracks transit projects
- \$78.2 million (39.3%) for roadway/bridge projects
- \$9.2 million (4.7%) for congestion management projects
- \$8.1 million (4.1%) for bicycle and pedestrian projects
- \$7.7 million (3.9%) for other air quality projects
- \$1.3 million (0.7%) for studies
- \$934,000 (0.5%) for RTD FasTracks projects.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

FY 2018 Annual Listing of Federally Obligated Projects

ADDITIONAL INFORMATION

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

ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Fiscal year 2018
Oct. 1, 2017 -
Sept. 30, 2018

Jan. 16, 2019

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

Purpose of this Report

The federal metropolitan transportation planning statute states:

*"In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year."*¹

The Federal Highway Administration defines obligation as the federal government's legal commitment (promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed during this year. The obligated project cost reflected in this report also may not equal final project cost.

This report responds to the directive set forth in statute. It lists all federally-funded transportation projects in the Denver region that were obligated in federal fiscal year 2018 (October 1, 2017 to September 30, 2018).

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 59 local governments in the Denver metro area, promotes a regional perspective towards the metropolitan area's most pressing issues and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and southwest Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. Federal transportation legislation requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). DRCOG develops its positions by working with elected officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed, and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation Advisory Committee](#). Working groups are also created and appointed, as need dictates.

Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan ([RTP](#)), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's Metro Vision plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the reasonably

¹ [23 U.S.C. 450.334 \(a\)](#)

available financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP, before they can be selected for Transportation Improvement Program funding.

Transportation Improvement Program

The Transportation Improvement Program ([TIP](#)) is the adopted list of public transit, roadway, bicycle, pedestrian, air quality projects, congestion management projects, and studies that will receive federal or state transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are defined as regionally significant, regardless of funding type. The TIP implements the fiscally-constrained RTP.

The TIP covering FY2018 is the 2018-2021 TIP and was adopted on April 19, 2017. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIPs.

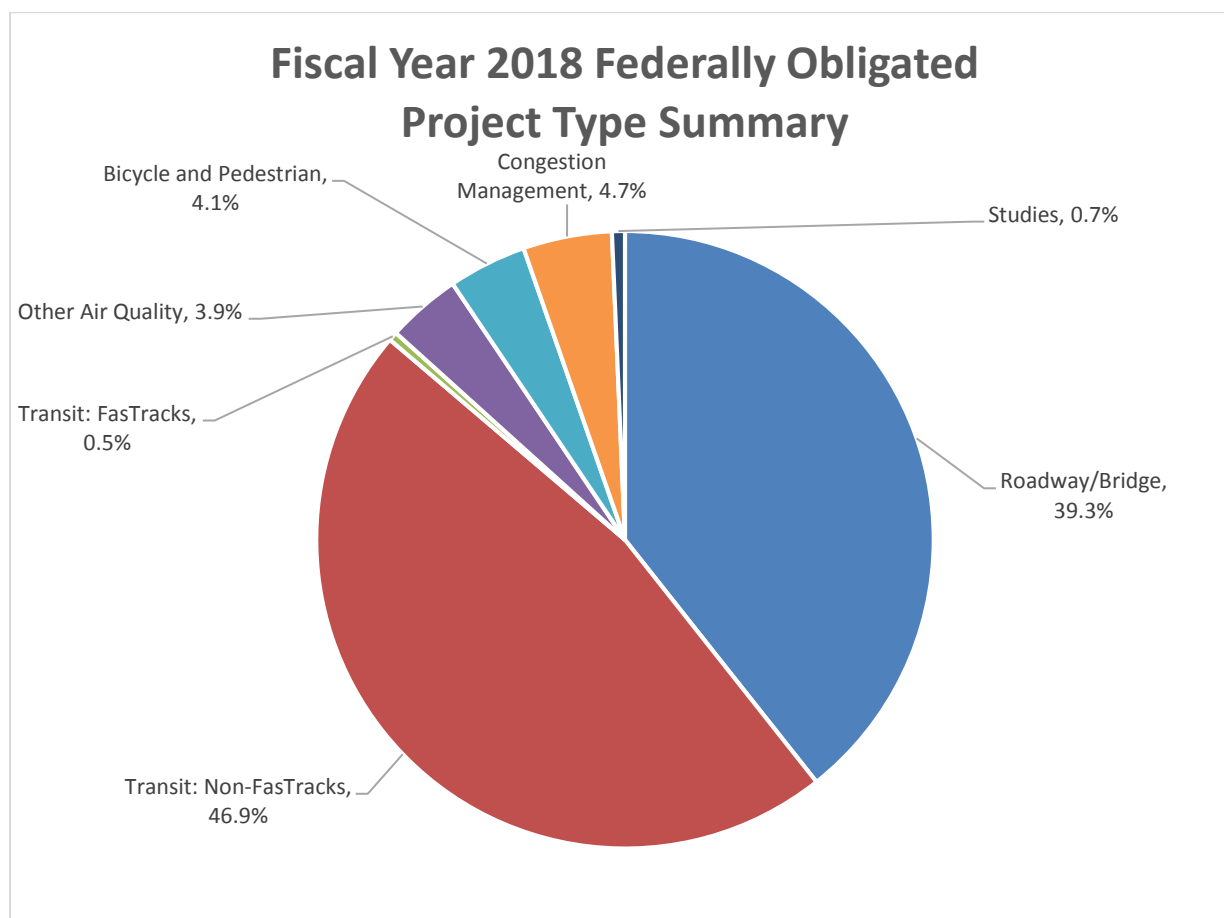
Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG's public involvement strategies include presenting information and educating the public, continuously soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Summary of Projects

A net total of \$198.7 million was obligated in FY2018 on 88 transportation projects. Some statistics regarding the FY2018 obligations include:

- \$93.1 million (46.9%) for non-FasTracks transit projects, \$78.2 million (39.3%) for roadway/bridge projects, \$9.2 million (4.7%) for congestion management projects, \$8.1 million (4.1%) for bicycle and pedestrian projects², \$7.7 million (3.9%) for other air quality projects, \$1.3 million (0.7%) for studies, and \$934,000 (0.5%) was for RTD FasTracks projects. The chart below illustrates these percentages:



Obligation Report

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

- TIP Sponsor lists the agency that is financially responsible for the TIP project
- Project Name
- TIP Identification (TIP ID) is a unique number given to each project selected for inclusion into a DRCOG TIP
- Funding Type identifies the federal program that funds the project

² Stand-alone bicycle and pedestrian projects only. Calculation does not include other projects with a bicycle/pedestrian element.

- Obligations is the sum of all the obligations that occurred for that particular TIP project in FY2018
- B/P indicates if bicycle/pedestrian infrastructure is part of the project
- Total Cost lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Federal Total lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the current 2018-2021 TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current 2018-2021 TIP that are remaining for the project.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Cost column as part of the total overall project cost. For the purposes of this report in FY2018, federal funding was distributed through the following TIP categories:

- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- FASTER Safety supports the construction, reconstruction, or maintenance of projects that the state Transportation Commission, a county, or municipality determine are needed to enhance the safety of a state highway, county road, or city street. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Freight funds improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- The RAMP program accelerates funding for projects on the state highway system and transit projects. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Regional Priority Projects (RPP) typically fund construction, widening, and reconstruction on roadways on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Safety funds are typically used for projects that reduce the number and severity of crashes.
- Section 5307 funds capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 funds mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 funds capital assistance grants to private nonprofit organizations to serve the transportation needs of elderly people and individuals with disabilities.
- Section 5311 funds capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5316 funds capital, planning, and operating expenses for projects that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects.
- Section 5337, or State of Good Repair funds, intend to repair and upgrade rail transit systems and high-intensity bus transit systems that use high-occupancy vehicle lanes.
- Section 5339 funds replace, rehabilitate, and purchases buses and other transit vehicles as well as to construct bus-related facilities.
- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, bicycle/pedestrian improvements, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- TC Contingency is funding controlled by the CDOT Transportation Commission for projects/programs they see fit best for the state. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Transportation Alternative funds program such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation.

This report also contains deobligations, depicted with (). Deobligation occurs when the obligation is returned to the federal government. Deobligation can occur for several reasons, including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.
- A project phase is closed out, causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project³.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current "investments," their bicycle/pedestrian applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/programs/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT and RTD, as DRCOG does not directly participate in the obligation process.

³ This report does not include the project phases.

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Arapahoe County	I-25/Arapahoe Rd Interchange Reconstruction	2012-043	STP Metro	\$2,118,020	Yes	\$76,200,000	\$4,200,000	\$0
Arapahoe County	Iliff Ave Operational Improvements: Parker Rd to Quebec St	2016-024	Congestion Mitigation / Air Quality	\$1,701,808	Yes	\$23,519,000	\$12,846,000	\$6,846,000
Aurora	Tollgate Creek Park Bike/Ped Bridge and Trail	2012-004	Transportation Alternatives	(\$7,477)	N/A	\$1,577,000	\$1,214,000	\$0
Aurora	Peoria-Smith Commuter Rail Station Bike/Ped Access Improvements	2012-050	Transportation Alternatives	\$61,756	Yes	\$516,000	\$397,000	\$0
Aurora	Nine Mile Station: Bike/Ped Access Improvements	2012-071	Transportation Alternatives	\$126,178	Yes	\$619,000	\$476,000	\$0
Aurora	Colfax Ave Bike/Ped Improvements: Fitzsimons Pkwy to Peoria St	2012-091	Transportation Alternatives	\$365,000	Yes	\$725,000	\$485,000	\$0
Aurora	Metro Center Station Area Bike/Ped Connector Facility	2016-005	STP Metro	\$1,108,932	Yes	\$2,291,000	\$1,832,000	\$0
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	Congestion Mitigation / Air Quality	\$1,306,812	Yes	\$7,105,000	\$5,683,000	\$0
Aurora	23rd Ave. Bike/Ped Path at Fitzsimons Station	2016-018	STP Metro	\$931,020	Yes	\$1,866,000	\$1,492,000	\$0
Boulder	Baseline Rd Bike/Ped Underpass: Broadway St/SH-93 to 28th St/US-36	2012-046	STP Metro	\$1,271,673	Yes	\$5,400,000	\$4,046,000	\$0
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	Congestion Mitigation / Air Quality	\$145,089	Yes	\$8,000,000	\$3,950,000	\$3,350,000
Boulder	City of Boulder Quiet Zones	2016-068	STP Metro	\$12,545	Yes	\$1,791,000	\$1,056,000	\$1,056,000
Boulder	19th St Multi-Modal Improvements	2016-084	Transportation Alternatives	\$85,077	Yes	\$890,000	\$712,000	\$164,000
Boulder County	RTD Route L Service Enhancement	2016-010	Congestion Mitigation / Air Quality	\$580,000	No	\$2,080,000	\$1,128,000	\$0
Boulder County	SH-7 BRT Study: Boulder to Brighton	2016-045	STP Metro	\$116,690	No	\$250,000	\$200,000	\$0
Boulder County	Boulder County Bus-then-Bike Shelters	2016-054	Transportation Alternatives	\$484	Yes	\$310,000	\$158,000	\$0
Boulder County	Boulder County Quiet Zones	2016-069	STP Metro	\$78,781	Yes	\$2,499,000	\$1,389,000	\$1,389,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Broomfield	Broomfield Call-n-Ride	2016-014	Congestion Mitigation / Air Quality	\$92,000	No	\$527,000	\$188,000	\$0
Broomfield County	120th Ave Connection: Wadsworth Blvd to US-287	2007-029	STP Metro	\$8,566,312	Yes	\$80,073,000	\$20,914,000	\$0
Castle Rock	Founders Pkwy and Allen Way Intersection Improvements	2016-041	STP Metro	\$223,912	Yes	\$4,468,000	\$1,716,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$322,236	Yes	\$3,443,000	\$0	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	Section 5310	\$1,891,260	No	\$27,108,000	\$16,540,000	\$12,527,000
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	Section 5311	\$906,262	No	\$1,367,000	\$66,000	\$0
CDOT	RoadX Pool	2016-066	TC Contingency	\$123,312	No	\$18,800,000	\$0	\$0
CDOT Region 1	US-85: Cook Ranch Rd to Meadows Pkwy Widening	2001-154	Freight	\$218,544	No	\$129,948,000	\$6,100,000	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$4,897,715	No	\$61,400,000	\$0	\$0
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$433,090	No	\$25,094,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$184,322	No	\$40,317,000	\$40,317,000	\$26,488,000
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$528,729	No	\$6,155,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$27,361,493	No	\$177,000,000	\$0	\$0
CDOT Region 1	SH- 95: 52nd Ave to 56th Ave Operational Improvements	2007-123	Safety	\$467,786	No	\$900,000	\$0	\$0
CDOT Region 1	US-6/Federal Blvd/Bryant St: Federal to Bryant Interchange and Ramp Improvements	2007-171	Regional Priority Projects	\$220,791	No	\$30,000,000	\$0	\$0
CDOT Region 1	Region 1 FASTER Pool	2008-076	Faster Safety	\$9,282,129	No	\$109,414,000	\$0	\$0
CDOT Region 1	SH-79 Realignment & Grade Separation/Flyover (Bennett) PEL Study	2008-116	Regional Priority Projects	\$319,133	No	\$300,000	\$0	\$0
CDOT Region 1	US-6/19th St Intersection Grade Separation	2012-110	Regional Priority Projects	\$407,526	No	\$25,017,000	\$0	\$0
CDOT Region 1	Federal Blvd: 6th to Howard Widening	2012-111	Regional Priority Projects	\$4,328,537	No	\$29,203,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 1	Central 70	2016-003	Congestion Mitigation / Air Quality	\$1,317,550	Yes	\$1,198,217,000	\$460,000,000	\$41,000,000
CDOT Region 1	I-25: 120th Ave to SH-7 Managed Lanes	2016-055	Regional Priority Projects	\$357,466	No	\$116,677,000	\$0	\$0
CDOT Region 1	Region 1 RPP Pool	2016-057	Regional Priority Projects	\$1,542,946	Yes	\$51,950,000	\$0	\$0
CDOT Region 1	C-470 Managed Toll Express Lanes: I-25 to Wadsworth	2016-059	RAMP	(\$1,356,436)	N/A	\$319,061,000	\$106,950,000	\$0
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$669,852	Yes	\$6,903,000	\$5,523,000	\$3,682,000
CDOT Region 1	I-25 Central PEL	2018-008	Freight	\$1,000,000	No	\$3,500,000	\$1,000,000	\$0
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$2,605,277	No	\$38,230,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment	\$6,597,944	No	\$125,167,000	\$0	\$0
CDOT Region 4	Region 4 RAMP Project Pool	2012-109	RAMP	\$458,408	Yes	\$13,986,000	\$0	\$0
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	Regional Priority Projects	\$551,749	No	\$9,334,000	\$0	\$0
Centennial	Smoky Hill Rd and Himalaya St Intersection Roadway Operational Improvements	2012-090	STP Metro	\$441,360	Yes	\$897,000	\$0	\$0
Centennial	Arapahoe Rd: I-25 to Parker Rd Next Steps Operations Study	2016-046	STP Metro	\$208,285	No	\$500,000	\$400,000	\$0
Commerce City	North Metro Rail 72nd Ave and Colorado Blvd Station Sidewalks	2012-080	STP Metro	\$95,636	Yes	\$1,927,000	\$1,542,000	\$0
Commerce City	Route 62: Central Park Station to 60th Ave/Dahlia Transfer Station	2016-039	Congestion Mitigation / Air Quality	\$451,000	No	\$1,695,000	\$902,000	\$0
Commerce City	Industrial Area Transportation Study: I-25 to I-270 to 40th Ave/Smith Rd	2016-047	STP Metro	\$700,000	No	\$1,000,000	\$700,000	\$0
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	Congestion Mitigation / Air Quality	\$68,406	No	\$7,185,000	\$4,800,000	\$0
Denver	South Broadway Reconstruction: Kentucky Ave to south of Tennessee Ave	2012-035	STP Metro	\$168,387	Yes	\$5,384,000	\$2,692,000	\$0
Denver	Denver Aerotropolis Transportation Plan	2012-105	TCSP Discretionary	(\$49,483)	N/A	\$604,000	\$500,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Denver	I-25 & Broadway Interchange Reconstruction	2016-021	STP Metro	\$1,184,613	Yes	\$29,189,000	\$6,833,000	\$0
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	2016-023	STP Metro	\$743,201	Yes	\$24,500,000	\$7,120,000	\$3,310,000
Denver	High Line Canal Trail Underpass at Hampden and Colorado	2016-038	Transportation Alternatives	\$214,172	Yes	\$5,400,000	\$1,250,000	\$0
DRCOG	Regional Transportation Demand Management (TDM) Program Pool	1999-097	Congestion Mitigation / Air Quality	\$6,952,863	No	\$8,924,000	\$3,759,000	\$2,186,000
DRCOG	Regional Intelligent Transportation System Pool	2005-026	Congestion Mitigation / Air Quality	\$17,100	No	\$13,078,000	\$3,550,000	\$0
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	Congestion Mitigation / Air Quality	(\$300,000)	N/A	\$3,200,000	\$1,810,000	\$1,400,000
DRCOG	One-Call/One-Click Transportation Resource Center	2012-075	Section 5309 VTCLI	\$26,386	No	\$767,000	\$549,000	\$0
Erie	Erie Pkwy Study: SH-287 to I-25	2016-048	STP Metro	\$160,000	No	\$200,000	\$160,000	\$0
Federal Heights	US-287 (Federal)/92nd Ave Intersection Operations Improvements	2012-072	STP Metro	\$828,211	Yes	\$5,671,000	\$3,970,000	\$0
Jefferson County	US-6 Shared-Use Path: Colfax Ave to Johnson Rd	2016-032	Transportation Alternatives	\$589,000	Yes	\$737,000	\$589,000	\$0
Longmont	SH-119: South of Hover Bike/Ped Underpass	2012-051	Congestion Mitigation / Air Quality	\$563,676	Yes	\$1,996,000	\$955,000	\$0
Longmont	RTD Route #324 Service Improvements	2016-015	Congestion Mitigation / Air Quality	\$392,000	No	\$1,470,000	\$784,000	\$0
Longmont	Southwest Longmont Subarea Operations Study	2016-075	STP Metro	\$193,604	No	\$375,000	\$300,000	\$0
Louisville	Louisville-Lafayette Quiet Zones	2016-071	STP Metro	\$153,861	Yes	\$2,363,000	\$1,556,000	\$1,556,000
Mead	Mead School to School Trail Project	2016-053	Transportation Alternatives	\$236,843	Yes	\$500,000	\$400,000	\$0
Nederland	Nederland Sidewalks Phase 2	2012-061	Transportation Alternatives	\$79,007	Yes	\$904,000	\$686,000	\$0
Northglenn	North Metro Rail 112th Ave Corridor Improvements	2012-079	STP Metro	\$17,336	Yes	\$1,059,000	\$827,000	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
R A Q C	Advanced Fleet Technology Project	2012-012	Congestion Mitigation / Air Quality	\$1,649,359	No	\$7,652,000	\$6,121,000	\$0
R A Q C	Ozone Aware	2012-013	Congestion Mitigation / Air Quality	\$286,364	No	\$2,080,000	\$1,663,000	\$0
R A Q C	Air Quality Improvements Pool	2016-002	Congestion Mitigation / Air Quality	\$7,272,858	No	\$8,400,000	\$3,600,000	\$1,800,000
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STP Metro	\$153,677	No	\$600,000	\$480,000	\$0
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	Section 5307	\$62,436,728	No	\$383,613,000	\$309,120,000	\$192,900,000
R T D	State of Good Repair	1999-052	Section 5337 State of Good Repair	\$16,809,391	No	\$86,161,000	\$69,125,000	\$51,900,000
R T D	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	Section 5309 New Start	\$934,000	No	\$1,965,558,000	\$213,263,000	\$213,263,000
R T D	RTD Capital Improvements: Bus and Facilities Funding	2012-108	Section 5339	\$5,780,951	No	\$34,250,000	\$27,600,000	\$17,940,000
R T D	MetroRide Service Expansion: DUS to Civic Center	2016-009	Congestion Mitigation / Air Quality	\$400,000	No	\$1,500,000	\$1,185,000	\$0
R T D	Colfax 15L Transit Improvements: I-225 to I-25	2016-019	STP Metro	\$2,600,000	Yes	\$3,250,000	\$2,600,000	\$0
Superior	Superior Call-n-Ride	2016-013	Congestion Mitigation / Air Quality	\$106,000	No	\$530,000	\$216,000	\$0
Superior	Superior Trail: McCaslin BRT Station to Coal Creek	2016-033	Transportation Alternatives	\$154,914	Yes	\$750,000	\$600,000	\$0
Superior	Superior Trail: McCaslin BRT to Davidson Mesa Underpass	2016-034	Congestion Mitigation / Air Quality	\$69,034	Yes	\$1,310,000	\$497,000	\$0
Thornton	North Metro Rail Bicycle/Pedestrian Access to Three FasTracks Stations	2012-081	Congestion Mitigation / Air Quality	\$365,489	Yes	\$2,129,000	\$164,000	\$0
University of Colorado-Boulder	University of Colorado Boulder East Campus Pedestrian Bridge & Trail Connection	2016-007	Transportation Alternatives	\$19,411	Yes	\$513,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
University of Colorado-Boulder	19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus	2016-073	Congestion Mitigation / Air Quality	\$42,513	Yes	\$5,998,000	\$4,378,000	\$3,880,000
Wheat Ridge	Wadsworth Blvd Widening: 35th Ave to 48th Ave	2016-020	STP Metro	\$981,889	Yes	\$38,800,000	\$19,280,000	\$11,280,000
Grand Total of Obligations				\$198,720,275				



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To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Informational Item	19

SUBJECT

This item concerns transmittal of the *Draft 2019 Policy Statement on Federal Legislative Issues*.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

N/A

SUMMARY

Each year, the Board adopts two policy statements on a range of specific state and federal legislative issues. These documents provide the DRCOG Board, staff and lobbyists with policy direction on legislative issues during the coming year.

The *Draft 2019 Policy Statement on Federal Legislative Issues* is provided to give Board members and their staff sufficient time to review its contents before the Board considers and acts on the document at its February 2019 meeting. If you have suggested changes to the draft, you are encouraged to contact staff prior to February 6, 2019. Action to approve the document will be requested at the February 20, 2019 Board meeting.

Many of the staff proposed changes are editorial in nature to provide clarity or to make sure language is up-to-date. One more substantive change in the Aging section addresses new developments in innovative funding approaches. The Transportation section has been somewhat reorganized with several subsections being moved to other subsections. Other proposed changes that are more substantive in nature in the Transportation section are intended to provide better clarity to DRCOG positions or address new issues in transportation.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Draft 2019 Policy Statement on Federal Legislative Issues (with track changes)
2. Draft 2019 Policy Statement on Federal Legislative Issues (without track changes)

ADDITIONAL INFORMATION

Should you have any questions regarding the draft policy statement, please contact Douglas W. Rex, Executive Director, at (303) 480-6701, or drex@drcoq.org; or Rich Mauro, Senior Policy and Legislative Analyst, at (303) 480-6778 or rmauro@drcoq.org.

Denver Regional Council of Governments
2019 Policy Statement on Federal Legislative Issues

INTRODUCTION

This paper outlines the key federal policy issues of the Denver Regional Council of Governments. It identifies policy positions intended to inform the Colorado congressional delegation, Congress, federal and state executive branch officials, and others as they develop and implement national policy on these issues. This policy statement guides DRCOG's federal legislative positions and actions during the coming year.

DRCOG is a membership organization of more than 50 cities, towns and counties in the Denver metropolitan area. Under federal law, it serves as the Area Agency on Aging for eight counties to aid the 60-and-older population and the metropolitan planning organization (MPO) to coordinate transportation planning with air quality goals. Under state statutes, DRCOG is a regional planning commission, responsible for preparing a regional plan for the development of the metro area.

REGIONAL PLANNING

Comprehensive planning and land use. Although comprehensive planning and land use are primarily matters for local determination and regional coordination, the federal government can play a supportive role in encouraging local and regional efforts through funding, technical assistance and other incentives. DRCOG's Metro Vision plan represents a shared regional vision for creating sustainable, livable communities that allow people of all ages, incomes and abilities to succeed. Metro Vision further recognizes that the success of the region's visionary plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives and initiatives established by the DRCOG Board to make life better for the region's residents. Achieving Metro Vision goals requires coordinated investment in a wide range of planning and implementation activities that transcend traditional funding categories. **DRCOG supports those efforts that help the region achieve the shared outcomes described in Metro Vision and encourages federal entities to align their policies and investment decisions to advance regionally determined objectives where appropriate.**

DRCOG's Metro Vision plan emerged from a collaborative process that spanned more than four years. During this time, DRCOG's policy committees, member governments, partner agencies, regional stakeholders and the community at large worked together to create a shared vision for action for shaping the future of the Denver metro area. The plan's shared vision of the future is captured in five overarching themes and 14 inter-related aspirational outcomes, which describe a future that DRCOG, local governments and partners will work toward together. **DRCOG may support or oppose legislative proposals that affect the ability of the region to achieve these outcomes and the associated performance measures and targets.**

Outcomes – Efficient and predictable development pattern

- The region is comprised of diverse, livable communities.

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

Outcomes – A connected multimodal region

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

Outcomes – A safe and resilient built and natural environment

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

Outcomes – Healthy, inclusive and livable communities

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

Outcomes – A vibrant regional economy

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

DRCOG further urges Congress to consider the following in support of local and regional planning:

- DRCOG supports improving the coordination of housing, community development, transportation, energy, and environmental policy in the United States; coordinating federal policies and investments to promote sustainable development; and encouraging comprehensive regional planning for livable communities.
- DRCOG supports federal policies and investments that help local governments and the private sector develop successful urban centers, including transit station areas.
- DRCOG supports federal funding, regulatory support and other incentives to bolster local and regional efforts to increase the supply of affordable housing, including housing suitable for fixed-income older adults. Additionally, DRCOG supports effective means to create and maintain supportive services for residents in affordable housing communities.
- DRCOG supports efforts to promote affordable housing options by:

- Promoting policies and programs that support the creation and maintenance of an adequate supply of affordable rental and ownership options integrated with the community to meet the needs of people of all ages, incomes, and abilities. This should include expansion of the Low-Income Housing Tax Credit, a critical tool for supporting private investment in the production and preservation of affordable housing in the state of Colorado and throughout the country, and efforts to strengthen communities through investments in transportation, economic opportunities, education, health services and other amenities that promote opportunity.
 - Ensuring that renters and homeowners (including manufactured-home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law, while balancing the rights of property owners.
 - Ensuring that policies, programs and other actions that affect land use and housing support the private and public sectors in providing a variety of housing sizes and types for people of all ages, incomes and abilities.
- Federal agencies and elected officials must-should respect and support local and regional plans and land use authority. This includes ensuring funding decisions and the siting of federal and other facilities are consistent with those plans and respect local and regional land use authority. Federal agencies and elected officials also must-should ensure maximum local and regional participation in those decisions.
 - The federal government must-should protect open space, including natural habitats, by fully funding the land conservation, preservation and infrastructure improvement trust fund programs and providing new incentives for land conservation and outdoor recreation opportunities.
 - Federal investments in local and regional data and information programs help DRCOG deliver improved information, tools and services for local and regional planning and decision-making. DRCOG supports continued funding for these programs and legislation that requires local, regional and state governments to proactively share digital data with the public.

OLDER ADULTS

Older Americans Act reauthorization

DRCOG has been the designated Area Agency on Aging (AAA) for the metro area under the auspices of the federal Older Americans Act since 1973. In this capacity, DRCOG is responsible for planning and advocating for the needs of the region's older residents, as well as for providing a broad array of services and programs.

Although Congress reauthorized the Older Americans Act in 2016, the act is set to expire in ~~2018~~2019. Since the last full reauthorization (2006), the challenges to communities, states and the nation presented by the aging of the population have continued to accelerate across the U.S. but particularly in Colorado. This critical national issue has continued to put pressure on services, especially the need for more tailored in-home and community-based services, the need for more focused prevention programs, the need for consumer advocacy in long-term care facilities, and increased support for family caregivers. These issues were not addressed in any substantive way in the 2016 reauthorization. The 2016 reauthorization also only partially addressed the funding imbalances in the existing Older Americans Act funding formula. The coming reauthorization offers a prime opportunity to modernize and reshape aging services in the U.S. and rebalance the allocation of Older Americans Act funds to the states. **Accordingly, DRCOG adopts the following principles for reauthorization of the Older Americans Act.**

[Eliminate obsolete funding provisions in the Older Americans Act](#)

DRCOG has expressed concerns that the current funding formula for the Older Americans Act is outdated and unfair, particularly to states with fast-growing older adult populations. The Older Americans Act funding formula generally allocates federal funds to states based on the proportion of older adults in each state. However, the full reauthorization in 2006 included a modified “hold harmless” provision to prevent slow-growing states from falling below their fiscal year 2006 funding levels. The 2006 formula also used population numbers from the 2000 Census, which quickly became outdated after the 2010 Census. Although the data was updated in the full reauthorization that passed in 2016, it will need to be updated again after the 2020 Census. This combination of obsolete data and the hold harmless provision caused Colorado to lose more funding than any other state, during both the annual appropriations as well as in the sequestration cuts in 2012.

[DRCOG opposes the inclusion of the hold harmless provision when allocating Older Americans Act funds.](#)

The full reauthorization only included a small change to the funding formula in the direction of fairness. All nine members of the Colorado congressional delegation in a bipartisan manner have sent multiple communications to House and Senate leadership and the administration urging them to ensure the next reauthorization of the Older Americans Act treats all seniors fairly by eliminating the hold harmless provision. DRCOG appreciates the continued support of the Colorado delegation for this issue.

[Encourage meaningful coordination with other systems and programs](#)

The Administration on Aging should adopt rules and regulations incorporating the following specific concerns:

- Require states, area agencies on aging, Medicaid long-term care agencies and other relevant entities to continue efforts to better coordinate regional and statewide planning of services and programs for seniors.
- Coordinate all federal programs and planning processes that serve older adults, such as Older Americans Act, Medicaid, Fixing America’s Surface Transportation (FAST) Act and Section 202 housing programs.
- Establish new policy and program guidelines to improve coordination and optimize all public and private benefits, services and resources aimed at promoting elder economic security.
- Remove institutional barriers to the coordination of elderly and disabled transportation services by providing the flexibility to allow trips for elderly and non-elderly disabled persons and for meal, medical and personal services to be served by the same provider using a combination of U.S. Department of Health and Human Services and U.S. Department of Transportation funding.

- Avoid shifting the cost burden from cash-strapped programs such as Medicaid to the Older Americans Act programs, simply to bail out those programs.
- Strengthen the collaboration between the area agencies on aging and federal, state and local governments with community-based organizations and national organizations that work with diverse older adults by providing resources, including funding research, programs and training to more effectively respond to changing demographics and target services to those most in need.

Establish a federal services identification database for senior services

To better provide coordinated services to seniors, DRCOG supports the creation of a federal database which will summarize all care that a patient is receiving regardless of which federal agency is providing the care. Currently, DRCOG has no ability to understand the complete umbrella of services a patient is receiving because there is no way to access information about that patient outside of the information that DRCOG has. This data sharing will allow the Area Agency on Aging to better shape and provide services for aging adults.

Maximize flexibility in use of Older Americans Act funds

Most of federal funding provided to state and local entities under the federal Older Americans Act is specifically earmarked to particular services. Although all of the Older Americans Act-funded services, such as meals and transportation, are critically important, the area agencies on aging, local governments and service providers are in the best position to assess the specific needs in the local areas. **Increased flexibility in the use of program funds would allow area agencies on aging to better meet the needs of older adults.**

- Simplify rules and regulations to allow better coordination of senior services thus enabling area agencies on aging and service providers to more efficiently and effectively use federal funds to address local priorities. This could include the consolidation of certain funding categories to improve administration of the affected programs. For example, the Title III C-1 congregate meal and Title III C-2 home-delivered meal programs could be merged.
- Create flexibility in state- and federally specified allotments of Older Americans Act funds allowing area agencies on aging to use regional priorities to determine funding distributions at the local level, consistent with the goals of the act.
- Set required local match at 10 percent and required state match at 5 percent across all programs of the Older Americans Act. Currently, required local and state funding match percentages vary widely. For example, state/local match for the National Family Caregiver Support Program is 25 percent, while the Nutrition and Supportive Services Programs require a 15 percent state/local match. In some cases, states can completely opt out of providing a state match, as with the National Family Caregiver Support Program.

Fund aging-related planning for local communities

The 2006 reauthorization established new requirements for area agencies on aging to broaden their planning efforts beyond service needs to include senior-friendly community planning to promote livable communities for all ages but did not include funds for this new mandate. **To ensure these requirements are met, Congress must appropriate funds for state, regional and local collaboration, planning, community capacity-building and technical assistance. This should include funds for conducting analyses of the strengths and needs of seniors in a given area.**

Increase federal funding for Older Americans Act programs

The funding provided through the Older Americans Act has proved critical in maintaining a quality standard of living for many of the nation's older adults. For years, however, Older Americans Act funding has not kept pace with inflation or the growing population of individuals eligible for services. Yet, demand by at-risk older adults in need of supportive services has risen and will continue to rise with the growth of the aging population. This long-term gap in funding translates to greater numbers of older adults and family caregivers with unmet needs and increasing pressures on state and local agencies, service providers and families. Meanwhile, waiting lists for Older Americans Act-funded services, such as Meals on Wheels, rides to medical appointments and in-home care, have burgeoned throughout the country.

Compounding these problems, financial pressures on other programs that provide services to seniors, such as Medicare and Medicaid, have led to reductions in the services provided by those programs, and a related increase in demands on Older Americans Act programs. At the same time, there are proposals for addressing the nation's long-term debt that actually would result in significant cuts in funding for these programs.

Funding cuts, such as those in the Budget Control Act of 2011 under sequestration, have had devastating consequences for vulnerable older adults in the metro area and across Colorado. Congress should fund the Older Americans Act adequately now and into the future in preparation for the aging of the baby boomers.

DRCOG specifically supports:

- A balanced approach to addressing the nation's budget deficits and long-term debt.
- Any approach must protect those older adults in greatest social and economic need by fairly balancing increased revenues and targeted spending reductions and taking no actions that increase economic vulnerability or poverty.
- Significant annual increases in the overall funding for the Older Americans Act programs, which are necessary to catch up with the lag in historical funding. DRCOG supports the position of the National Association of Area Agencies on Aging, which is advocating total funding for Older Americans Act be increased to at least fiscal year 2010 levels to restore the capacity of Older Americans Act programs, with special attention to Title III B Supportive Services, Title III E National Family Caregiver Support Program and Title VII State Long-Term Care Ombudsman program, as these programs have had no relief from the sequester.
- Future authorized appropriations at levels adequate to fund identified needs but at least commensurate with the rates of growth in inflation and the economically needy older population.
- Priority for funding given to those Older Americans Act programs and services, especially nutrition services that emphasize assisting clients to live in their homes as long and as independently as possible.
- Support evidence-based health and wellness programs.
- Bridging the gap between community services and health care through programs that promote care transitions and care coordination and encourage community-based models.
- Increases in the funding for family caregiver support services (including training, respite care, counseling, and information and assistance) and the continued distribution of these monies through area agencies on aging, which are important to address the growing needs of families who provide extensive care to their loved ones.
- Increases in funding for Long-Term Care Ombudsman programs, which are necessary to improve the ability to respond to complaints and safeguard residents' rights.

- Congress also should change budget rules to allow credit for discretionary programs that save money in mandatory programs.

Provide a Path for Private Sector Investment in Older American's Act Services

As part of the Older American's Act Reauthorization, as well as other federal programs like the Medicare Advantage Plans, Congress should allow for and incentivize citizens and insurance companies to purchase private insurance benefits that would be coordinated with the AAA's across the country to provide low cost senior services such as meals on wheels and trips to the doctor's office.

Commented [RM1]: New

Long-term care facility quality of care

Older adults living in long-term care communities (i.e., nursing homes and assisted living) are some of the most vulnerable members of society. As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities. The quality of care provided by long-term care facilities is an ongoing concern to facility residents, their families, local governments and resident advocates. **DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, strengthening the role of the Long-Term Care Ombudsman as a resident/consumer advocate and reimbursement for long-term care communities structured to enhance the quality of care for residents. DRCOG believes the following issues require particular attention by Congress and federal agencies.**

- Federal regulations designed to ensure the quality of care in long-term care facilities are not fully enforced, largely due to inadequate staffing levels in state enforcement agencies. There also are several actions that could be added to the regulations to improve enforcement. These include increased inspections and penalties on long-term care facilities failing to comply with regulations. DRCOG supports such improved enforcement of long-term care regulations and an increase in funding for enforcement actions.
- Most complaints investigated by DRCOG ombudsmen are traceable to staffing issues in the long-term care facilities. The inability to maintain adequate staffing is a critical concern that negatively impacts long-term care facility quality of service. **DRCOG supports federal legislation, policies and programs to improve the quality of service in long-term care facilities, including setting minimum staffing levels and providing financial and technical assistance for the recruitment, training and retention of long-term care facility employees.**
- Nursing home transparency is an ongoing issue in advocacy for the rights of residents. Occasionally legislation has been proposed to enhance families' access to information about the quality of care in nursing homes and improve the government's ability to ensure quality care and a better-trained staff in those facilities. DRCOG supports legislation that includes stronger disclosure of ownership and control of facilities, better oversight of quality of care indicators, improved consumer information, and an enhanced complaint and penalty process.

Fund the Elder Justice Act

This legislation provides critical protection for residents living in nursing homes and assisted living; provides needed resources and coordination to address the problem of elder abuse; and includes increased funding for the Long-Term Care Ombudsman program. The Elder Justice Act sets out a comprehensive approach to preventing and combating elder abuse, neglect, exploitation and self-neglect. **DRCOG supports full funding and implementation of the Elder Justice Act, consistent with the following principles:**

- Provide a stronger and more coordinated federal response to promote elder justice.

- Increase federal support to states and communities for elder justice activities.
- Provide funding and training support to adult protection programs.
- Improve consumer protection by requiring the reporting of crimes by nursing facilities or employees and communication of consumer rights information.
- Provide new funding to improve ombudsman capacity and training, and for training of health department surveyors investigating allegations of abuse.

Other health and community services

There are numerous other health and home care issues not covered under the Older Americans Act. In general, the following policies address concerns regarding consumer protection, access to treatment and access to services that increase independence. DRCOG believes it is appropriate for federal legislation, regulations and policies to promote access to health care coverage and the integration of long-term care into a continuum of medical and non-medical services, including health promotion and disease prevention.

Enhancing health and security of older adults. The Affordable Care Act contains several provisions regarding older adults and their ability to stay healthy and age in the community. These include provisions for aging and disability resource centers, prevention and wellness programs, care transitions and coordination, and efforts to rebalance the long-term care system relative to institutional and community care. The area agencies on aging are positioned to play a key role in implementing these provisions. **DRCOG urges Congress and federal agencies to recognize the full potential of the Aging Network and use area agencies on aging in implementing these Affordable Care Act provisions.**

Avoid institutional care. Home- and community-based services are critical components in the continuum of care for the elderly and disabled and are more cost-efficient than services in institutions, particularly with regard to rural areas and for minority populations. Adequate reimbursements to providers are necessary to offset the costs of providing these important services. **DRCOG supports increased funding of home- and community-based care programs and higher Medicare and Medicaid reimbursements.**

Prescription medication. Older adults typically require more medication than younger people. Even with the adoption of a prescription drug benefit under Medicare, the high cost of prescription medication will continue to be a financial hardship for many older adults and federal programs.

- DRCOG supports increased prescription drug pricing transparency.
- DRCOG supports revisions to the Medicare Part D prescription drug benefit to simplify the application process and coverage offered, as well as address the gaps in coverage to provide a more comprehensive prescription medication benefit for all beneficiaries.
- DRCOG supports allowing the federal government to negotiate prescription drug prices for patients using Medicare, Medicaid and other federal programs to lower cost to these critical federal programs.
- DRCOG also encourages the federal government to provide additional funding for area agencies on aging to provide public education, counseling and enrollment assistance for citizens about the Medicare drug program.

Patients' rights. Enforceable federal protections in areas including access to care, quality assurance, patient information, grievances and appeals, the doctor-patient relationship and physician treatment decisions are necessary to ensure that quality health care and other services are available to all. **DRCOG supports legislation to protect consumers in managed care plans and other health coverage.**

Housing. The ability to afford to live in a residence independently is a concern of older adults, especially those on fixed incomes. As the Denver metro area has grown and developed, the shortage of affordable housing has become an even more important concern. **DRCOG supports policies and programs designed to support older adults, especially those of low- and moderate-income, and persons with disabilities to live independently in the residence of their choice. This includes policies and programs to:**

- Encourage the delivery of home- and community-based supportive services to assist older people and persons with disabilities in maintaining independence and actively engaging in their community.
- Improve home design to promote independence and aging in place, including home modification and repair, appropriate design features in new and rehabilitated housing (through principles such as universal design, visitability, inclusive home design and energy efficiency), and the use of innovative home products.
- Ensure that policies and funding for housing assistance and preservation programs continue to support residents who choose to remain in their homes as they age and that low- and moderate-income households have access to well-designed, safe, decent, affordable and accessible housing integrated throughout well-designed communities.
- Promote financial security of housing assets to support the availability of affordable homeownership options, safeguard home equity and promote the innovative use of housing assets to maintain and improve the independence and quality of life of older people.

TRANSPORTATION

Transportation is an essential component of multidimensional efforts to: advance economic development, industry growth and competitiveness; reduce the nation's dependency on fossil fuels; increase job access and mobility; and create communities having a high quality of life for people of all ages, incomes and abilities.

Funding

The SAFETEA-LU-authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January of 2008, called for interim investments of at least \$225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least \$200 billion per year at all levels of government to maintain and improve our highways and transit systems. The FAST Act did not meaningfully increase transportation revenues nor provide anywhere near these levels of investment.

DRCOG supported the Fixing America's Surface Transportation (FAST) Act. However, while the FAST Act provided funding stability and delivery of long-term capital projects, the reauthorization falls short of needed investment in the nation's infrastructure and did not address a number of other important issues.

Commented [RM2]: Significant portions of this section were reorganized to provide improved flow, as well as updates to referenced programs.

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DRCOG supports the funding principles adopted by the National Surface Transportation Infrastructure Financing Commission, which includes developing a funding and financing framework that:

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- Supports a goal of enhancing mobility and accessibility for users of the transportation system,
- Generates sufficient resources to meet national investment needs on a sustainable basis with the aim of closing the funding gap,
- Causes users and all beneficiaries to bear the full cost of using the transportation system to the greatest extent possible,
- Encourages efficient investment in the transportation system,
- Incorporates equity considerations, including but not limited to geography, equity across income groups, population growth, and revenue generation, and
- Synchronizes with other broad public policy objectives (and may include energy independence, environmental protection, and workforce housing).

As Congress and the U.S. Department of Transportation consider additional transportation issues and rulemaking for FAST Act and proposals for infrastructure investment ~~that may come from the new administration~~, DRCOG will evaluate each for consistency with the following policies.

- DRCOG supports an energy-efficient, environmentally sustainable, multimodal transportation system that ensures America's economic competitiveness and supports livable communities for its residents.
- DRCOG supports providing additional transportation revenues to accomplish this vision.
- ~~DRCOG urges Congress to consider the remaining elements of the Board's adopted policy framework as outlined below.~~
- Any new or increased sources of funding should be distributed through existing funding formulas with the greatest possible share going directly to local areas to decide how it will be spent.
- Maintain transportation program's use of contract authority, allowing states to advance money for multiyear construction projects.
- While supporting a shift to national performance standards and goals, consideration must be given to equity issues (geographical/return on dollar).
- Continue and expand funding for transportation projects that improve air quality.
- If the 116th Congress brings back earmarking or modifies any discretionary programs, a number of safeguards should be included: ensure transparency of the earmarking process; fully fund each phase of an earmarked project (no partial funding earmarks should be approved); do not reduce formula funds that would affect projects already in an approved TIP.
- Provide full-year appropriations at the start of the federal fiscal year to the level of the authorization. Limit the use of short-term continuing resolutions and rescissions. These tactics reduce the flow of or cut into formula funds and negatively impact fiscal constraint, responsible planning, implementation of federal requirements, and project continuity.

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~~Additional investment in the nation's infrastructure.~~ DRCOG supports both short- and long-term federal funding policies to provide additional investment in the nation's infrastructure.

Short-term

- Boost the federal gas tax (at minimum, to restore the purchasing power of the Highway Trust Fund) and other existing Highway Trust Fund revenue.
- Index the federal gas tax to inflation.
- Reduce federal obstacles to options available to states and localities such as tolling, congestion pricing and public-private partnerships.
- Further expand current federal credit programs.

Long-term

- Carbon tax or trading programs (if Congress implements such a program) should ensure transportation activities that reduce greenhouse gas emissions receive a proportionate share of any new revenue generated by such programs.
- Transition to a new, more direct user charge-based system such as a road use-based fee road usage charge (also referred to as the mileage-based user fee). This includes:
 - An aggressive research, development and demonstration program to address issues such as privacy rights, program administration, costs, revenues, partnerships with states and localities, and interplay with national policy objectives such as reducing vehicle miles traveled and congestion,
 - A national public education program, and
 - A national pilot program.

Support Multimodal solutions

Addressing the nation's transportation challenges requires investment in a comprehensive, multifaceted approach. The nation will need to provide-implement multimodal alternatives to achieve-provide congestion relief, better-improve air quality, reduced household transportation costs and increased independence for people unable to drive because of age, income or ability. DRCOG's Metro Vision plan includes targets for reducing vehicle miles traveled and greenhouse gas emissions per capita, traffic fatalities, traffic congestion and single-occupant vehicle (SOV) mode share.

Transit is an essential part of the metropolitan transportation system. Implementation of the Denver region's transit system is a high priority for DRCOG. Unfortunately, cost increases and revenue decreases forced RTD and DRCOG to remove some corridors from the fiscally constrained 2040 Regional Transportation Plan. DRCOG recognizes the importance of making transit-supportive improvements to bus and rail corridors throughout the region. The metro area has made a significant commitment of local resources for the regional transit system.

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DRCOG supports adding multimodal transportation capacity appropriate to meet national and regional objectives.

- Maintain and expand Ffunding programs that allow states and planning regions to develop, fund and implement integrated transportation solutions should be maintained and expanded. In addition, transportation funding must allow flexibility to address the multimodal, energy and environmental needs of individual urban areas.

- Establish ~~N~~ational performance objectives and measures for increasing access and mobility for people of all ages, incomes and abilities should be established in addition to those for traffic congestion.
- Permit ~~F~~lexibility must be permitted to allow each state and region to decide how to best make investments to show progress toward national safety, mobility and accessibility goals.
- ~~Create a national strategy for inter-regional personal mobility.~~
- Expand the National Freight Strategic Plan to include all major modes of freight transport including rail, water and air to better enable informed decision-making about efficient, long-distance freight movement.

DRCOG urges Congress and the administration to take the following actions in support of transit in the Denver region:

- Continue the federal investment for transit and multimodal projects in the Denver region.
- Provide dedicated sources of revenue and increased funding for bus rapid transit and rail new starts programs.
- Continue to provide federal funding for the FasTracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained RTP).
- Clarify with regard to transit-oriented developments (TOD) that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, TOD planning, land acquisition, and a project or program that supports compact, mixed-use, mixed-income, bicycle/pedestrian friendly development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.
- Incorporate the Partnership for Sustainable Communities' Livability Principles into federal policy and investment decisions.
- Improve transportation services for older adults and individuals with disabilities by giving states added flexibility in utilizing their federal funds; enhancing the planning and coordination process; providing technical assistance; and promoting innovative community programs.
- Designate the "Rocky Mountain Corridor" (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the I-70 corridor from DIA to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.

DRCOG supports actions that minimize the barriers to the use of alternatives to the single-occupant vehicle and encourage changes to normal work patterns to avoid peak traffic conditions. DRCOG also supports efforts to provide incentives to employers, schools, rideshare agencies, and individuals to encourage alternative transportation use.

Support in Metropolitan America Mobility

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Metropolitan areas account for 85.7 percent of the U.S. population and more than 90 percent of employment, income, and production of goods and services (source: U.S. Conference of Mayors, Jan. 20, 2016). Growing congestion and ~~peer~~-reduced travel reliability, along with deteriorating infrastructure, threaten the ability of regions and the nation to compete globally. Metropolitan areas must play a stronger role in the nation's transportation programs, both in the authority to direct investment and demonstrate accountability for the system's performance. **DRCOG supports transportation legislation that addresses metropolitan mobility and accessibility issues, specifically with consideration for the following:**

- Enable major metropolitan areas to establish and implement overarching plans for mobility and accessibility with focus on:
 - Increased accessibility, modal choices and seamless transfers.
 - Elimination of traffic chokepoints and reduction of severe traffic congestion.
 - Strategies that manage transportation demand, provide transit service and implement nonmotorized methods of travel.
 - Strategies for accommodating inter-regional movement of people and goods within and through the metropolitan areas.
 - Fostering livable communities for people of all ages, incomes and abilities.
 - Promoting the urban infrastructure necessary to support high-density development around transit.
 - Performance metrics that extend beyond existing traffic congestion and motor vehicle emissions measures and consider vehicle miles traveled, reduction, economic development, environmental sustainability, global competitiveness, accessibility, etc.
- Fold Complete Streets policies into the metropolitan planning process so that transportation agencies routinely consider designing and operating the entire right of way to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children and people with disabilities.

~~Improve~~-Energy efficiency and environmental sustainability

Transportation plays a key role in achieving energy independence and addressing some of the nation's environmental concerns. In the United States today, more than 60 percent of every barrel of oil is used by the transportation sector, and transportation sources accounted for 26 percent of total U.S. greenhouse gas emissions in 2016 (source: U.S. Environmental Protection Agency website). The competitiveness of our economy, the health of our citizens and the strength of our national security depend on reducing our reliance on and consumption of fossil fuels. **DRCOG supports strategies to reduce fossil fuel use and greenhouse gas emissions by the transportation sector.**

- Expand investment in research and development for alternative fuels, new clean fuel technologies, more efficient vehicles and new ideas and technologies for transporting people and goods.
- Incentivize rapid conversion to more fuel-efficient and lower-emission vehicles or retrofits.
- Increase incentives for environmentally friendly replacement transportation fuels.
- Incentivize regions to more closely link land use and transportation infrastructure to reduce transportation energy consumption, increase nonvehicle transportation options and reduce vehicle miles traveled, through techniques including scenario planning and investments in projects that improve accessibility.

- Add public transit projects that enhance mobility, convenience and/or reliability to the exempt project list for Clean Air Act purposes; these types of improvements increase in importance in situations where conformity cannot be attained.

Provide responsible and efficient investment

The SAFETEA-LU authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January 2008, called for interim investments of at least \$225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least \$200 billion per year at all levels of government to maintain and improve our highways and transit systems. The FAST Act did not meaningfully increase transportation revenues nor provide anywhere near these levels of investment. **DRCOG continues to support the funding principles adopted by the National Surface Transportation Infrastructure Financing Commission, which includes developing a funding and financing framework that:**

- Supports a goal of enhancing mobility and accessibility for users of the transportation system.
- Generates sufficient resources to meet national investment needs on a sustainable basis with the aim of closing the funding gap.
- Causes users and all beneficiaries to bear the full cost of using the transportation system to the greatest extent possible (note: this is a change from the commission's original language, which refers to "direct beneficiaries").
- Encourages efficient investment in the transportation system.
- Incorporates equity considerations including, but not limited to, geography, equity across income groups, population growth and revenue generation.
- Synchronizes with other broad public policy objectives (and may include energy independence, environmental protection and workforce housing).

Project delivery and planning

The scope and complexity of transportation planning has increased significantly, including new performance-based planning requirements, rapidly changing vehicle technology, and changing job access and mobility needs. Efforts to streamline project planning and delivery are important but must be balanced against appropriate levels of regional and local coordination and environmental assessment.

DRCOG supports the following policies that promote efficiency, stability and reliability of funding, project delivery and planning:

- Maintain transportation program's use of contract authority, allowing states to advance money for multiyear construction projects.
- While supporting a shift to national performance standards and goals, consideration must be given to equity issues (geographical/return on dollar).
- If the 115th Congress brings back earmarking or modifies any discretionary programs, a number of safeguards should be included: ensure transparency of the earmarking process; fully fund each phase of an earmarked project (no partial funding earmarks should be approved); do not reduce formula funds that would affect projects already in an approved Transportation Improvement Program (TIP).

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- ~~Provide full year appropriations at the start of the federal fiscal year to the level of the authorization. Limit the use of short term continuing resolutions and rescissions. These tactics reduce the flow of or cut into formula funds and negatively impact fiscal constraint, responsible planning, implementation of federal requirements and project continuity.~~
- Allow MPOs to directly contract with subrecipients for non-infrastructure projects using Federal funds.
- ~~Although the FAST Act made progress in this regard, c~~Continue to streamline project delivery and National Environmental Policy Act processes without compromising environmental or public participation values.
- Enhance and strengthen the cooperative, collaborative partnerships required under current legislation with all transportation planning partners.
- Support publication and dissemination of performance measurement results and analyses and widespread distribution of, and education about, the conditions of the transportation system.
- Increase the authority of MPOs to employ solutions at the regional level and provide regions and local governments the direct authority, flexibility, and funding to create a safe and efficient transportation system.
- Provide maximum flexibility so that comparatively minor changes to the planned or programmed highway and transit network do not require a full air quality conformity analysis at taxpayer expense.

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Other transportation issues

~~DRCOG support -expresses the following about policies on other federal transportation issues:~~**Clarifying and enhancing** the role of the metropolitan planning organization.

- The metropolitan planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas. In many cases, MPOs provide the only regional, multimodal transportation plans that link transportation to land use, growth and air quality. Through the MPO process, local governments, in cooperation and collaboration with state and local transit operators, determine the best mix of transportation investments to meet the long-term transportation needs of a metropolitan area. **This important role must be strengthened to make metropolitan transportation planning successful.**
- The FAST Act requires adequate regional financial forecasts be developed with the cooperation and collaboration of the state, MPO and public transit agency for use in preparing transportation plans. However, “collaboration, cooperation and consultation” are poorly defined in the context of developing such financial forecasts. States are given wide discretion in how and when those estimates of revenues are to be provided and allowing for various interpretations of the regulations. **DRCOG supports:**
 - Expanding regulations to require all three entities (DRCOG, the Regional Transportation District and the Colorado Department of Transportation) to agree upon procedures governing the projection of future revenue estimates.
 - Requiring all three agencies to agree upon distribution of estimated revenues.
 - Establishing an external appeals process to the U.S. Department of Transportation if there is disagreement among the parties regarding estimate procedures and revenues.
- The FAST Act similarly requires cooperative project selection and prioritization for the TIP. **DRCOG supports:**

- Expanding current regulations to require all three entities to agree upon procedures governing project selection and prioritization for transportation planning and there should be consequences for not following these procedures.
- As part of the normal memorandum of agreement between an MPO, state Department of Transportation and local transit agency, requiring the three entities to cooperatively establish a process for addressing project cost overruns.
- Requiring revenue suballocation to transportation management areas (MPOs representing populations greater than 200,000) to be based on the total population within the MPO boundary.
- Establishing a population-based air quality severity formula for suballocating Congestion Mitigation and Air Quality funds within a state and requiring suballocation of Congestion Mitigation and Air Quality funds to non-attainment MPOs representing populations greater than 200,000 on the basis of the total populations within the MPO boundary.

~~Transit. Transit is an essential part of the metropolitan transportation system. Implementation of the Denver region's transit system is a high priority for DRCOG. Unfortunately, cost increases and revenue decreases forced the Regional Transportation District and DRCOG to remove some corridors from the fiscally constrained 2040 Regional Transportation Plan. DRCOG recognizes the importance of making transit supportive improvements to bus and rail corridors throughout the region. With the metro area having made a significant commitment of local resources for the regional transit system, **DRCOG urges Congress and the administration to take the following actions in support of transit in the Denver region:**~~

- ~~○ Continue the federal investment for transit and multimodal projects in the Denver region.~~
- ~~○ Provide dedicated sources of revenue and increased funding for bus rapid transit and rail new starts programs.~~
- ~~○ Continue to provide federal funding for the FasTracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained Regional Transportation Plan).~~
- ~~○ Clarify with regard to transit oriented developments that up to a half mile from an existing or proposed transit station, parking and transportation infrastructure, transit oriented planning, land acquisition and a project or program that supports compact, mixed use, mixed income, bicycle/pedestrian friendly development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.~~
- ~~○ Incorporate the Partnership for Sustainable Communities' livability principles into federal policy and investment decisions.~~
- ~~○ Improve transportation services for older adults and persons with disabilities by giving states added flexibility in using their federal funds, enhancing the planning and coordination process, providing technical assistance, and promoting innovative community programs.~~

Commented [RM14]: The following subsections have been moved up to other subsections with the Transportation section.

- Designate the Rocky Mountain Corridor (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the Interstate 70 corridor from Denver International Airport to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas and Phoenix) as high-speed rail corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.

- **Air quality conformity.** The air quality conformity process has increased support for multimodal planning and for integrated land use and transportation planning. It has also increased interagency coordination between the air quality and transportation planning agencies. **DRCOG supports maximum flexibility so that comparatively minor changes to the planned or programmed highway and transit network do not require a full conformity analysis at taxpayer expense. DRCOG supports continued funding for transportation projects that improve air quality.**
- **Transportation demand management.** DRCOG views transportation demand management principles and practices as increasingly important elements of the region's long-range transportation planning strategy. **DRCOG supports actions that minimize the barriers to the use of alternatives to the single-occupant vehicle and encourage changes to normal work patterns to avoid peak traffic conditions. DRCOG also supports efforts to provide incentives to employers, schools, rideshare agencies and individuals to encourage alternative transportation use.**

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Environment

Water conservation. Water is a particularly scarce resource in the Denver region and the western United States, and a key consideration in planning for future growth and development. Recognizing this fact, the DRCOG Board of Directors added a water conservation element to Metro Vision, the Denver region's long-range plan for growth. The element calls on the region to maximize the wise use of limited water resources through efficient land development and other strategies, and establishes a goal of reducing regional per capita water consumption. **DRCOG therefore supports federal policies and investments that contribute to local and regional water conservation efforts.**

Water quality. Local governments in the Denver region face increasingly complex water quality challenges in an environment unique to the arid West but without the resources to respond to them appropriately. Reauthorization of the Clean Water Act could provide local governments and regional water quality planning agencies the additional planning, financing and regulatory tools needed to address our growing water quality challenges. **As the legislative process proceeds in these areas, there are a number of issues of concern to DRCOG that Congress can address.**

Integrated planning. DRCOG supports an integrated approach to water quality, tying together the management of point sources, nonpoint sources and stormwater through the involvement of the various stakeholders.

Regional planning. The Clean Water Act recognizes the importance of planning to address the challenges associated with both point and nonpoint source pollution. The regional planning provided for in the act is even more critical, given the growing emphasis on watershed approaches. **Congress should maintain and strengthen the regional planning process as the key component of the watershed approach. The planning funds provided under section 604(b) need to be increased to assist responsible parties in meeting the expanding responsibilities that accompany implementation of a watershed planning and management approach.**

Infrastructure funding. Colorado and the nation are at a critical juncture regarding water and wastewater infrastructure. There are significant needs for new treatment plants and upgrades to existing plants. Local governments already shoulder a significant portion of water and wastewater capital investment. **Increased funding for infrastructure investment as well as the provision of greater flexibility of these funds will allow states and local governments to determine the best use, according to local prioritization of needs.**

Good Samaritan protection. Abandoned and inactive mines present a serious risk to the quality of nearby water supplies. Lack of adequate funding for reclamation and the potential liability for good Samaritans are serious obstacles that have prevented cleanup of many of these sites. **DRCOG supports federal funding for reclamation activities. DRCOG also supports legislation encouraging federal, state, tribal and local governments, as well as mining companies and nonprofit groups that have no prior ownership or responsibility for an abandoned mine, to clean up an abandoned or inactive mining site by granting them liability protections under several environmental statutes, including the Clean Water Act.**

Superfund. DRCOG is concerned that a number of Superfund issues have become serious problems in recent years while the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) has been awaiting reauthorization. **DRCOG urges Congress to address the following issues individually or as part of a comprehensive reauthorization.**

- **Liability protection.** Under current law and regulation, parties interested in cleaning up a Superfund site may decide not to pursue remediation efforts for fear of being held liable for preexisting problems. Lengthy cleanup delays have occurred in our region and elsewhere while parties litigate over responsibility. DRCOG supports federal funding for cleanup activities. **DRCOG supports legislation and regulations encouraging parties that have had no prior ownership or responsibility for a site to clean up the site by granting them liability protections under several environmental statutes, including the Superfund law. DRCOG also supports limiting liability when a party has complied with applicable environmental laws at the time of disposal to further the goal of timely and cost-effective cleanup of Superfund sites.**
- **Community participation.** Local governments often face significant community and neighborhood concerns regarding contaminated sites. Public involvement in the assessment, planning and cleanup for such sites is an important aspect of efforts to bring these sites to a safe condition. **Provisions that assist local governments in establishing and funding formal mechanisms for citizens to participate in the cleanup and land-use decision-making process are appropriate and necessary.**

- **Funding for cleanup.** DRCOG is concerned that the federal government not reduce its commitment to assist with clean-up and redevelopment of these sites. **DRCOG supports the creation of new mechanisms to fund cleanup to the extent they are sufficient to make significant progress toward the act's goals. Allocation of cleanup costs among responsible parties should be according to the proportion of contamination caused by each.**
- **Health risk criteria.** The safety and health of populations exposed to pollution associated with Superfund sites is a primary concern related to potential redevelopment. Health risk-based criteria are necessary to guide these efforts. **These criteria must reflect the intended reuse of a site and the risks to special populations including children, the elderly and those already disproportionately exposed to pollution. Risk-based standards specific to Superfund clean-up are needed to promote redevelopment of contaminated sites while protecting human health and the environment.**

Brownfields. Redevelopment of brownfields is important for economic development and environmental and public health and safety in many areas within the Denver region. This is a specific issue related to CERCLA that is of particular significance and should be pursued separately, if inaction on the Superfund reauthorization continues. There are approximately 250 brownfields, former industrial and commercial sites, in both urban and rural areas throughout the Denver region. The redevelopment of brownfields is consistent with DRCOG's Metro Vision, which supports infill and redevelopment within the region. **DRCOG supports federal actions including increased funding to encourage the redevelopment of brownfields. DRCOG urges Congress to prioritize funding for projects that go beyond remediation and redevelopment of individual sites to focus on broader planning and economic development efforts, such as projects that incorporate brownfield remediation and redevelopment into larger infill development efforts.**

Intergovernmental cooperation. All levels of government – federal, state, local and regional – play an important role in providing critical services and implementing programs for the benefit of their residents. Legislative bodies and executive agencies at the federal and state levels should respect the roles and responsibilities of local governments and regional entities. DRCOG supports cooperation among federal, state, local and regional entities in developing and implementing new programs and improved approaches to service provision.

Intergovernmental Relations

Federal/regional relations. The region is the nexus of local, state and federal issues and economic activities. DRCOG convenes parties of interest on intergovernmental issues, providing the necessary forum for their resolution, and facilitating a negotiated outcome. **DRCOG urges Congress, when new legislation is proposed and existing legislation is reauthorized, to identify and use regional agencies as critical partners in the implementation of such legislation, including the planning for and delivery of services.**

Regional service delivery. The federal government plays an important role in setting standards and priorities for the funding of public services and programs administered at the state, regional and local levels. **When making such funding and programmatic decisions, it is essential to consider the most appropriate level of government for delivery of such public services.**

State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve the desired efficiencies and cost-effectiveness. Further, some programs, such as transportation, air quality and water quality, that address issues crossing local political boundaries, are most appropriately and effectively addressed at the regional level. Regional programs also often benefit from economies of scale. The collaborative partnerships of regional approaches can provide more cost-effective services and programs for users and clients. **DRCOG urges Congress to use existing regional service delivery systems.**

Principles for implementation. New programs or changes to existing programs must at least maintain the existing level of services and provide adequate administrative funds for implementation. Otherwise, there is a shift in responsibility without adequate funds for the services to be provided or programs administered. As such, it is important to treat the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs. **A consultative process among the federal, state, local and regional agencies must be in place before any changes are made to services currently being delivered at local or regional levels.**

Denver Regional Council of Governments 2019 Policy Statement on Federal Legislative Issues

INTRODUCTION

This paper outlines the key federal policy issues of the Denver Regional Council of Governments. It identifies policy positions intended to inform the Colorado congressional delegation, Congress, federal and state executive branch officials, and others as they develop and implement national policy on these issues. This policy statement guides DRCOG's federal legislative positions and actions during the coming year.

DRCOG is a membership organization of more than 50 cities, towns and counties in the Denver metropolitan area. Under federal law, it serves as the Area Agency on Aging for eight counties to aid the 60-and-older population and the metropolitan planning organization (MPO) to coordinate transportation planning with air quality goals. Under state statutes, DRCOG is a regional planning commission, responsible for preparing a regional plan for the development of the metro area.

REGIONAL PLANNING

Comprehensive planning and land use. Although comprehensive planning and land use are primarily matters for local determination and regional coordination, the federal government can play a supportive role in encouraging local and regional efforts through funding, technical assistance and other incentives. DRCOG's Metro Vision plan represents a shared regional vision for creating sustainable, livable communities that allow people of all ages, incomes and abilities to succeed. Metro Vision further recognizes that the success of the region's visionary plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives and initiatives established by the DRCOG Board to make life better for the region's residents. Achieving Metro Vision goals requires coordinated investment in a wide range of planning and implementation activities that transcend traditional funding categories. **DRCOG supports those efforts that help the region achieve the shared outcomes described in Metro Vision and encourages federal entities to align their policies and investment decisions to advance regionally determined objectives where appropriate.**

DRCOG's Metro Vision plan emerged from a collaborative process that spanned more than four years. During this time, DRCOG's policy committees, member governments, partner agencies, regional stakeholders and the community at large worked together to create a shared vision for action for shaping the future of the Denver metro area. The plan's shared vision of the future is captured in five overarching themes and 14 inter-related aspirational outcomes, which describe a future that DRCOG, local governments and partners will work toward together. **DRCOG may support or oppose legislative proposals that affect the ability of the region to achieve these outcomes and the associated performance measures and targets.**

Outcomes – Efficient and predictable development pattern

- The region is comprised of diverse, livable communities.

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

Outcomes – A connected multimodal region

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

Outcomes – A safe and resilient built and natural environment

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

Outcomes – Healthy, inclusive and livable communities

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

Outcomes – A vibrant regional economy

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

DRCOG further urges Congress to consider the following in support of local and regional planning:

- DRCOG supports improving the coordination of housing, community development, transportation, energy, and environmental policy in the United States; coordinating federal policies and investments to promote sustainable development; and encouraging comprehensive regional planning for livable communities.
- DRCOG supports federal policies and investments that help local governments and the private sector develop successful urban centers, including transit station areas.
- DRCOG supports federal funding, regulatory support and other incentives to bolster local and regional efforts to increase the supply of affordable housing, including housing suitable for fixed-income older adults. Additionally, DRCOG supports effective means to create and maintain supportive services for residents in affordable housing communities.
- DRCOG supports efforts to promote affordable housing options by:

- Promoting policies and programs that support the creation and maintenance of an adequate supply of affordable rental and ownership options integrated with the community to meet the needs of people of all ages, incomes, and abilities. This should include expansion of the Low-Income Housing Tax Credit, a critical tool for supporting private investment in the production and preservation of affordable housing in the state of Colorado and throughout the country, and efforts to strengthen communities through investments in transportation, economic opportunities, education, health services and other amenities that promote opportunity.
- Ensuring that renters and homeowners (including manufactured-home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law, while balancing the rights of property owners.
- Ensuring that policies, programs and other actions that affect land use and housing support the private and public sectors in providing a variety of housing sizes and types for people of all ages, incomes and abilities.
- Federal agencies and elected officials should respect and support local and regional plans and land use authority. This includes ensuring funding decisions and the siting of federal and other facilities are consistent with those plans and respect local and regional land use authority. Federal agencies and elected officials also should ensure maximum local and regional participation in those decisions.
- The federal government should protect open space, including natural habitats, by fully funding the land conservation, preservation and infrastructure improvement trust fund programs and providing new incentives for land conservation and outdoor recreation opportunities.
- Federal investments in local and regional data and information programs help DRCOG deliver improved information, tools and services for local and regional planning and decision-making. DRCOG supports continued funding for these programs and legislation that requires local, regional and state governments to proactively share digital data with the public.

OLDER ADULTS

Older Americans Act reauthorization

DRCOG has been the designated Area Agency on Aging (AAA) for the metro area under the auspices of the federal Older Americans Act since 1973. In this capacity, DRCOG is responsible for planning and advocating for the needs of the region's older residents, as well as for providing a broad array of services and programs.

Although Congress reauthorized the Older Americans Act in 2016, the act is set to expire in 2019. Since the last full reauthorization (2006), the challenges to communities, states and the nation presented by the aging of the population have continued to accelerate across the U.S. but particularly in Colorado. This critical national issue has continued to put pressure on services, especially the need for more tailored in-home and community-based services, the need for more focused prevention programs, the need for consumer advocacy in long-term care facilities, and increased support for family caregivers. These issues were not addressed in any substantive way in the 2016 reauthorization. The 2016 reauthorization also only partially addressed the funding imbalances in the existing Older Americans Act funding formula. The coming reauthorization offers a prime opportunity to modernize and reshape aging services in the U.S. and rebalance the allocation of Older Americans Act funds to the states. **Accordingly, DRCOG adopts the following principles for reauthorization of the Older Americans Act.**

[Eliminate obsolete funding provisions in the Older Americans Act](#)

DRCOG has expressed concerns that the current funding formula for the Older Americans Act is outdated and unfair, particularly to states with fast-growing older adult populations. The Older Americans Act funding formula generally allocates federal funds to states based on the proportion of older adults in each state. However, the full reauthorization in 2006 included a modified “hold harmless” provision to prevent slow-growing states from falling below their fiscal year 2006 funding levels. The 2006 formula also used population numbers from the 2000 Census, which quickly became outdated after the 2010 Census. Although the data was updated in the full reauthorization that passed in 2016, it will need to be updated again after the 2020 Census. This combination of obsolete data and the hold harmless provision caused Colorado to lose more funding than any other state, during both the annual appropriations as well as in the sequestration cuts in 2012.

[DRCOG opposes the inclusion of the hold harmless provision when allocating Older Americans Act funds.](#)

The full reauthorization only included a small change to the funding formula in the direction of fairness. All nine members of the Colorado congressional delegation in a bipartisan manner have sent multiple communications to House and Senate leadership and the administration urging them to ensure the next reauthorization of the Older Americans Act treats all seniors fairly by eliminating the hold harmless provision. DRCOG appreciates the continued support of the Colorado delegation for this issue.

[Encourage meaningful coordination with other systems and programs](#)

The Administration on Aging should adopt rules and regulations incorporating the following specific concerns:

- Require states, area agencies on aging, Medicaid long-term care agencies and other relevant entities to continue efforts to better coordinate regional and statewide planning of services and programs for seniors.
- Coordinate all federal programs and planning processes that serve older adults, such as Older Americans Act, Medicaid, Fixing America’s Surface Transportation (FAST) Act and Section 202 housing programs.
- Establish new policy and program guidelines to improve coordination and optimize all public and private benefits, services and resources aimed at promoting elder economic security.
- Remove institutional barriers to the coordination of elderly and disabled transportation services by providing the flexibility to allow trips for elderly and non-elderly disabled persons and for meal, medical and personal services to be served by the same provider using a combination of U.S. Department of Health and Human Services and U.S. Department of Transportation funding.

- Avoid shifting the cost burden from cash-strapped programs such as Medicaid to the Older Americans Act programs, simply to bail out those programs.
- Strengthen the collaboration between the area agencies on aging and federal, state and local governments with community-based organizations and national organizations that work with diverse older adults by providing resources, including funding research, programs and training to more effectively respond to changing demographics and target services to those most in need.

Establish a federal services identification database for senior services

To better provide coordinated services to seniors, DRCOG supports the creation of a federal database which will summarize all care that a patient is receiving regardless of which federal agency is providing the care. Currently, DRCOG has no ability to understand the complete umbrella of services a patient is receiving because there is no way to access information about that patient outside of the information that DRCOG has. This data sharing will allow the Area Agency on Aging to better shape and provide services for aging adults.

Maximize flexibility in use of Older Americans Act funds

Most of federal funding provided to state and local entities under the federal Older Americans Act is specifically earmarked to particular services. Although all of the Older Americans Act-funded services, such as meals and transportation, are critically important, the area agencies on aging, local governments and service providers are in the best position to assess the specific needs in the local areas. **Increased flexibility in the use of program funds would allow area agencies on aging to better meet the needs of older adults.**

- Simplify rules and regulations to allow better coordination of senior services thus enabling area agencies on aging and service providers to more efficiently and effectively use federal funds to address local priorities. This could include the consolidation of certain funding categories to improve administration of the affected programs. For example, the Title III C-1 congregate meal and Title III C-2 home-delivered meal programs could be merged.
- Create flexibility in state- and federally specified allotments of Older Americans Act funds allowing area agencies on aging to use regional priorities to determine funding distributions at the local level, consistent with the goals of the act.
- Set required local match at 10 percent and required state match at 5 percent across all programs of the Older Americans Act. Currently, required local and state funding match percentages vary widely. For example, state/local match for the National Family Caregiver Support Program is 25 percent, while the Nutrition and Supportive Services Programs require a 15 percent state/local match. In some cases, states can completely opt out of providing a state match, as with the National Family Caregiver Support Program.

Fund aging-related planning for local communities

The 2006 reauthorization established new requirements for area agencies on aging to broaden their planning efforts beyond service needs to include senior-friendly community planning to promote livable communities for all ages but did not include funds for this new mandate. **To ensure these requirements are met, Congress must appropriate funds for state, regional and local collaboration, planning, community capacity-building and technical assistance. This should include funds for conducting analyses of the strengths and needs of seniors in a given area.**

Increase federal funding for Older Americans Act programs

The funding provided through the Older Americans Act has proved critical in maintaining a quality standard of living for many of the nation's older adults. For years, however, Older Americans Act funding has not kept pace with inflation or the growing population of individuals eligible for services. Yet, demand by at-risk older adults in need of supportive services has risen and will continue to rise with the growth of the aging population. This long-term gap in funding translates to greater numbers of older adults and family caregivers with unmet needs and increasing pressures on state and local agencies, service providers and families. Meanwhile, waiting lists for Older Americans Act-funded services, such as Meals on Wheels, rides to medical appointments and in-home care, have burgeoned throughout the country.

Compounding these problems, financial pressures on other programs that provide services to seniors, such as Medicare and Medicaid, have led to reductions in the services provided by those programs, and a related increase in demands on Older Americans Act programs. At the same time, there are proposals for addressing the nation's long-term debt that actually would result in significant cuts in funding for these programs.

Funding cuts, such as those in the Budget Control Act of 2011 under sequestration, have had devastating consequences for vulnerable older adults in the metro area and across Colorado. Congress should fund the Older Americans Act adequately now and into the future in preparation for the aging of the baby boomers.

DRCOG specifically supports:

- A balanced approach to addressing the nation's budget deficits and long-term debt.
- Any approach must protect those older adults in greatest social and economic need by fairly balancing increased revenues and targeted spending reductions and taking no actions that increase economic vulnerability or poverty.
- Significant annual increases in the overall funding for the Older Americans Act programs, which are necessary to catch up with the lag in historical funding. DRCOG supports the position of the National Association of Area Agencies on Aging, which is advocating total funding for Older Americans Act be increased to at least fiscal year 2010 levels to restore the capacity of Older Americans Act programs, with special attention to Title III B Supportive Services, Title III E National Family Caregiver Support Program and Title VII State Long-Term Care Ombudsman program, as these programs have had no relief from the sequester.
- Future authorized appropriations at levels adequate to fund identified needs but at least commensurate with the rates of growth in inflation and the economically needy older population.
- Priority for funding given to those Older Americans Act programs and services, especially nutrition services that emphasize assisting clients to live in their homes as long and as independently as possible.
- Support evidence-based health and wellness programs.
- Bridging the gap between community services and health care through programs that promote care transitions and care coordination and encourage community-based models.
- Increases in the funding for family caregiver support services (including training, respite care, counseling, and information and assistance) and the continued distribution of these monies through area agencies on aging, which are important to address the growing needs of families who provide extensive care to their loved ones.

- Increases in funding for Long-Term Care Ombudsman programs, which are necessary to improve the ability to respond to complaints and safeguard residents' rights.
- Congress also should change budget rules to allow credit for discretionary programs that save money in mandatory programs.

Provide a Path for Private Sector Investment in Older American's Act Services

As part of the Older American's Act Reauthorization, as well as other federal programs like the Medicare Advantage Plans, Congress should allow for and incentivize citizens and insurance companies to purchase private insurance benefits that would be coordinated with the AAA's across the country to provide low cost senior services such as meals on wheels and trips to the doctor's office.

Long-term care facility quality of care

Older adults living in long-term care communities (i.e., nursing homes and assisted living) are some of the most vulnerable members of society. As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities. The quality of care provided by long-term care facilities is an ongoing concern to facility residents, their families, local governments and resident advocates. **DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, strengthening the role of the Long-Term Care Ombudsman as a resident/consumer advocate and reimbursement for long-term care communities structured to enhance the quality of care for residents. DRCOG believes the following issues require particular attention by Congress and federal agencies.**

- Federal regulations designed to ensure the quality of care in long-term care facilities are not fully enforced, largely due to inadequate staffing levels in state enforcement agencies. There also are several actions that could be added to the regulations to improve enforcement. These include increased inspections and penalties on long-term care facilities failing to comply with regulations. DRCOG supports such improved enforcement of long-term care regulations and an increase in funding for enforcement actions.
- Most complaints investigated by DRCOG ombudsmen are traceable to staffing issues in the long-term care facilities. The inability to maintain adequate staffing is a critical concern that negatively impacts long-term care facility quality of service. **DRCOG supports federal legislation, policies and programs to improve the quality of service in long-term care facilities, including setting minimum staffing levels and providing financial and technical assistance for the recruitment, training and retention of long-term care facility employees.**
- Nursing home transparency is an ongoing issue in advocacy for the rights of residents. Occasionally legislation has been proposed to enhance families' access to information about the quality of care in nursing homes and improve the government's ability to ensure quality care and a better-trained staff in those facilities. DRCOG supports legislation that includes stronger disclosure of ownership and control of facilities, better oversight of quality of care indicators, improved consumer information, and an enhanced complaint and penalty process.

Fund the Elder Justice Act

This legislation provides critical protection for residents living in nursing homes and assisted living; provides needed resources and coordination to address the problem of elder abuse; and includes increased funding for the Long-Term Care Ombudsman program. The Elder Justice Act sets out a comprehensive approach to preventing and combating elder abuse, neglect, exploitation and self-neglect. **DRCOG supports full funding and implementation of the Elder Justice Act, consistent with the following principles:**

- Provide a stronger and more coordinated federal response to promote elder justice.
- Increase federal support to states and communities for elder justice activities.
- Provide funding and training support to adult protection programs.
- Improve consumer protection by requiring the reporting of crimes by nursing facilities or employees and communication of consumer rights information.
- Provide new funding to improve ombudsman capacity and training, and for training of health department surveyors investigating allegations of abuse.

Other health and community services

There are numerous other health and home care issues not covered under the Older Americans Act. In general, the following policies address concerns regarding consumer protection, access to treatment and access to services that increase independence. DRCOG believes it is appropriate for federal legislation, regulations and policies to promote access to health care coverage and the integration of long-term care into a continuum of medical and non-medical services, including health promotion and disease prevention.

Enhancing health and security of older adults. The Affordable Care Act contains several provisions regarding older adults and their ability to stay healthy and age in the community. These include provisions for aging and disability resource centers, prevention and wellness programs, care transitions and coordination, and efforts to rebalance the long-term care system relative to institutional and community care. The area agencies on aging are positioned to play a key role in implementing these provisions. **DRCOG urges Congress and federal agencies to recognize the full potential of the Aging Network and use area agencies on aging in implementing these Affordable Care Act provisions.**

Avoid institutional care. Home- and community-based services are critical components in the continuum of care for the elderly and disabled and are more cost-efficient than services in institutions, particularly with regard to rural areas and for minority populations. Adequate reimbursements to providers are necessary to offset the costs of providing these important services. **DRCOG supports increased funding of home- and community-based care programs and higher Medicare and Medicaid reimbursements.**

Prescription medication. Older adults typically require more medication than younger people. Even with the adoption of a prescription drug benefit under Medicare, the high cost of prescription medication will continue to be a financial hardship for many older adults and federal programs.

- DRCOG supports increased prescription drug pricing transparency.
- DRCOG supports revisions to the Medicare Part D prescription drug benefit to simplify the application process and coverage offered, as well as address the gaps in coverage to provide a more comprehensive prescription medication benefit for all beneficiaries.
- DRCOG supports allowing the federal government to negotiate prescription drug prices for patients using Medicare, Medicaid and other federal programs to lower cost to these critical federal programs.
- DRCOG also encourages the federal government to provide additional funding for area agencies on aging to provide public education, counseling and enrollment assistance for citizens about the Medicare drug program.

Patients' rights. Enforceable federal protections in areas including access to care, quality assurance, patient information, grievances and appeals, the doctor-patient relationship and physician treatment decisions are necessary to ensure that quality health care and other services are available to all. **DRCOG supports legislation to protect consumers in managed care plans and other health coverage.**

Housing. The ability to afford to live in a residence independently is a concern of older adults, especially those on fixed incomes. As the Denver metro area has grown and developed, the shortage of affordable housing has become an even more important concern. **DRCOG supports policies and programs designed to support older adults, especially those of low- and moderate-income, and persons with disabilities to live independently in the residence of their choice. This includes policies and programs to:**

- Encourage the delivery of home- and community-based supportive services to assist older people and persons with disabilities in maintaining independence and actively engaging in their community.
- Improve home design to promote independence and aging in place, including home modification and repair, appropriate design features in new and rehabilitated housing (through principles such as universal design, visitability, inclusive home design and energy efficiency), and the use of innovative home products.
- Ensure that policies and funding for housing assistance and preservation programs continue to support residents who choose to remain in their homes as they age and that low- and moderate-income households have access to well-designed, safe, decent, affordable and accessible housing integrated throughout well-designed communities.
- Promote financial security of housing assets to support the availability of affordable homeownership options, safeguard home equity and promote the innovative use of housing assets to maintain and improve the independence and quality of life of older people.

TRANSPORTATION

Transportation is an essential component of multidimensional efforts to: advance economic development, industry growth and competitiveness; reduce the nation's dependency on fossil fuels; increase job access and mobility; and create communities having a high quality of life for people of all ages, incomes and abilities.

Funding

The SAFETEA-LU-authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January of 2008, called for interim investments of at least \$225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least \$200 billion per year at all levels of government to maintain and improve our highways and transit systems. The FAST Act did not meaningfully increase transportation revenues nor provide anywhere near these levels of investment.

DRCOG supported the Fixing America's Surface Transportation (FAST) Act. However, while the FAST Act provided funding stability and delivery of long-term capital projects, the reauthorization falls short of needed investment in the nation's infrastructure and did not address a number of other important issues.

DRCOG supports the funding principles adopted by the National Surface Transportation Infrastructure Financing Commission, which includes developing a funding and financing framework that:

- Supports a goal of enhancing mobility and accessibility for users of the transportation system,
- Generates sufficient resources to meet national investment needs on a sustainable basis with the aim of closing the funding gap,
- Causes users and all beneficiaries to bear the full cost of using the transportation system to the greatest extent possible,
- Encourages efficient investment in the transportation system,
- Incorporates equity considerations, including but not limited to geography, equity across income groups, population growth, and revenue generation, and
- Synchronizes with other broad public policy objectives (and may include energy independence, environmental protection, and workforce housing).

As Congress and the U.S. Department of Transportation consider additional transportation issues and rulemaking for FAST Act and proposals for infrastructure investment, DRCOG will evaluate each for consistency with the following policies.

- DRCOG supports an energy-efficient, environmentally sustainable, multimodal transportation system that ensures America's economic competitiveness and supports livable communities for its residents.
- DRCOG supports providing additional transportation revenues to accomplish this vision.
- Any new or increased sources of funding should be distributed through **existing funding formulas** with the greatest possible share going directly to local areas to decide how it will be spent.
- Maintain transportation program's use of contract authority, allowing states to advance money for multiyear construction projects.
- While supporting a shift to national performance standards and goals, consideration must be given to equity issues (geographical/return on dollar).
- Continue and expand funding for transportation projects that improve air quality.
- If the 116th Congress brings back earmarking or modifies any discretionary programs, a number of safeguards should be included: ensure transparency of the earmarking process; fully fund each phase of an earmarked project (no partial funding earmarks should be approved); do not reduce formula funds that would affect projects already in an approved TIP.
- Provide full-year appropriations at the start of the federal fiscal year to the level of the authorization. Limit the use of short-term continuing resolutions and rescissions. These tactics reduce the flow of or cut into formula funds and negatively impact fiscal constraint, responsible planning, implementation of federal requirements, and project continuity.

DRCOG supports both short- and long-term federal funding policies to provide additional investment in the nation's infrastructure.

Short-term

- Boost the federal gas tax (at minimum, to restore the purchasing power of the Highway Trust Fund) and other existing Highway Trust Fund revenue.
- Index the federal gas tax to inflation.
- Reduce federal obstacles to options available to states and localities such as tolling, congestion pricing and public-private partnerships.
- Further expand current federal credit programs.

Long-term

- Carbon tax or trading programs (if Congress implements such a program) should ensure transportation activities that reduce greenhouse gas emissions receive a proportionate share of any new revenue generated by such programs.
- Transition to a new, more direct user **based** system such as **road usage charge**). This includes:
 - An aggressive research, development and demonstration program to address issues such as privacy rights, program administration, costs, revenues, partnerships with states and localities, and interplay with national policy objectives such as reducing vehicle miles traveled and congestion,
 - A national public education program, and
 - A national pilot program.

Multimodal solutions

Addressing the nation's transportation challenges requires investment in a comprehensive, multifaceted approach. The nation will need to implement multimodal alternatives to provide congestion relief, improve air quality, reduce household transportation costs and increase independence for people unable to drive because of age, income or ability. DRCOG's Metro Vision plan includes targets for reducing vehicle miles traveled and greenhouse gas emissions per capita, traffic fatalities, traffic congestion and single-occupant vehicle(SOV) mode share.

Transit is an essential part of the metropolitan transportation system. Implementation of the Denver region's transit system is a high priority for DRCOG. Unfortunately, cost increases and revenue decreases forced RTD and DRCOG to remove some corridors from the fiscally constrained 2040 Regional Transportation Plan. DRCOG recognizes the importance of making transit-supportive improvements to bus and rail corridors throughout the region. The metro area has made a significant commitment of local resources for the regional transit system.

DRCOG supports adding multimodal transportation capacity appropriate to meet national and regional objectives.

- Maintain and expand funding programs that allow states and planning regions to develop, fund and implement integrated transportation solutions should be maintained and expanded. In addition, transportation funding must allow flexibility to address the multimodal, energy and environmental needs of individual urban areas.

- Establish national performance objectives and measures for increasing access and mobility for people of all ages, incomes and abilities should be established in addition to those for traffic congestion.
- Permit flexibility must be permitted to allow each state and region to decide how to best make investments to show progress toward national safety, mobility and accessibility goals.
- Expand the National Freight Strategic Plan to include all major modes of freight transport including rail, water and air to better enable informed decision-making about efficient, long-distance freight movement.

DRCOG urges Congress and the administration to take the following actions in support of transit in the Denver region:

- Continue the federal investment for transit and multimodal projects in the Denver region.
- Provide dedicated sources of revenue and increased funding for bus rapid transit and rail new starts programs.
- Continue to provide federal funding for the FasTracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained RTP).
- Clarify with regard to transit-oriented developments (TOD) that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, TOD planning, land acquisition, and a project or program that supports compact, mixed-use, mixed-income, bicycle/pedestrian friendly development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.
- Incorporate the Partnership for Sustainable Communities' Livability Principles into federal policy and investment decisions.
- Improve transportation services for older adults and individuals with disabilities by giving states added flexibility in utilizing their federal funds; enhancing the planning and coordination process; providing technical assistance; and promoting innovative community programs.
- Designate the "Rocky Mountain Corridor" (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the I-70 corridor from DIA to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.

DRCOG supports actions that minimize the barriers to the use of alternatives to the single-occupant vehicle and encourage changes to normal work patterns to avoid peak traffic conditions. DRCOG also supports efforts to provide incentives to employers, schools, rideshare agencies, and individuals to encourage alternative transportation use.

Metropolitan Mobility

Metropolitan areas account for 85.7 percent of the U.S. population and more than 90 percent of employment, income, and production of goods and services (source: U.S. Conference of Mayors, Jan. 20, 2016). Growing congestion and reduced travel reliability, along with deteriorating infrastructure, threaten the ability of regions and the nation to compete globally. Metropolitan areas must play a stronger role in the nation's

transportation programs, both in the authority to direct investment and demonstrate accountability for the system's performance. **DRCOG supports transportation legislation that addresses metropolitan mobility and accessibility issues, specifically with consideration for the following:**

- Enable major metropolitan areas to establish and implement overarching plans for mobility and accessibility with focus on:
 - Increased accessibility, modal choices and seamless transfers.
 - Elimination of traffic chokepoints and reduction of severe traffic congestion.
 - Strategies that manage transportation demand, provide transit service and implement nonmotorized methods of travel.
 - Strategies for accommodating inter-regional movement of people and goods within and through the metropolitan areas.
 - Fostering livable communities for people of all ages, incomes and abilities.
 - Promoting the urban infrastructure necessary to support high-density development around transit.
 - Performance metrics that extend beyond existing traffic congestion and motor vehicle emissions measures and consider vehicle miles traveled, reduction, economic development, environmental sustainability, global competitiveness, accessibility, etc.
- Fold Complete Streets policies into the metropolitan planning process so that transportation agencies routinely consider designing and operating the entire right of way to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children and people with disabilities.

Energy efficiency and environmental sustainability

Transportation plays a key role in achieving energy independence and addressing some of the nation's environmental concerns. In the United States today, more than 60 percent of every barrel of oil is used by the transportation sector, and transportation sources accounted for 26 percent of total U.S. greenhouse gas emissions in 2016 (source: U.S. Environmental Protection Agency website). The competitiveness of our economy, the health of our citizens and the strength of our national security depend on reducing our reliance on and consumption of fossil fuels. **DRCOG supports strategies to reduce fossil fuel use and greenhouse gas emissions by the transportation sector.**

- Expand investment in research and development for alternative fuels, new clean fuel technologies, more efficient vehicles and new ideas and technologies for transporting people and goods.
- Incentivize rapid conversion to more fuel-efficient and lower-emission vehicles or retrofits.
- Increase incentives for environmentally friendly replacement transportation fuels.
- Incentivize regions to more closely link land use and transportation infrastructure to reduce transportation energy consumption, increase nonvehicle transportation options and reduce vehicle miles traveled, through techniques including scenario planning and investments in projects that improve accessibility.
- Add public transit projects that enhance mobility, convenience and/or reliability to the exempt project list for Clean Air Act purposes; these types of improvements increase in importance in situations where conformity cannot be attained.

Project delivery and planning

The scope and complexity of transportation planning has increased significantly, including new performance-based planning requirements, rapidly changing vehicle technology, and changing job access and mobility needs. Efforts to streamline project planning and delivery are important but must be balanced against appropriate levels of regional and local coordination and environmental assessment.

DRCOG supports the following policies that promote efficiency, stability and reliability of funding, project delivery and planning:

- Allow MPOs to directly contract with subrecipients for non-infrastructure projects using Federal funds.
- Continue to streamline project delivery and National Environmental Policy Act processes without compromising environmental or public participation values.
- Enhance and strengthen the cooperative, collaborative partnerships required under current legislation with all transportation planning partners.
- Support publication and dissemination of performance measurement results and analyses and widespread distribution of, and education about, the conditions of the transportation system.
- Increase the authority of MPOs to employ solutions at the regional level and provide regions and local governments the direct authority, flexibility, and funding to create a safe and efficient transportation system.
- Provide maximum flexibility so that comparatively minor changes to the planned or programmed highway and transit network do not require a full air quality conformity analysis at taxpayer expense.

DRCOG support clarifying and enhancing the role of the metropolitan planning organization.

- The metropolitan planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas. In many cases, MPOs provide the only regional, multimodal transportation plans that link transportation to land use, growth and air quality. Through the MPO process, local governments, in cooperation and collaboration with state and local transit operators, determine the best mix of transportation investments to meet the long-term transportation needs of a metropolitan area. **This important role must be strengthened to make metropolitan transportation planning successful.**
- The FAST Act requires adequate regional financial forecasts be developed with the cooperation and collaboration of the state, MPO and public transit agency for use in preparing transportation plans. However, “collaboration, cooperation and consultation” are poorly defined in the context of developing such financial forecasts. States are given wide discretion in how and when those estimates of revenues are to be provided and allowing for various interpretations of the regulations. **DRCOG supports:**
 - Expanding regulations to require all three entities (DRCOG, the Regional Transportation District and the Colorado Department of Transportation) to agree upon procedures governing the projection of future revenue estimates.
 - Requiring all three agencies to agree upon distribution of estimated revenues.
 - Establishing an external appeals process to the U.S. Department of Transportation if there is disagreement among the parties regarding estimate procedures and revenues.

- The FAST Act similarly requires cooperative project selection and prioritization for the TIP. **DRCOG supports:**
 - Expanding current regulations to require all three entities to agree upon procedures governing project selection and prioritization for transportation planning and there should be consequences for not following these procedures.
 - As part of the normal memorandum of agreement between an MPO, state Department of Transportation and local transit agency, requiring the three entities to cooperatively establish a process for addressing project cost overruns.
 - Requiring revenue suballocation to transportation management areas (MPOs representing populations greater than 200,000) to be based on the total population within the MPO boundary.
 - Establishing a population-based air quality severity formula for suballocating Congestion Mitigation and Air Quality funds within a state and requiring suballocation of Congestion Mitigation and Air Quality funds to non-attainment MPOs representing populations greater than 200,000 on the basis of the total populations within the MPO boundary.
- DRCOG views transportation demand management principles and practices as increasingly important elements of the region's long-range transportation planning strategy. **DRCOG supports actions that minimize the barriers to the use of alternatives to the single-occupant vehicle and encourage changes to normal work patterns to avoid peak traffic conditions. DRCOG also supports efforts to provide incentives to employers, schools, rideshare agencies and individuals to encourage alternative transportation use.**

Environment

Water conservation. Water is a particularly scarce resource in the Denver region and the western United States, and a key consideration in planning for future growth and development. Recognizing this fact, the DRCOG Board of Directors added a water conservation element to Metro Vision, the Denver region's long-range plan for growth. The element calls on the region to maximize the wise use of limited water resources through efficient land development and other strategies, and establishes a goal of reducing regional per capita water consumption. **DRCOG therefore supports federal policies and investments that contribute to local and regional water conservation efforts.**

Water quality. Local governments in the Denver region face increasingly complex water quality challenges in an environment unique to the arid West but without the resources to respond to them appropriately. Reauthorization of the Clean Water Act could provide local governments and regional water quality planning agencies the additional planning, financing and regulatory tools needed to address our growing water quality challenges. **As the legislative process proceeds in these areas, there are a number of issues of concern to DRCOG that Congress can address.**

Integrated planning. DRCOG supports an integrated approach to water quality, tying together the management of point sources, nonpoint sources and stormwater through the involvement of the various stakeholders.

Regional planning. The Clean Water Act recognizes the importance of planning to address the challenges associated with both point and nonpoint source pollution. The regional planning provided for in the act is even more critical, given the growing emphasis on watershed approaches. **Congress should maintain and strengthen the regional planning process as the key component of the watershed approach. The planning funds provided under section 604(b) need to be increased to assist responsible parties in meeting the expanding responsibilities that accompany implementation of a watershed planning and management approach.**

Infrastructure funding. Colorado and the nation are at a critical juncture regarding water and wastewater infrastructure. There are significant needs for new treatment plants and upgrades to existing plants. Local governments already shoulder a significant portion of water and wastewater capital investment. **Increased funding for infrastructure investment as well as the provision of greater flexibility of these funds will allow states and local governments to determine the best use, according to local prioritization of needs.**

Good Samaritan protection. Abandoned and inactive mines present a serious risk to the quality of nearby water supplies. Lack of adequate funding for reclamation and the potential liability for good Samaritans are serious obstacles that have prevented cleanup of many of these sites. **DRCOG supports federal funding for reclamation activities. DRCOG also supports legislation encouraging federal, state, tribal and local governments, as well as mining companies and nonprofit groups that have no prior ownership or responsibility for an abandoned mine, to clean up an abandoned or inactive mining site by granting them liability protections under several environmental statutes, including the Clean Water Act.**

Superfund. DRCOG is concerned that a number of Superfund issues have become serious problems in recent years while the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) has been awaiting reauthorization. **DRCOG urges Congress to address the following issues individually or as part of a comprehensive reauthorization.**

- **Liability protection.** Under current law and regulation, parties interested in cleaning up a Superfund site may decide not to pursue remediation efforts for fear of being held liable for preexisting problems. Lengthy cleanup delays have occurred in our region and elsewhere while parties litigate over responsibility. DRCOG supports federal funding for cleanup activities. **DRCOG supports legislation and regulations encouraging parties that have had no prior ownership or responsibility for a site to clean up the site by granting them liability protections under several environmental statutes, including the Superfund law. DRCOG also supports limiting liability when a party has complied with applicable environmental laws at the time of disposal to further the goal of timely and cost-effective cleanup of Superfund sites.**
- **Community participation.** Local governments often face significant community and neighborhood concerns regarding contaminated sites. Public involvement in the assessment, planning and cleanup for such sites is an important aspect of efforts to bring these sites to a safe condition. **Provisions that assist local governments in establishing and funding formal mechanisms for citizens to participate in the cleanup and land-use decision-making process are appropriate and necessary.**

- **Funding for cleanup.** DRCOG is concerned that the federal government not reduce its commitment to assist with clean-up and redevelopment of these sites. **DRCOG supports the creation of new mechanisms to fund cleanup to the extent they are sufficient to make significant progress toward the act's goals. Allocation of cleanup costs among responsible parties should be according to the proportion of contamination caused by each.**
- **Health risk criteria.** The safety and health of populations exposed to pollution associated with Superfund sites is a primary concern related to potential redevelopment. Health risk-based criteria are necessary to guide these efforts. **These criteria must reflect the intended reuse of a site and the risks to special populations including children, the elderly and those already disproportionately exposed to pollution. Risk-based standards specific to Superfund clean-up are needed to promote redevelopment of contaminated sites while protecting human health and the environment.**

Brownfields. Redevelopment of brownfields is important for economic development and environmental and public health and safety in many areas within the Denver region. This is a specific issue related to CERCLA that is of particular significance and should be pursued separately, if inaction on the Superfund reauthorization continues. There are approximately 250 brownfields, former industrial and commercial sites, in both urban and rural areas throughout the Denver region. The redevelopment of brownfields is consistent with DRCOG's Metro Vision, which supports infill and redevelopment within the region. **DRCOG supports federal actions including increased funding to encourage the redevelopment of brownfields. DRCOG urges Congress to prioritize funding for projects that go beyond remediation and redevelopment of individual sites to focus on broader planning and economic development efforts, such as projects that incorporate brownfield remediation and redevelopment into larger infill development efforts.**

Intergovernmental cooperation. All levels of government – federal, state, local and regional – play an important role in providing critical services and implementing programs for the benefit of their residents. Legislative bodies and executive agencies at the federal and state levels should respect the roles and responsibilities of local governments and regional entities. DRCOG supports cooperation among federal, state, local and regional entities in developing and implementing new programs and improved approaches to service provision.

Intergovernmental Relations

Federal/regional relations. The region is the nexus of local, state and federal issues and economic activities. DRCOG convenes parties of interest on intergovernmental issues, providing the necessary forum for their resolution, and facilitating a negotiated outcome. **DRCOG urges Congress, when new legislation is proposed and existing legislation is reauthorized, to identify and use regional agencies as critical partners in the implementation of such legislation, including the planning for and delivery of services.**

Regional service delivery. The federal government plays an important role in setting standards and priorities for the funding of public services and programs administered at the state, regional and local levels. **When making such funding and programmatic decisions, it is essential to consider the most appropriate level of government for delivery of such public services.**

State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve the desired efficiencies and cost-effectiveness. Further, some programs, such as transportation, air quality and water quality, that address issues crossing local political boundaries, are most appropriately and effectively addressed at the regional level. Regional programs also often benefit from economies of scale. The collaborative partnerships of regional approaches can provide more cost-effective services and programs for users and clients. **DRCOG urges Congress to use existing regional service delivery systems.**

Principles for implementation. New programs or changes to existing programs must at least maintain the existing level of services and provide adequate administrative funds for implementation. Otherwise, there is a shift in responsibility without adequate funds for the services to be provided or programs administered. As such, it is important to treat the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs. **A consultative process among the federal, state, local and regional agencies must be in place before any changes are made to services currently being delivered at local or regional levels.**

ATTACH L

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
January 16, 2019	Informational Item	20

SUBJECT

January 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 January 2019 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 (January 2019)

ADDITIONAL INFORMATION

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

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **January 2019 Administrative Modifications to the 2018-2021
Transportation Improvement Program**

Date: January 16, 2019

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.
- 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

- **2007-079: Region 1 Bridge-Off System Pool**
 - Add funding and pool projects
- **2008-076: Region 1 FASTER Pool**
 - Add pool project
- **2008-103: Region 1 FASTER Bridge Enterprise Pool**
 - Add and remove pool projects

2007-079: Add three new pool projects (one transferred from the 2016-2021 TIP) and associated funding and adjust the funding amount for one project

Existing

Title: **Region 1 Bridge Off-System Pool**

Project Type: **Bridge**

TIP-ID: **2007-079**

STIP-ID: **SR17001**

Open to Public:

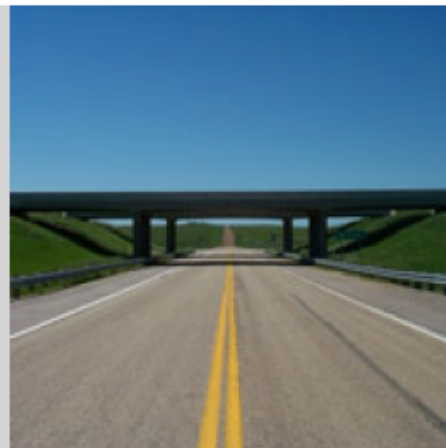
Sponsor: **CDOT Region 1**

Project Scope

The Bridge Off-System Pool funds off-system bridge projects throughout CDOT Region 1.

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)
Dartmouth Ave	@ S Platte River	\$1,565	Rio Grande St	@ Slaughterhouse Gulch	\$408	112th Ave	@ Fulton Ditch	\$500
88th Ave	@ Wolf Creek	\$100	Hudson Rd	@ Coyote Run	\$486	Potomac St	@ O'Brien Canal (partial replacement)	\$760
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (BRO)		\$0	\$0	\$0	\$0			
State		\$2,557	\$1,260	\$0	\$0			
Local		\$639	\$1,140	\$0	\$0			
Total	\$559	\$3,196	\$2,400	\$0	\$0	\$0	\$6,155	

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)
Dartmouth Ave	@ S Platte River	\$1,392	Hudson Rd	@ Coyote Run	\$486	Chambers	@ Sand Creek Bridge (Aurora)	\$214
88th Ave	@ Wolf Creek	\$100	112th Ave	@ Fulton Ditch	\$500	Wilcox Bridge	Castle Rock	\$94
Rio Grande St	@ Slaughterhouse Gulch	\$408	Potomac St	@ O'Brien Canal (partial replacement)	\$760	County Rd 34	@ First Creek	\$380
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (BRO)		\$0	\$0	\$0	\$0			
State		\$2,557	\$2,297	\$0	\$0			
Local		\$639	\$1,140	\$0	\$0			
Total	\$559	\$3,196	\$3,437	\$0	\$0	\$0	\$7,192	

2008-076: Add one pool project using allocated funding

Existing

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Pool contains safety-related improvements and upgrades based on the new FASTER-Safety funding program (Colorado Senate Bill 108) in CDOT Region 1.

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)
SH-75 and Mineral Ave	Curb ramp and BIP crossing improvements	\$200	US-85	I-76 to 168th	\$1,443	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000
SH-95 Intersection Improvements	64th Ave	\$851	I-70 between MP 252 & 255	Median Barrier	\$2,000	SH-40 and SH-121	Signal Improvements	\$900
SH-121/72nd Ave	Right turn accel lanes	\$951	SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300
Cable Median Barrier	104th to 168th Ave	\$2,000	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harian	Roundabouts - design	\$500	I-70: 32nd to 44th	guardrails	\$220
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	VMS for I-25 south of Denver	VMS installation	\$500	South Federal Blvd	safety improvements	\$300
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 16th, 44th, 38th, 1st	\$1,500
FASTER Safety Design		\$4,000	Aurora Signal Package	I-70 at Tower	\$600	SH83	Mississippi to Colorado	\$3,500
SH-2 Traffic Signal Upgrades		\$440	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	SB I-225 Parker Rd Ramp	safety project	\$2,000
I-70-A Pecos	Roundabout Improvements	\$700	Ramp Metering	I-76	\$1,500			
Wadsworth	Right Turn Lane Extensions	\$1,621	US-285/SH-30	Resurfacing	\$1,400			

Amounts In \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$21,950	\$19,616	\$22,500	\$22,200		
Local		\$0	\$0	\$0	\$0		
Total	\$23,148	\$21,950	\$19,616	\$22,500	\$22,200	\$0	\$109,414

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-75 and Mineral Ave	Curb ramp and B/P crossing improvements	\$200	US-85	I-76 to 168th	\$1,443	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000
SH-95 Intersection Improvements	64th Ave	\$851	I-70 between MP 252 & 255	Median Barrier	\$2,000	SH-40 and SH-121	Signal Improvements	\$900
SH-121/72nd Ave	Right turn accel lanes	\$961	SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300
Cable Median Barrier	104th to 168th Ave	\$2,000	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	I-70: 32nd to 44th	guardrails	\$220
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	VMS for I-25 south of Denver	VMS Installation	\$500	South Federal Blvd	safety improvements	\$300
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st. SH95@14th, 16th, 44th, 38th, 1st	\$1,500
FASTER Safety Design		\$4,000	Aurora Signal Package	I-70 at Tower	\$600	SH83	Mississippi to Colorado	\$3,500
SH-2 Traffic Signal Upgrades		\$440	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	SB I-225 Parker Rd Ramp	safety project	\$2,000
I-70-A Pecos	Roundabout Improvements	\$700	Ramp Metering	I-76	\$1,500	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200
Wadsworth	Right Turn Lane Extensions	\$1,621	US-285/SH-30	Resurfacing	\$1,400			

2008-103: Add two pool projects, remove five pool projects, and revise project name and funding amount of one project. Move a portion of FY 2019 funding to FY 2020

Existing

Title: **Region 1 FASTER Bridge Enterprise Pool**

Project Type: **Bridge**

TIP-ID: **2008-103**

STIP-ID: **SST8000**

Open to Public:

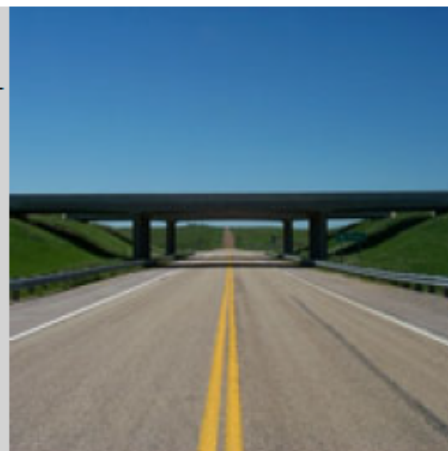
Sponsor: **CDOT Region 1**

Project Scope

Pool contains bridge-related improvements and repairs based on the new FASTER Bridge Enterprise funding program (Colorado Senate Bill 108) in CDOT Region 1.

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-70	Over UPRR	\$11,934	I-70 Frontage Rd	Over Clear Creek	\$3,910	Central 70	(see TIP ID 2016-003)	
York St	Over I-270	\$17,380	County Rd	Over I-70	\$7,296	I-70 Bridges	Design	\$4,000
I-70 WB	Over US 6, Clear Creek	\$30,000	US-36	Over Draw	\$3,379			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$17,000	\$57,399	\$0	\$0		
State (TCC)		\$0	\$500	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$3,000	\$17,000	\$57,899	\$0	\$0	\$0	\$77,899

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)
I-70 WB Over US 6	Clear Creek (Floyd Hill)	\$500	I-70 Bridges	Design	\$4,000	Design		\$5,000
Central 70	(see TIP ID 2016-003)		I-76 over Clear Creek	WB-NB	\$7,000			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$17,000	\$37,399	\$20,000	\$0		
State (TCC)		\$0	\$500	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$3,000	\$17,000	\$37,899	\$20,000	\$0	\$0	\$77,899

ATTACH M

High Plains Trail connection moves forward

Project will connect north Parker to Aurora, span three cities

NICK PUCKETT | Longmont Times-Call

December 18

A trail connection project nearly 20 years in the making finally has its initial funding.

The High Plains Trail connection is a project to connect the existing trail along E-470, to Kings Point in Aurora. Parker Town Council passed Ordinance No. 5.82 at its Dec. 3 meeting, which approves the first phase of an intergovernmental agreement between Arapahoe County and the Town of Parker. The agreement is a “phased” or “rolling” IGA, according to Dennis Trapp, of the Parker Parks and Recreation Department, meaning it will be amended within the next year or two to address the design and construction of the trail.

This phase of the IGA addresses funding for the conceptual design and 30 percent engineering design for segments 1, 2 and 4. Segment 3 will be the responsibility of Kings Point developers.

“It is a critical regional trail connection,” Trapp said.

The cost for this portion is about \$200,000, which will be shared evenly between Parker and Arapahoe County. As the project continues, Douglas County and the City of Aurora will be brought in as part of the IGA to share additional funding for design, construction and long-term maintenance.

Parker Parks and Recreation will be seeking a Great Outdoors Colorado funding grant next year of about \$2 million. The department has already secured nearly \$500,000 from the E-470 authority and \$2 million in funding from the Denver Regional Council of Governments' Transportation Improvement Program (DRCOG TIP).

DRCOG TIP identifies all current federally funded transportation projects to be completed in the Denver region over a four-year period, according to the organization's website, www.drcog.org. Councilmember John Diak said this project was the highest-rated trail DRCOG TIP project.

Councilmember John Diak touted the project for its intergovernmental connection. The connection will eventually involve eight government agencies.

“This is the United Nations of trail projects,” Diak said. The IGA was “the final testament to this connection, and I can only hope it gets done quick.”

Councilmember Josh Martin recounted working on the project in 2013 and said then it seemed like a “pie in the sky idea.” Trapp responded, reminiscing that this was one of the first projects that came across his desk in 1998, that this was a 20-year odyssey.

“It's a credit to everybody sticking with this because these connections are so important to our trail networks,” Martin said.

Lafayette, Louisville to partner on funding to build 'quiet' railroad crossings

ANTHONY HAHN | Longmont Times-Call

December 29

Lafayette and Louisville are poised to partner on a several hundred thousand dollar effort to quiet the decibel booms familiar to those living near the county's railroad crossings.

The project — known colloquially as "quiet zones" — will focus funds on BNSF railroad crossings at Pine Street, Griffith Street and South Boulder Road in Louisville and Baseline Road in Lafayette, according to planning documents; a fifth, at Louisville's Dillon Road crossing, will be covered solely by the respective city.

The structural makeup of these zones often are hard to broadly define, officials say, with most customized to fit the needs of a specific location. Though they typically involve four-quadrant gates — they're better at stopping people from driving around the traditional two crossing arms, officials say — and electronic notification systems.

The zones' existence will not necessarily guarantee surrounding residents peace of mind; train operators still have the option to sound the horns if they see something on or near the tracks, or otherwise believe that a potentially dangerous situation exists ahead, officials say.

Lafayette is scheduled to approve its side of an intergovernmental agreement — roughly \$150,000 for construction costs — next week, capping a joint effort that city officials say has been nearly three years in the making.

The issue was first raised in a 2016 joint session between the cities' governing bodies, followed by Louisville staff securing federal funding through the Colorado Department of Transportation and the Denver Regional Council of Governments.

Consulting firm Felsburg, Holt and Ullevig was selected in early 2017; Lafayette's City Council approved an initial IGA with Louisville for shared design costs in February 2017.

Neighboring Boulder and Longmont both have mulled their own quiet zone funding, albeit with significantly wider margins. In 2016, Boulder explored how much it would cost the city to install a variation of quiet zones at its nine crossings.

Kathleen Bracke, manager of the city's Go Boulder transit program, said at the time that early estimates suggested it would cost about \$5 million to create quiet zones at each of the nine crossings.