AGENDA
BOARD OF DIRECTORS
WEDNESDAY, SEPTEMBER 18, 2019
6:30 – 8:45 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 Community Spotlight
   • City of Lakewood
   • City of Longmont
6. 6:55 Report of the Chair
   • Report on Performance and Engagement Committee
   • Report on Finance and Budget Committee
7. 7:00 Report of the Executive Director
8. 7:10 Public Comment
   Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

CONSENT AGENDA
9. 7:30 Move to Approve Consent Agenda
   • Minutes of August 21, 2019
     (Attachment A)

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.
ACTION ITEMS

10. 7:35 Discussion of 2020 Human Service Transportation (HST) Set-aside program funding
(Attachment B) Matthew Helfant, Senior Planner, Long Range Transportation Planning

11. 7:45 Discussion of Proposition CC
(Attachment C) Rich Mauro, Senior Policy & Legislative Analyst and Ed Bowditch, Bowditch & Cassell Public Affairs

INFORMATIONAL BRIEFINGS

12. 8:00 Briefing on Mobility Choice Blueprint Advanced Mobility Partnership
(Attachment D) Jacob Riger, Manager, Long Range Transportation Planning

13. 8:15 Briefing on Regional Transportation District’s First/Last Mile Strategic Plan
(Attachment E) Matthew Helfant, Senior Transportation Planner, DRCOG; and Paul DesRocher, RTD

14. 8:35 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
A. Report from State Transportation Advisory Committee – 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 from E-470 Authority – Bob Roth
G. Report on FastTracks – Bill Van Meter

INFORMATIONAL ITEMS

15. 2020-2023 Transportation Improvement Program Administrative Amendments
(Attachment F) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

16. DRCOG Scorecard report
(Attachment G) Jerry Stigall, Director, Organizational Development

ADMINISTRATIVE ITEMS

17. Next Meeting –October 16, 2019

18. Other Matters by Members

19. 8:45 Adjourn
### CALENDAR OF FUTURE MEETINGS

**September 2019**

<table>
<thead>
<tr>
<th>Date</th>
<th>Meeting Name</th>
<th>Time</th>
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<tbody>
<tr>
<td>17</td>
<td>Regional Transportation Committee</td>
<td>8:30 a.m.</td>
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<tr>
<td>18</td>
<td>Finance and Budget Committee</td>
<td>6:00 p.m.</td>
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<td>18</td>
<td>Board of Directors</td>
<td>6:30 p.m.</td>
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<tr>
<td>20</td>
<td>Advisory Committee on Aging</td>
<td>Noon – 3 p.m.</td>
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<td>23</td>
<td>Transportation Advisory Committee</td>
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**October 2019**

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<thead>
<tr>
<th>Date</th>
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<tr>
<td>2</td>
<td>Board Work Session</td>
<td>4:00 p.m.</td>
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<tr>
<td>15</td>
<td>Regional Transportation Committee</td>
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<tr>
<td>16</td>
<td>Performance and Engagement Committee</td>
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**November 2019**

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<thead>
<tr>
<th>Date</th>
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<tr>
<td>6</td>
<td>Board Work Session</td>
<td>4:00 p.m.</td>
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<tr>
<td>6</td>
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*Start time for this meeting is approximate. The meeting begins at the end of the preceding Board Work Session*
MINUTES
BOARD OF DIRECTORS
WEDNESDAY, AUGUST 21, 2019

Members/Alternates Present

John Diak, Vice Chair  Town of Parker
Jeff Baker  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
George Teal  Town of Castle Rock
Tammy Maurer  City of Centennial
Steve Conklin  City of Edgewater
Linda Olson  City of Englewood
Daniel Dick  City of Federal Heights
Lynette Kelsey  Town of Georgetown
Jim Dale  City of Golden
Stephanie Walton  City of Lafayette
Jacob LaBure (Alternate)  City of Lakewood
Larry Strock  Town of Lochbuie
Wynne Shaw  City of Lone Tree
Joan Peck  City of Longmont
Ashley Stolzmann  City of Louisville
Joyce Palaszewski  Town of Mead
Julie Duran Mullica  City of Northglenn
Sally Daigle  City of Sheridan
Sandie Hammerly  Town of Superior
Jessica Sandgren  City of Thornton
Herb Atchison  City of Westminster
Bud Starker  City of Wheat Ridge
Adam Zarrin  Governor’s Office
Rebecca White  Colorado Department of Transportation
Bill Van Meter  Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Connie Garcia, Executive Assistant, DRCOG; Melanie Sloan, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Kathleen Bracke, Boulder; Sarah Grant, Broomfield; Brad Boland, Castle Rock; Joe Wilson, Commerce City; Justin Begley, Denver; Nancy York, Jefferson County Open Space; Brook Svoboda, Northglenn; Kent Moorman, Thornton; Danny Herrmann, CDOT; Jennifer Cassell, Ed Bowditch, Bowditch & Cassell Public Affairs; Matthew Downey, Holly Buck, FHU; Tim Harris, WSP; and DRCOG staff.

Vice Chair John Diak called the meeting to order at 6:31 p.m. with a quorum present.

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

Community Spotlight
Brook Svoboda, City of Northglenn, provided an overview of events and activities underway in the city.

Lakewood and Longmont are the next two communities in the spotlight.

Report of the Chair
• Executive Director Rex noted the action items on this evening’s agenda were recommended for approval by the Regional Transportation Committee. Mr. Rex also noted the committee confirmed the TDM/nonmotorized and business/economic development seats on the Transportation Advisory Committee.
• Director Stolzmann reported the Performance and Engagement Committee discussed the tool and schedule for the Executive Director’s evaluation. The survey will be distributed to Board members on September 9.
• Director Flynn reported the Finance and Budget Committee approved contracts for the Area Agency on Aging, transportation planning funds and the Way to Go program.
• Vice Chair Diak presented a Five-Year service award to Ashley Stolzmann, City of Louisville.

Report of the Executive Director
• Executive Director Rex reminded members the Board workshop attendees the Friday afternoon sessions begin at 2:00. Staff has received over 20 community posters.
• There will be a work session on September 4 at 4 p.m. Presentations will be made by Regional Transportation District and the Front Range Passenger Rail.
• The fall Citizen’s Academy deadline for applications is this Friday, August 23. Sessions begin on Tuesday, September 17.
• The next Metro Vision Idea Exchange is scheduled for September 5.
• The Small Communities/Hot Topics session is scheduled for Thursday, September 26. The topic is How to Play in the Smart City Game.
• An announcement was placed at members’ seats regarding a grant funding opportunity through the Rose Foundation to advance age-friendly communities work in the region.
• There will be a call for projects in early September for the non-MPO communities to apply for TIP funding through the Multimodal Options Fund.
• Mr. Rex played a video created and produced in-house at DRCOG on the Regional Vision Zero plan.

Public comment
No public comment was received.

Move to approve consent agenda
Director Atchison moved to approve the consent agenda. The motion was seconded and passed unanimously.
Items on the consent agenda included:
- Minutes of the July 17, 2019 meeting

Discussion of a resolution to adopt the 2020-2023 Transportation Improvement Program
Todd Cottrell, Senior Transportation Planner, provided a brief overview of the Draft TIP and associated air quality conformity determination documents.

Director Williams moved to adopt a resolution approving the 2020-2023 Transportation Improvement Program, and the associated air quality documents, DRCOG CO and PM10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination. The motion was seconded and passed unanimously.

Discussion of eligibility rules and evaluation process for selecting non-infrastructure (marketing, outreach and research) projects to be funded through the TDM Services set-aside of the 2020-2023 Transportation Improvement Program (TIP)
Steve Erickson, Director, Communications & Marketing, provided information on the rules and evaluation process for selecting non-infrastructure projects in the subject set-aside. He noted both the Transportation Advisory Committee and Regional Transportation Committee have recommended approval.

Director Atchison moved to adopt the eligibility rules and evaluation process for selecting non-infrastructure (marketing, outreach, and research) projects to be funded through the TDM Services set-aside of the 2020-2023 Transportation Improvement Program (TIP). The motion was seconded and passed unanimously.

Update on RTD’s Regional Bus Rapid Transit (BRT) Feasibility Study
Holly Buck, FHU, provided the Directors an update on RTD’s Regional BRT Feasibility Study. RTD is exploring opportunities for BRT implementation, based on existing and anticipated travel demands. The primary goals are to identify and prioritize corridor-based or fixed-guideway BRT projects with RTD’s service area.

AAA Brief – “Aging in Denver Region – Demographics and Needs”
Jayla Sanchez-Warren, Area Agency on Aging (AAA) Director, and Brad Calvert, Regional Planning & Development Director, provided information on expected growth in the region’s older population, and what the demographic shift means for meeting needs for older adults in the Denver metro area in the future.

Metro Vision 2020 – A retrospective analysis of goals and accomplishments
Brad Calvert provided an overview of Metro Vision 2020 and progress made toward the region’s aspirations as detailed in the original plan. This information will be included in a detailed overview of the Mile High Compact at the Board workshop.

Committee Reports
State Transportation Advisory Committee – Director Partridge announced Heather Paddock has been appointed director of Region 4. The committee received a presentation by Front Range Passenger Rail and the Statewide Plan.
Metro Mayors Caucus – Director Atchison reported the group received presentations on Proposition CC, from Building a Better Colorado, Prosper Colorado, and on building workforce housing. Director Starker reported on the Flex Fund, a project of Metro Mayor’s Caucus Housing, Hunger, and Homelessness Committee. It’s a small grant program that provides funds to help families obtain and keep housing.

Metro Area County Commissioners – No report was provided.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the committee received the same presentation provided to the Board in July. The committee received a presentation on the Accountable Health Communities (AHC) program. Ms. Sanchez-Warren noted she, AJ Diamontopoulos (AHC project manager) and Mickey Ferrell will be traveling to Washington DC.

Regional Air Quality Council – Doug Rex reported the RAQC received a 2019 Ozone season update. The Denver region will be moved up to serious non-attainment status for the 2008 standard. The group received an update on the strategic planning exercise, Regulation 20, Zero Emission Vehicle standard. The group also received a presentation on hydrogen fuel cell technology.

E-470 Authority – Director Teal reported the Authority approved several IGAs and a roadway widening contract. The Board considered a HazMat route analysis task order, to study adding E-470 as a HazMat route. There was discussion of releasing an RFP for toll plaza redevelopment.

Report on FasTracks – Director Van Meter reported the committee received presentations similar to those presented to the DRCOG Board.

Next meeting – September 18, 2019

Other matters by members
No other matters were discussed

Adjournment
The meeting adjourned at 8:45 p.m.

_________________________________
John Diak, Vice Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

_________________________________
Douglas W. Rex, Executive Director
To: Chair and Members of the Board of Directors  
From: Douglas W. Rex, Executive Director  
303-480-6701 or drex@drcog.org

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
<th>Agenda Item #</th>
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<tr>
<td>September 18, 2019</td>
<td>Action</td>
<td>10</td>
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SUBJECT
Calendar year 2020 Human Service Transportation (HST) Set Aside Program of the 2020-2023 Transportation Improvement Program (TIP).

PROPOSED ACTION/RECOMMENDATIONS
Staff recommends approval of the 2020 HST projects as proposed by the CDOT/DRCOG Joint Call for Projects Peer Review Panel (“Panel”).

ACTION BY OTHERS
August 26, 2019 – TAC recommended approval  
September 17, 2019 – RTC will act on a recommendation

SUMMARY
In the summer of 2018, a set-aside of $4 million over four years for Human Service Transportation (HST) was adopted as part of the FY 2020-2023 TIP Policy. The new HST set-aside directly addresses the Board-adopted 2020-2023 TIP focus area of improving mobility infrastructure and services for vulnerable populations.

The HST set-aside provides a dedicated funding source to improve mobility for vulnerable populations, including older adults, low-income individuals, veterans, and individuals with disabilities. This set-aside is intended to complement FTA 5310 and Older Americans Act/Older Coloradans Act dollars by funding identified needs that are underfunded or underserved by those sources.

DRCOG conducted a joint call for projects with CDOT’s Division of Transit & Rail for the following two funding sources:

- FY 2020 Human Service Transportation (HST) set-aside (DRCOG), and
- FY 2020 Denver-Aurora Urbanized Area FTA 5310 (CDOT).

As part of this process, CDOT and DRCOG issued a call for applications using a single Notice of Funding Availability (NOFA) (Attachment 1) and a single application process through CDOT’s online portal called COTRAMS. Applications for both funding sources were evaluated by a Panel made up of DRCOG and CDOT staff plus staff from other agencies, including Mile High Connects, the Colorado Department of Public Health and the Environment, and Denver Veterans Services.

The Panel scored the projects based on the criteria shown in Attachment 1. Projects that scored the highest were recommended for funding and placed into the funding pot (FTA 5310 or HST) that was the best or only fit based on the project’s characteristics as compared to the eligibility criteria for each funding source.
The Panel has recommended funding projects with HST funds (Attachment 2) totaling
$902,507.70. DRCOG can use up to ten percent of the total funding amount ($1 million)
to cover administrative costs and will therefore use the remaining $97,492.30 to recoup
additional costs associated with administering the 16 projects funded through this new
program.

PREVIOUS DISCUSSIONS/ACTIONS
April 17, 2019 Board of Directors

PROPOSED MOTION
Move to approve the 2020 HST projects as proposed by the CDOT Joint Call for
Projects Peer Review Panel.

ATTACHMENTS
1. Notice of Funding Availability
2. Project Scoring and Recommendations

ADDITIONAL INFORMATION
If you need additional information please contact Douglas W. Rex, Executive Director, at
303-480-6701 or drex@drcog.org, or Matthew Helfant, Senior Planner, Long Range
Transportation Planning, at 303-480-6731 or mhelfant@drcog.org.
Notice of Funding Availability
CDOT/DRCOG Consolidated Call for Projects
Federal Transit Administration and
DRCOG HST-FASTER Set Aside Funds

April 2019

PART 1  Introduction

The Colorado Department of Transportation (CDOT) Division of Transit and Rail (DTR) and the Denver Regional Council of Governments (DRCOG) are issuing a Joint Notice of Funding Availability (NOFA), requesting applications for transit Capital, Operating and Mobility Management projects in the greater Denver region to be initiated in 2020.

CDOT has over $2.2 million available in Federal Transit Administration (FTA) Section 5310 Denver-Aurora funds (click on the link to see the map of the eligibility areas) and DRCOG has $1 million Transportation Improvement Program, Human Service Transportation (HST), Set Aside funds available for transit projects within the DRCOG MPO boundaries (click on the link to see the map of the eligibility areas). DRCOG’s HST Set Aside funds have been “swapped” for FASTER funds and maintain the eligibility criteria for FASTER funds (referred to herein as HST-FASTER Set Aside funds). Funds may be used for transit projects defined as Capital, Operating, and Mobility Management by the Federal Transit Administration (FTA) (see Part 3 for listing).

If selected for award, CDOT and DRCOG’s expectation is that applicants will begin implementing their project no more than six months after the announcement of an award.

Applications are due to CDOT through COTRAMS by 5:00 p.m. on Friday, June 10, 2019. Applications submitted after this deadline will not be accepted.

Applications will be submitted through COTRAMS, CDOT DTR’s online grant management system (see page 3 for further guidance). We recommend that you use Google Chrome when submitting your application.

Potential applicants are required to read the guidance provided herein, and submit the new applicant questionnaire to CDOT and DRCOG immediately if you have not received any transit funds from CDOT and DRCOG in the past three years.

Questions about this NOFA can be directed to the following CDOT and DRCOG representatives:

Jane Hickey, CDOT: (303) 757-9237 or jane.hickey@state.co.us
Kim Phi, CDOT: (303) 512-4055 or kim.phi@state.co.us
Qing Lin, CDOT: (303) 757-9973 or qing.lin@state.co.us
Matthew Helfant, DRCOG: (303) 480-6731 or mhelfant@drcog.org
PART 2  Nondiscrimination

The Colorado Department of Transportation, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

PART 3  Funding

Grant funds are valid for calendar year 2020, as made available through two transit programs administered by CDOT or DRCOG. The table below lists these funding sources and the estimated or anticipated amount available under each.

<table>
<thead>
<tr>
<th>Funding Program</th>
<th>Estimated Amount Available</th>
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<tbody>
<tr>
<td>CDOT FTA Section 5310: Seniors and Individuals with Disabilities Large Urban 5310 (Denver-Aurora)</td>
<td>$2,259,038</td>
</tr>
<tr>
<td>DRCOG HST-FASTER Set Aside Funds</td>
<td>$1,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$3,259,038</strong></td>
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PART 4  Applicant Eligibility

In most cases, CDOT DTR and DRCOG staff will determine which funding source is best suited to meet your request for the Capital projects. For Admin/Operating and Mobility Management projects, you will need to determine which funding source to apply for. CDOT and DRCOG staff will use the following applicant eligibility guidelines to make that determination. However, applicants can state their preference in the application for a certain source(s) for a particular project(s).

**Federal Section 5310 funds:**

Private nonprofit organizations, who provide specialized transportation service targeted toward meeting the needs of seniors and individuals with disabilities, are eligible applicants for the Section 5310 program.

Public entities are eligible if (a) the public entity has been named by the State (CDOT) as the coordinating body for specialized transportation in their area; or (b) the public entity certifies there is no available private nonprofit agency providing service. For some projects, eligible applicants also include a local government authority or an operator of public transportation.

In the Denver area, it would not be reasonable to assume there are no available private non-profit agencies providing service. In order for a public entity to be named by the State as the coordinating body for specialized transportation in their area, a request must be made to DTR in advance of
application submittal; it would be DTR’s expectation that such a public entity would be playing the lead role and working closely with all agencies in its area to coordinate services.

These specialized services do not have to be open door. However, all things being equal, a higher priority will be given to vehicles that will serve a wider population. Additionally, CDOT and DRCOG will not fund “residential” vehicles that are located at housing facilities and have a very limited usage and clientele.

Open door service refers to service that is made available to any elderly or disabled person who requests it, and is not limited to any particular client or membership group.

**HST-FASTER Set Aside funds:**

Applicants must meet the following criteria:

Operate open door demand response or fixed route service within the **DRCOG MPO boundaries**.

The proposed project must be derived from the DRCOG Coordinated Transit Plan (Appendix 6 of the **DRCOG 2040 Metro Vision Regional Transportation Plan** and the **DRCOG AAA Four Year Plan** or your local AAA’s most recent aging plan (Boulder and Weld Counties).

Applicant organizations must be prepared to be the party that takes full responsibility for carrying out the proposed project. The project sponsorship cannot be transferred or reassigned to another party without prior written approval from CDOT and DRCOG.

**PART 5 Project Eligibility**

Projects for FTA-5310 must be targeted toward meeting the transportation needs of seniors and individuals with disabilities, although they may be used by the general public on an incidental basis. It is not sufficient that seniors and individuals with disabilities are included (or assumed to be included) among the people who will benefit from the project.

For HST-FASTER Set Aside funds, DTR and DRCOG are prioritizing projects for operating assistance and rolling stock, including vehicle replacement and expansion.

**Eligible Capital Projects for FTA Section 5310 and HST-FASTER Set Aside funds include, but are not limited to:**

1. Rolling stock and related activities for Section 5310-funded vehicles and/or vehicles that are used for services funded by Section 5310 or HST-FASTER Set Aside:
   a. Acquisition of expansion or replacement buses or vans, and related procurement, testing, inspection, and acceptance costs;
   b. Vehicle rehabilitation or overhaul;
   c. Radios and communication equipment; and
   d. Vehicle wheelchair lifts, ramps, and securement devices.
2. Passenger facilities related to Section 5310-funded vehicles:
   a. Purchase and installation of benches, shelters, and other passenger amenities.

3. Support facilities and equipment for Section 5310-funded vehicles:
   a. Extended warranties that do not exceed the industry standard;
   b. Computer hardware and software;
   c. Transit-related intelligent transportation systems (ITS);
   d. Dispatch systems;
   e. Fare collection systems; and
   f. Service vehicles.

Eligible Mobility Management activities for FTA Section 5310 include:

1. Operating a transportation brokerage to coordinate service providers.
2. Providing information and referral services and/or resources.
3. Operating one call-one click systems and/or call centers.
4. Supporting local partnerships that coordinate transportation services, such as Regional Coordinating Council (RCC)/Local Coordinating Council (LCC).
5. Staffing for the development and implementation of coordination plans.
6. Providing travel training and trip planning activities.

Eligible Operating Expenses for FTA Section 5310 and HST-FASTER Set Aside include:

1. Those costs necessary to operate, maintain, and manage a transportation system. Operating expenses usually include such costs as driver salaries, fuel, and items having a useful life of less than one year.

PART 6      Local Match

All projects funded through these programs are required to have a sufficient local match. Capital and Mobility Management awards require a minimum local match of 20%, while Operating awards require local match of 50% of the net operating costs. Only net operating expenses—i.e., those expenses that remain after the provider subtracts operating revenues (e.g., farebox revenues) from eligible operating expenses—are eligible for assistance.

Local match may consist of any non-DOT federal funds, such as Medicaid, Older American’s Act funding, or other funds that may be used for transportation; local tax revenues; local general operating funds; donations; or in-kind goods and services.

DRCOG’s HST-FASTER Set-Aside may be used for FTA-5310 projects as local match. For proposed projects inside the DRCOG MPO boundaries, but outside the Denver-Aurora Urbanized Area Boundaries, applicants may propose using HST-FASTER Set-Aside match for an anticipated future FTA 5310 award (i.e., for rural or small urban area funds).
Local match may only be used once; for example, the same AAA funds may not be used for a 5310 grant application and a HST-FASTER Set Aside grant application. Local entities may choose to overmatch, meaning their portion of the total project budget may exceed 50% for operating and 20% for capital or mobility management projects.

Third-party in-kind goods and services may be used for up to 50% of the local share. If in-kind goods and services are being used for local match, they must have direct relevance to the project being matched and be contributed by a third-party. For example, volunteer driver hours may be used as part of the local match under 5310 operating if the volunteer drivers are providing service to seniors and persons with disabilities, valued at the same fair market value of hourly rate as other drivers.

Fuel contributed in lieu of funding is not considered in-kind when the fuel is used solely for the provision of transportation under one of the operating projects. The cost of the fuel is considered contributed income and may be used as cash local match.

Applications wishing to use in-kind goods and services must identify them in their budgets and provide documentation for the valuation of services. All valuations of services and in-kind fair market values must be documented and approved by CDOT prior to any contract being issued.

CDOT requires written letters of support and commitment from partners in a project that will need to make a commitment to the project (e.g., organizations providing some, or all, of the local match, providing land or right-of-way for a project, or agreeing to share a multimodal facility). Applicants should not submit general letters of support, however.

PART 7 Application Process

For this joint project call, the minimum project request is $25,000. There is no maximum request, but applicants should take into consideration the amounts available and CDOT’s preference to provide some geographic equity.

Applications must be submitted electronically through COTRAMS (https://cotrams.force.com/cdotcommunity/login), CDOT’s on-line grant management system. If you are a current and active CDOT subrecipient you should have a user ID and password for the website. If you have misplaced your user ID and password, contact system administrator Audrey Dakan immediately (audrey.dakan@state.co.us) so that she can reset your login credentials. If you are a current subrecipient and have not had access to the portal, please contact Audrey so that she can assist you.

If you are not a current subrecipient, you are required to complete a New Applicant Questionnaire prior to submitting an application. This questionnaire is intended to determine eligibility prior to submitting an application, as well as the agency’s ability to meet DTR’s threshold criteria for the grants. This questionnaire will also inform potential applicants of the requirements of this funding and indicate which funding programs might be the most appropriate. DTR and/or DRCOG may also arrange a phone call and possibly an on-site visit so that questions can be answered to make the application process
more clear. If it is determined you are eligible and meet threshold criteria, you will be given a COTRAMS ID and user name so that you can apply in COTRAMS; you’ll also be given COTRAMS training.

For Capital Projects:

CDOT and DRCOG offer two online Capital applications through COTRAMS for:

1. **Revenue Service Vehicles** grant requests. A revenue service vehicle is rolling stock (e.g., buses, vans) used in providing transit service for passengers.
2. **Facility/Other Capital Projects** grant requests.

Within those two general categories are subcategories into which each project must fit, as follows:

- **A. Revenue Service Vehicles**
  1) Replacement vehicle(s)
  2) Expansion vehicle(s)

- **B. Facility/Other Capital Projects**
  1) Facilities, equipment, engineering and environmental studies, vehicle rebuilds, service vehicles, and other

One Revenue Service Vehicle and one Facility/Other Capital Project application will be released to each current COTRAMS agency. If an applicant plans to submit requests for multiple revenue vehicle replacement projects, the applicant may bundle those replacement projects into one single application; requests for multiple replacement and expansion projects, though, must be submitted in two separate applications—one for replacements and one for expansions. **If you have questions regarding the Capital application or if you want to submit multiple applications, please contact Jane Hickey at (303) 757-9237 or jane.hickey@state.co.us.**

For Operating Projects:

CDOT and DRCOG offer one online Operating application through COTRAMS, which includes funds for the following two categories:

1. **FTA 5310 Operating for Specialized Transportation in the Denver-Aurora Large Urbanized Area** – this funding is to assist with an agency’s costs necessary to operate, maintain, and manage a specialized transportation services (including open and close door services) for seniors and persons with disabilities.
2. **DRCOG HST-FASTER Set Aside Operating Projects in the DRCOG MPO boundaries** – this funding is to assist with an agency’s costs necessary to operate, maintain, and manage fixed route services or a specialized open door demand response transportation service that focuses on vulnerable populations (seniors, persons with disabilities, veterans, low income, and other vulnerable populations).

One of each Operating Project application will be released to each current COTRAMS agency. If an applicant plans to submit requests for FTA 5310 Operating and DRCOG HST-FASTER Set Aside Operating, they must submit two separate applications. **If you have questions regarding the Operating application or if you want to submit multiple applications, please contact Kim Phi at (303) 512-4055 or kim.phi@state.co.us.**
For Mobility Management Projects:

CDOT and DRCOG offer one online fTA-5310 Mobility Management application through COTRAMS, which includes funds for the following types of service:

- Purchased transit services, operating a transportation brokerage, providing travel training and trip planning activities, staffing for the development and implementation of coordination plans, supporting local partnerships that coordinate transportation services (R/LCCs), operating one call-one click systems and/or call centers, and providing information and referral services and/or resources.

If you have questions regarding the Mobility Management application, please contact Kim Phi at (303) 512-4055 or kim.phi@state.co.us.

PART 8 Threshold (Minimum) Criteria

The applicant must have the financial and managerial capability and capacity to manage any funds awarded, as well as demonstrate that it has the resources necessary to operate the project on an ongoing basis. Federal and HST-FASTER Set Aside grants will be awarded on a reimbursement basis; that is, the award recipient must first incur costs before being reimbursed by CDOT or DRCOG, after submitting sufficient documentation of such costs. Therefore, the recipient must have the financial ability and cash flow to incur and pay such costs upfront and not expect immediate reimbursement from CDOT. The applicant must also be willing and able to follow federal and DRCOG guidelines in procurement, as well as other pertinent regulations and guidelines.

PART 9 Evaluation Criteria

All projects will be evaluated based on the criteria listed below. Projects will be evaluated based on the type of project—that is, based on whether they are rolling stock, facilities, equipment or studies, and, further, whether they are replacements or expansions. Please note that the sub-criteria will not be weighted equally and some will not be pertinent. For example, if a criterion has four sub-criteria, evaluators do not assign 25% weight to each; they are given flexibility in assigning scores. One exception is on replacement rolling stock scores, where there are metrics for comparing need. Also, some consideration may be given to geographical equity.

Capital Projects will be evaluated using the following metrics:

1. For Replacement of Revenue Service Vehicles:

   **Metric 1:** The vehicle’s State of Good Repair (SGR) - Age, Mileage, Usage, Readiness, including how the vehicle’s replacement is projected and prioritized within the agency’s or Group Asset Management Plans; higher mileage vehicles will be scored higher than lower mileage units;
Metric 2: Higher scoring will be awarded to applicants that can demonstrate a good state of repair through effective, documented, formal preventive maintenance programs or Transit Asset Management programs, and to those that have and follow a capital replacement plan;

2. For Expansion of Revenue Service Vehicles:

Metric 1: Demonstrated Need and Readiness: Higher scoring will be awarded to projects that clearly demonstrate the need for the expanded service in terms of documented ridership or need studies and community support, that demonstrate an effective business case and can demonstrate they are truly ready to implement the expansion;

Metric 2: Special Considerations: For vehicle requests, applicants with a lower fleet spare ratio, who have a capital replacement plan/asset management plan, who can show strong institutional commitment, and who can show a strong financial commitment (higher local match ratio), will be scored more strongly.

3. For Facilities, Design, and Equipment:

Metric 1: Readiness and Demonstrated Timetable: Higher priority will be given to those that are shovel ready (NEPA clearance finalized, at least 30% design completed, and site location selected and purchased), and to the completion of existing projects.

Metric 2: Project Purpose, Cost Savings, and Efficiency: Higher priority will be given to those projects that: have a high degree of local and regional support; well-developed and defensible business case, and support or provide significant transit operational and utilization benefits.

Metric 3: Special Considerations. Higher scoring in this area will be given to those projects that demonstrate they were developed in partnership with the local community. In the case of requests for the expansion of existing facilities, higher scoring will be applied if the project demonstrates the need for the facility and for growth in the program it supports. Agencies that adequately demonstrate institutional commitment, funding, financial capacity, and capability to sustain the service and project over time will be also be scored more strongly.

Operating and Mobility Management Projects will be evaluated based on:

1. Financial Need - Factors considered as a part of this criterion include:

   - lack of funding sources available to the applicant;
   - good faith efforts to obtain funds for the project from non-DOT sources;
   - economic condition of the applicant’s service area and/or clients served;
   - level and amount of local commitment to transit;
   - reasonableness of costs to operate and administer the project;
• amount of available revenue, including contract and earmarked funds; and
• portion of costs covered by local funds.

2. Service justification - Factors considered include:

• lack of appropriate public transportation alternatives;
• transit dependency of the population in the applicant’s service area, particularly the extent to which the proposed project serves elderly or disabled persons, persons without a car, or low income persons, veterans, and other vulnerable populations;
• extent to which the applicant provides service to other organizations; the numbers of riders and types of trips provided;
• size of an applicant’s service area; and
• other relevant factors, including congestion mitigation and air quality improvement.

3. Coordination/Effectiveness – This is the extent to which an applicant demonstrates that it has coordinated with other organizations to promote the service and reduce service duplication, overlapping service areas, and conflicts. The IAEC will also evaluate how the proposed/selected activities will advance efficiencies in, accessibility to, and/or the effectiveness of transportation services provided to seniors and individuals with disabilities. The coordination of services evaluation is separate from the threshold requirement for projects to be derived from a local human services transportation plan. Factors to be considered are:

• extent which coordination reduces operating expenses, number of vehicles used and lead time for passenger scheduling;
• extent to which the applicant works with community organizations (e.g., Chambers of Commerce, human service agencies) to promote the service and make it more efficient;
• lack of duplication or overlap with transit services provided by others;
• an applicant’s good faith efforts to coordinate with private for profit operators; and
• The performance measure(s) listed for each activity demonstrates its ability to improve your clients’ quality of life and can also indicate the quality of change that was produced by your activity.

PART 10  Selection Methodology

A selection committee made up of staff of CDOT (DTR, DTD, the Policy and Government Relations Office, Office of Civil Rights) and DRCOG, including other outside neutral organizations, will evaluate and score applications. A recommended FTA Section 5310 project list will be presented to the DTR director for approval while the DRCOG HST-FASTER Set Aside project list will be approved by the DRCOG Board. After approval, CDOT and DRCOG will take all the steps necessary to set up the projects internally and budget them. Then DTR will begin scope of work and contract negotiations with the local agencies for FTA-5310 projects; DRCOG will do the same for the HST-FASTER Set Aside projects. The funding swap discussed in Part 1 will make it easier for subrecipients to access more federal funding by reducing federal local match requirements, since subrecipients receiving both 5310 and HST funds would be able to apply HST funds toward the local match for 5310. 5310 projects will be administered by CDOT. Subrecipients who can take advantage of this will have both projects administered by CDOT to make
project management more integrated. Stand-alone HST projects will be managed by DRCOG Area Agency on Aging (AAA) and Transportation Planning and Operations (TPO) with CDOT oversight.

PART 11 Application Selection Appeals Process

All applicants will be notified of Joint funding awards, including those not awarded funding. They are provided a list of projects that were selected, as well as, for transparency purposes, comments indicating the primary reasons an application or project may have received an insufficient score.

If an application is denied, the grounds therefore will be given to the applicant. Applicants not awarded funding may reapply in the future for project requests that were denied.

An applicant that is aggrieved by a grant determination may file an appeal with the DTR Transit Programming Unit Manager within 30 days of DTR publishing of the awards. The appeal shall state the nature and basis for the appeal. Any repeal related to alleged discrimination will be reviewed by the CDOT Civil Rights and Business Resource Center. A decision on the appeal shall be issued by DTR management within 30 days of the appeal. If the applicant does not accept the decision, they may request a hearing pursuant to the provisions of Section 24-4-104, C.R.S., as amended, of the State of Colorado Administrative Procedures Act. If a hearing is requested, it will be conducted in accordance with 24-4-105 C.R.S., as amended, before an administrative law judge. The request for a hearing must be made within 60 calendar days after an applicant is notified of the Department’s decision. If a subsequent hearing overturns a DTR decision, DTR will take action to modify its decision and awards, which may include revisions to other awards, if necessary, to comply with the ruling.
### Schedule

Following is the schedule CDOT and DRCOG will generally adhere to for the CY 2020 project selection process.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Application/Evaluation/Selection Milestone</th>
<th>Due Date</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Notice &amp; Application Development</strong></td>
<td>Call for projects officially broadcast by DTR and DRCOG</td>
<td>4/2019</td>
</tr>
<tr>
<td></td>
<td>Pre-application workshop &amp; training for applicants</td>
<td>5/2019</td>
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<tr>
<td></td>
<td>Applications Due to DTR and DRCOG on COTRAMS</td>
<td>6/2019</td>
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<tr>
<td><strong>Review, Scoring, and Selection</strong></td>
<td>Initial screening (completeness/eligibility) by DTR and DRCOG</td>
<td>8/2019</td>
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<tr>
<td></td>
<td>Applications evaluated by review committee</td>
<td></td>
</tr>
<tr>
<td></td>
<td>DTR and DRCOG completes scoring and prepares list of recommended projects; final scores and recommendations submitted to DTR Director</td>
<td></td>
</tr>
<tr>
<td><strong>Award Discussion and Approval</strong></td>
<td>DTR and DRCOG develops list of recommended projects and consults with CASTA regarding the proposed selections</td>
<td>9/2019</td>
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<tr>
<td></td>
<td>DTR Director finalizes awards</td>
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<tr>
<td><strong>Budgeting and Programming</strong></td>
<td>TIP / STIP policy amendments</td>
<td>10/2019</td>
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<tr>
<td></td>
<td>CDOT Business Offices set up project budgets</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scope of work drafting, negotiations with local agencies initiated by DTR, Regions</td>
<td></td>
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<tr>
<td><strong>Grant Agreements</strong></td>
<td>DTR and DRCOG negotiate and finalize grant agreements/IGAs.</td>
<td>12/2019</td>
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<td>Agency</td>
<td>Project Type</td>
<td>5310 Award</td>
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<tr>
<td>Via Mobility Services</td>
<td>Operating</td>
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<tr>
<td>Via Mobility Services - BOC</td>
<td>Replacement - BOC</td>
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<tr>
<td>Via Mobility Services - Van</td>
<td>Replacement - Van</td>
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<td>City of Broomfield</td>
<td>Equipment</td>
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<td>Laradon Hall Society for Exceptional Children and Adults</td>
<td>Replacement - Van</td>
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</tr>
<tr>
<td>Goodwill Industries of Denver</td>
<td>Replacement Vehicle</td>
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**Total** | $2,294,634.00 | $862,713.80 | $902,507.70 | $574,005.30 | $4,139,672.80

**DRCOG TIP Human Service Transportation Set Aside Recommendations Highlighted in Yellow**

DRCOG retains the balance of TIP Human Service Transportation Set Aside ($97,492.30) to cover administrative costs associated with administering projects.
To: Chair and Members of the Board of Directors

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

Meeting Date | Agenda Category | Agenda Item #
-------------|----------------|-------------
September 18, 2019 | Action | 11

SUBJECT
This item presents information regarding Proposition CC (Retain State Government Revenue) that will be on the November 5, 2019 statewide ballot.

PROPOSED ACTION/RECOMMENDATIONS
Support, oppose or take no position on Proposition CC.

ACTION BY OTHERS
N/A

SUMMARY
Proposition CC (Retain State Government Revenue) will be one of two proposals referred by the General Assembly to the voters for the 2019 statewide election. Proposition CC was referred by HB 19-1257. If approved, Proposition CC requires that revenue collected in excess of the state TABOR limit be retained and spent for public schools, higher education, and transportation projects. The specifics of how Proposition CC will be implemented, if passed, are contained in HB 19-1258. The DRCOG Board of Directors voted to support HB 1257 and 1258 during the 2019 legislative session.

At the Performance and Engagement Committee’s request, DRCOG’s state lobbyists gave a presentation on TABOR, the Gallagher Amendment and Proposition CC at the Board Workshop on August 24. DRCOG’s state lobbyists will give a more focused presentation on Proposition CC at the September Board meeting.

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

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

PREVIOUS DISCUSSIONS/ACTIONS
A review of Proposition CC was included in a presentation given at the Board Workshop on August 24, 2019.

PROPOSED MOTION
Move to adopt a resolution in support of or in opposition to Proposition CC or move to take no position.
ATTACHMENTS

- HB 19-1257 and HB 19-1258
- Blue Book Analysis of Proposition CC
- Staff presentation
- Draft Resolutions (for/against)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, 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.
HOUSE BILL 19-1257


CONCERNING AUTHORITY FOR THE STATE TO KEEP AND SPEND ALL OF THE REVENUE IN EXCESS OF THE CONSTITUTIONAL LIMITATION ON STATE FISCAL YEAR SPENDING BEGINNING WITH THE 2019-20 FISCAL YEAR IN ORDER TO PROVIDE FUNDING FOR PUBLIC SCHOOLS, HIGHER EDUCATION, AND ROADS, BRIDGES, AND TRANSIT.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, 24-77-103.6, amend (2) introductory portion and (4); and add (1)(c), (2.5), and (5.5) as follows:

24-77-103.6. Retention of excess state revenues - general fund exempt account - required uses - excess state revenues legislative
report. (1) (c) Notwithstanding any provision of law to the contrary, for each fiscal year commencing on or after July 1, 2019, the state is authorized to retain and spend all state revenues in excess of the limitation on state fiscal year spending that the state would otherwise be required to refund under section 20 (7)(d) of article X of the state constitution if the voters had not approved this subsection (1)(c) at the November 2019 statewide election.

(2) There is hereby created in the general fund the general fund exempt account, which shall consist of an amount of moneys equal to the amount of state revenues in excess of the limitation on state fiscal year spending that the state retains for a given fiscal year pursuant to this section. The moneys in the account that correspond to subsection (1)(b) of this section shall be appropriated or transferred by the general assembly for the following purposes:

(2.5) The general assembly shall appropriate or the state treasurer shall transfer the money in the general fund exempt account that corresponds to subsection (1)(c) of this section to provide funding for:

(a) Public schools;

(b) Higher education; and

(c) Roads, bridges, and transit.

(4) The approval of this section by the registered electors of the state voting on the issue at the November 2005 statewide election constitutes a and the November 2019 statewide election constitute voter-approved revenue change changes to allow the retention and expenditure of state revenues in excess of the limitation on state fiscal year spending.

(5.5) The state auditor shall contract with a private entity to annually conduct an independent financial audit regarding the use of the money in the general fund exempt account that is appropriated or transferred in accordance with subsection (2.5) of this section.

PAGE 2-HOUSE BILL 19-1257
SECTION 2. Refer to people under referendum. At the election held on November 5, 2019, the secretary of state shall submit this act by its ballot title to the registered electors of the state for their approval or rejection. Each elector voting at the election may cast a vote either "Yes/For" or "No/Against" on the following ballot title: "Without raising taxes and to better fund public schools, higher education, and roads, bridges, and transit, within a balanced budget, may the state keep and spend all the revenue it annually collects after June 30, 2019, but is not currently allowed to keep and spend under Colorado law, with an annual independent audit to show how the retained revenues are spent?" Except as otherwise provided in section 1-40-123, Colorado Revised Statutes, if a majority of the electors voting on the ballot title vote "Yes/For", then the act will become part of the Colorado Revised Statutes.
HOUSE BILL 19-1258


CONCERNING THE ALLOCATION OF MONEY THAT THE STATE KEEPS AND SPENDS AS A RESULT OF A VOTER-APPROVED REVENUE CHANGE AT THE 2019 STATEWIDE ELECTION.

Be it enacted by the General Assembly of the State of Colorado:

SECTION 1. In Colorado Revised Statutes, add 24-77-104.7 as follows:

24-77-104.7. General fund exempt account - proposition CC revenue - allocation - definition. (1) MONEY IN THE GENERAL FUND EXEMPT ACCOUNT THAT CORRESPONDS TO THE REVENUE THAT THE STATE RETAINS AND SPENDS IN ACCORDANCE WITH THE VOTERS' APPROVAL OF
SECTION 24-77-103.6 (1)(c) IS ALLOCATED IN ONE-THIRD SHARES TO PROVIDE FUNDING FOR EACH OF THE FOLLOWING:

(a) Public schools;
(b) Higher education; and
(c) Roads, bridges, and transit.

(2) For any state fiscal year in which there is money subject to the allocation in subsection (1) of this section:

(a) The state treasurer shall transfer one-third of this money in the general fund exempt account from the prior fiscal year to the highway users tax fund created in section 43-4-201 to be allocated in accordance with sections 43-4-205 to 43-4-208;

(b) The general assembly shall appropriate one-third of this money in the general fund exempt account for higher education; and

(c) The general assembly shall appropriate one-third of this money in the general fund exempt account for public schools to be distributed on a per pupil basis and used only for nonrecurring expenses for the purpose of improving classrooms, including, but not limited to, initiatives that help attract and retain educators, initiatives to improve teacher training, and books and technology for student learning. A district shall not use money appropriated under this section as part of a district reserve.

(3) The general assembly shall appropriate money as required by subsection (2) of this section for the state fiscal year following the state fiscal year for which the state retains and spends revenue in accordance with section 24-77-103.6 (1)(c), and the state treasurer shall transfer money as required by subsection (2)(a) of this section within three business days after receiving the certification from the state auditor in accordance with section 24-77-106.5 (2) for that state fiscal year.

(4) As used in this section, "general fund exempt account" means the general fund exempt account created in section
SECTION 2. In Colorado Revised Statutes, 24-77-104.5, amend (1) introductory portion and (1)(b) introductory portion as follows:

24-77-104.5. General fund exempt account - referendum C money - specification of uses for health care and education - definitions. (1) The moneys MONEY in the general fund exempt account created in section 24-77-103.6 (2) AS A RESULT OF SECTION 24-77-103.6 (1)(b) shall be appropriated or transferred in the following manner:

(b) If there are IS any moneys MONEY in the account AS A RESULT OF SECTION 24-77-103.6 (1)(b) after the appropriations or transfers required by paragraph (a) of this subsection (1) SUBSECTION (1)(a) OF THIS SECTION are made, then all moneys MONEY remaining in the account AS A RESULT OF SECTION 24-77-103.6 (1)(b) shall be split equally for the following three purposes:

SECTION 3. In Colorado Revised Statutes, 24-77-106.5, amend (1)(b) and (2); and add (4) as follows:

24-77-106.5. Annual financial report - certification of excess state revenues. (1) (b) Notwithstanding section 24-1-136 (11)(a)(I), based upon the financial report prepared in accordance with subsection (1)(a) of this section for any given fiscal year, the controller shall certify to the governor, the general assembly, THE STATE TREASURER, and the executive director of the department of revenue no later than September 1 following the end of a fiscal year the amount of state revenues in excess of the limitation on state fiscal year spending imposed by section 20 (7)(a) of article X of the state constitution, if any, for such fiscal year and the state revenues in excess of such limitation that the state is authorized to retain and spend pursuant to voter approval of section 24-77-103.6.

(2) Any financial report prepared and certification of state excess revenues made pursuant to subsection (1) of this section shall be audited by the state auditor. No later than September 15 following the certification made by the state controller for any given fiscal year, the state auditor shall report and transmit to the governor, the joint budget committee, the finance committees of the house of representatives and the senate, THE STATE TREASURER, and the executive director of the department of revenue the
results of any audit conducted in accordance with this subsection (2).

(4) The state revenues in excess of the limitation on state fiscal year spending imposed by section 20 (7)(a) of article X of the state constitution that the state is authorized to retain and spend pursuant to voter approval of section 24-77-103.6 include the amounts that the voters approved at the November 2005 statewide election and the November 2019 statewide election, which amounts must be reported separately.

SECTION 4. In Colorado Revised Statutes, 43-4-205, add (6.2) as follows:

43-4-205. Allocation of fund. (6.2) Money transferred to the highway users tax fund in accordance with section 24-77-104.5 (2)(a) is allocated and must be expended in accordance with the formula specified in subsection (6)(b) of this section.

SECTION 5. In Colorado Revised Statutes, 43-4-206, add (2)(e) as follows:

43-4-206. State allocation. (2) (e) The department of transportation shall expend revenue credited to the state highway fund pursuant to section 43-4-205 (6.2) for the implementation of the strategic transportation project investment program based on the following allocation:

(I) No more than eighty-five percent of the revenues for highway purposes or highway-related capital improvements, including, but not limited to, high occupancy vehicle lanes, park-and-ride facilities, and transportation management systems; and

(II) At least fifteen percent of the revenues for transit purposes or for transit-related capital improvements.

SECTION 6. Effective date. This act takes effect only if House Bill 19-1257 is approved by the voters at the 2019 statewide election and becomes law.
SECTION 7. Safety clause. The general assembly hereby finds, determines, and declares that this act is necessary for the immediate preservation of the public peace, health, and safety.

KC Becker
SPEAKER OF THE HOUSE
OF REPRESENTATIVES

Leroy M. Garcia
PRESIDENT OF
THE SENATE

Marilyn Eds
CHIEF CLERK OF THE HOUSE
OF REPRESENTATIVES

Cindi L. Markwell
SECRETARY OF
THE SENATE

APPROVED       June 3, 2019 at 3:20 p.m.
(Date and Time)

Jared S. Polis
GOVERNOR OF THE STATE OF COLORADO

PAGE 5-HOUSE BILL 19-1258
Proposition CC proposes amending the Colorado statutes to:

- allow the state government to keep all of the money it collects from existing sources every year beginning in the 2019-20 state budget year;
- and
- require that any money the state government keeps over its existing revenue limit be spent for public schools, higher education, and transportation projects, rather than refunded to taxpayers.

What your vote means:

**YES/FOR**
A "yes" vote on Proposition CC changes state law and means the state can keep all of the money it collects over its revenue limit to spend on education and transportation.

**NO/AGAINST**
A "no" vote on Proposition CC means that any money the state collects over its revenue limit must be refunded to taxpayers, as required under current law.
Summary and Analysis for Proposition CC

What is the state revenue limit?

The Colorado Constitution includes a section, titled “The Taxpayer’s Bill of Rights” and commonly known as TABOR, that limits the amount of money that the state government can collect and spend or save each year. The limit is adjusted each year to account for inflation, state population growth, and voter-approved changes to the limit. In the 2019-20 state budget year, the limit is about $15 billion.

Currently, about one-third of the money that the state government collects is subject to the limit, including most taxes and some fees. The remaining two-thirds of revenue not subject to the limit includes money from voter-approved tax increases, government-owned businesses, and the federal government.

What happens to money collected above the limit?

Money collected above the state revenue limit must be refunded to taxpayers. This is sometimes called a TABOR refund.

State law sets how the money is refunded. Currently, a portion of this money is refunded through property tax benefits that local governments provide. In years when refunds are not made, these benefits remain available and are funded from other sources. The remaining money is refunded via state income tax returns.

What happens if Proposition CC passes?

Proposition CC permanently allows the state government to keep all the money it collects above the state revenue limit and spend it on public schools; higher education; and roads, bridges, and transit. If Proposition CC passes, state law requires that the additional money be divided equally among these three areas. The State Auditor is required to publish a financial audit of money kept and spent as a result of Proposition CC each year.

What happens if Proposition CC fails?

Money collected above the state revenue limit will continue to be refunded to taxpayers as required under current law.

Will Proposition CC affect refunds for overpayment of income taxes?

No. Taxpayers who pay more income tax than they owe receive an income tax refund after they file their annual tax returns. These refunds are issued at the same time as TABOR refunds, and their amounts may be combined on checks sent by the Department of Revenue. While Proposition CC eliminates future state TABOR refunds, it does not affect refunds for overpayment of income taxes.
How much money is affected by Proposition CC?

Proposition CC affects all money the state government collects above its current revenue limit beginning in the 2019-20 state budget year. Since the limit was created in 1992, the state has collected revenue above the limit in 9 of 26 budget years. Assuming no other changes to law, legislative economists estimated in June that the state government would collect $310 million above the limit in the 2019-20 budget year and $342 million above the limit in the 2020-21 budget year, representing about 2 percent of state government revenue subject to the limit for these years. The amounts affected could be greater or less than estimated depending on actual collections.

If these amounts are refunded to taxpayers, refunds are estimated to be between $26 and $90 per taxpayer per year, depending on the taxpayer's income, and double these amounts for joint filers. If Proposition CC passes, state law will direct the money to public schools; higher education; and roads, bridges, and transit in the year after it is collected. Each of these programs is expected to receive $103 million in the 2020-21 budget year and $114 million in the 2021-22 budget year.

Estimates of money collected above the limit are not available beyond the 2020-21 budget year. Over the long term, Proposition CC will increase government spending and eliminate TABOR refunds. The amounts affected in future years will depend on economic conditions and policy decisions.

For information on those issue committees that support or oppose the measures on the ballot at the November 5, 2019, election, go to the Colorado Secretary of State’s elections center web site hyperlink for ballot and initiative information:

http://www.sos.state.co.us/pubs/elections/Initiatives/InitiativesHome.html
Arguments For Proposition CC

1) Proposition CC provides more money for critical investments in Colorado's future without raising tax rates. By allowing the state to keep the money it already collects, the measure provides needed funding for K-12 education, higher education, and transportation. While Colorado currently ranks in the top third of states in household income, it ranks in the bottom third in per-pupil public spending on both K-12 and higher education. Further, the state's roads are deteriorating while the cost of improvements continues to increase. Addressing these challenges requires statewide investment, and Proposition CC provides revenue for these investments immediately and into the future.

2) Proposition CC allows elected officials to make better policy decisions while preserving the citizens' right to vote on any new state taxes and tax rate increases. Because these tax increases will still require voter approval if the measure passes, state government spending will remain limited. Proposition CC simply allows the state government to keep the money it already collects. Similar measures have been approved by voters in most Colorado counties, cities, and school districts.

Arguments Against Proposition CC

1) Proposition CC results in higher taxes by permanently eliminating all state TABOR refunds required by the Colorado Constitution. Taxpayers are being asked to sacrifice their refunds to pay for programs that should already be funded within the state budget. Even with the limit, the state government has already shifted money between funds and raised fees and tolls to increase its revenue faster than inflation and state population growth. Proposition CC will cause government to expand at an even faster pace.

2) Proposition CC continues to erode taxpayer protections in the Colorado Constitution. Instead of asking voters for permission to keep specific amounts of money collected above the revenue limit each year, the state government is asking voters to give up refunds of unknown amounts forever. The measure broadly directs where the new money will be spent, but the specifics can be changed in the future without voter approval. Further, while spending this new money for education and transportation, the legislature could redirect existing funds to any other purpose.
Estimate of Fiscal Impact of Proposition CC

State government revenue and spending. Proposition CC will increase the amount of revenue that the state may keep and spend. The measure is expected to increase state spending by $310 million in the 2020-21 budget year and $342 million in the 2021-22 budget year. All money kept under the measure must be spent for public schools; higher education; and roads, bridges, and transit. If Proposition CC passes, state law requires that these three areas receive equal shares of the money retained. Expected spending for the first two budget years is shown in Table 1.

Table 1
Spending of Money Retained Under Proposition CC

<table>
<thead>
<tr>
<th></th>
<th>2020-21 Budget Year*</th>
<th>2021-22 Budget Year*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Schools</td>
<td>$103 million</td>
<td>$114 million</td>
</tr>
<tr>
<td>Public Higher Education</td>
<td>$103 million</td>
<td>$114 million</td>
</tr>
<tr>
<td>State and Local Highway and Transit Projects</td>
<td>$103 million</td>
<td>$114 million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$310 million</strong></td>
<td><strong>$342 million</strong></td>
</tr>
</tbody>
</table>

*The state budget year begins on July 1 and ends on June 30.

**Totals may not sum due to rounding.

After the 2021-22 budget year, the amount of spending affected by Proposition CC will depend on the state’s economic performance.

Taxpayer impacts. Proposition CC will eliminate all TABOR refunds to taxpayers beginning with refunds that would otherwise be issued on 2020 tax returns. Refunds are estimated at between $26 and $79 for single filers in tax year 2020 and between $30 and $90 for single filers in tax year 2021, depending on the taxpayer’s income. Joint filers would receive twice these amounts.
WHAT IS TABOR?

1. No taxes without voter approval.
2. State revenue collection is limited.
   - Revenue can increase with population plus inflation.
   - If state receives more, then the state must issue tax refunds to residents.
## TABOR REFUNDS (in millions)

<table>
<thead>
<tr>
<th>Fiscal year</th>
<th>Refund (millions)</th>
<th>Fiscal year</th>
<th>Refund (millions)</th>
<th>Fiscal year</th>
<th>Refund (millions)</th>
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<tbody>
<tr>
<td>FY 93-94</td>
<td>0</td>
<td>FY 03-04</td>
<td>0</td>
<td>FY 13-14</td>
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<td>FY 94-95</td>
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<td>FY 04-05</td>
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<td>FY 95-96</td>
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<td>FY 05-06</td>
<td>0</td>
<td>FY 15-16</td>
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</tr>
<tr>
<td>FY 96-97</td>
<td>$139</td>
<td>FY 06-07</td>
<td>0</td>
<td>FY 16-17</td>
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<td>FY 07-08</td>
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<td>FY 00-01</td>
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<td>FY 10-11</td>
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<td>0</td>
<td>FY 12-13</td>
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</tr>
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</table>

Total TABOR refunds (not inflation-adjusted): $4.705 billion

## Current Refund Estimates

- **TOTAL REFUNDS**: Based on the June 20 estimates, Colorado is anticipated to have TABOR refunds of $310 m (FY 2019-20) and $342 m (FY 2020-21).

- **PER PERSON**: Based on the FY 20 refund projection: For tax filers with income between $40,000 and $90,000, they will receive a refund of approximately $35 per person.
STATEWIDE DE-BRUCING MEASURES

HB19-1257 and HB19-1258 Voter Approval To Retain and Allocate Revenue For Education and Transportation

Speaker Becker and Representative McCluskie; Senators Court and Priola

- Statutory revenue question to permit the state to retain all revenue collected in excess of the state TABOR limit.
- Allocates retained revenue in equal shares for:
  - higher education
  - K-12 education
  - state and local transportation projects (distributed via the Highway Users Tax Fund)
  - Both supported by DRCOG Board

De-Brucing

Many local governments have de-Bruced to retain all revenues collected at current tax rates.

- 230 of 272 municipalities
- 51 of 64 counties
- 174 of 178 school districts
Draft “Blue Book” Arguments

Legislative Council will prepare the annual election guide. Current draft arguments:

In Favor of de-Brucing
1. This will allow the state to make critical investments without raising taxes.
2. This measure doesn’t change citizens’ ability to vote on future tax increases.

Opposed to de-Brucing
1. This is a permanent tax increase by allowing the state to retain more revenue.
2. This is an erosion of TABOR and the constitutional projections it provides.

ORGANIZATIONS OPPOSING DE-BRUCING

• Americans for Prosperity of Colorado
• Americans for Tax Reform
• Cato Institute
• Colorado Rising Action
• Independence Institute
• Springs Taxpayers
• The TABOR Foundation
ORGANIZATIONS SUPPORTING DE-BRUCING

• Action 22
• Aurora Chamber of Commerce
• Colorado Association of Realtors
• Colorado Association of School Boards
• Colorado Association of School Executives
• Colorado Chamber of Commerce
• Colorado Competitive Council
• Colorado Contractors Association
• Colorado Education Association
• Colorado Hospital Association
• Colorado Municipal League
• Denver Metro Chamber of Commerce
• Economic Development Council of Colorado
• Metro North Chamber of Commerce

QUESTIONS?

THANK YOU!

Ed Bowditch
edbowlitch@aol.com
(303) 489-8680
A RESOLUTION IN SUPPORT OF PROPOSITION CC

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Denver Regional Council of Governments does hereby declare its full support of and urges a “Yes” vote for Proposition CC, which is proposed for the November 5, 2019 General Election ballot.

RESOLVED, PASSED AND ADOPTED this ____ day of ________________, 2019 at Denver, Colorado.

_________________________________
Bob Fifer, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

_________________________________
Douglas W. Rex, Executive Director
WHEREAS, the Denver Regional Council of Governments is an association of nine counties and 49 municipalities representing the Denver metropolitan area; and

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

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

NOW, THEREFORE, BE IT RESOLVED, that the Denver Regional Council of Governments does hereby declare its opposition to and urges a “No” vote for Proposition CC, which is proposed for the November 5, 2019 General Election ballot.

RESOLVED, PASSED AND ADOPTED this ___ day of ________________, 2019 at Denver, Colorado.

_________________________________
Bob Fifer, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

______________________________
Douglas W. Rex, Executive Director
To: Chair and Members of the Board of Directors

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

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
<th>Agenda Item #</th>
</tr>
</thead>
<tbody>
<tr>
<td>September 18, 2019</td>
<td>Informational Briefing</td>
<td>12</td>
</tr>
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**SUBJECT**
Update on Advanced Mobility Partnership (AMP) recommendation from the Mobility Choice Blueprint.

**PROPOSED ACTION/RECOMMENDATIONS**
N/A

**ACTION BY OTHERS**
N/A

**SUMMARY**
Since the completion of the Mobility Choice Blueprint Study and Report, staff from DRCOG, CDOT, and RTD have been working to begin implementing recommendations and outcomes from the planning process. One of the key recommendations is to establish a “mobility technology advisory committee” to spearhead implementation and coordination efforts. The committee, now known as the Advanced Mobility Partnership (AMP), will provide several functions, such as:

- Track and provide guidance on Mobility Choice Blueprint implementation activities.
- Establish standards for public and private mobility data sharing to ensure interoperability among regional stakeholders.
- Coordinate pilot projects conducted throughout the region to avoid duplication of efforts and share findings.
- Provide guidance on best uses of available pooled funding across agencies for coordinated technology pilot projects.
- Coordinate agency staff resource sharing for technology related projects.
- Create a process to prioritize corridors for technology projects.
- Develop partnerships with private sector providers to incentivize private ridesharing.
- Identify costs and potential funding associated with retrofitting infrastructure to support and maintain emerging technologies such as connected vehicles, autonomous vehicles, and sensor data collection.

DRCOG has been working with CDOT, RTD, and other stakeholders to more specifically define the AMP’s structure, roles, members, and relationship to each agency’s planning process and committees/Board structure. These components are illustrated in Attachment 1.

At the September Board meeting, DRCOG staff will provide an overview of the AMP and next steps to initiate committee operations.

**PREVIOUS DISCUSSIONS/ACTIONS**
N/A
PROPOSED MOTION
N/A

ATTACHMENT
Advanced Mobility Partnership Structure

ADDITIONAL INFORMATION
If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org, or Jacob Riger, Manager, Long Range Transportation Planning, at 303-480-6751 or jrig@drcog.org.
Advanced Mobility Partnership

AMP Executive Committee
Meet Quarterly

Executive Directors
CDOT    DRCOG    RTD    Denver Metro Chamber

Determine priorities, forward policy-level recommendations to appropriate policy group, direct the AMP Working Group.

AMP Working Group
Meet Monthly

Voting Members
RTD    CDOT    DRCOG    Chamber    UTAC Rep

Advisors/Ad Hoc
Local Governments    TAC Chair    RTO Rep    NREL
Businesses    Smart Cities Alliance    Others

Identify technical and policy issues, research or solicit solutions, identify priorities, prepare recommendations, coordinate activities, track progress.

RTC
DRCOG TAC
CDOT
RTD Board
DRCOG Board
CDOT Commission

Other Entities

Consultation
DRCOG Issues
RTD Issues
CDOT Issues
DRCOG Issues
Consultation
Consultation
Consultation
To: Chair and Members of the Board of Directors

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

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</tr>
</tbody>
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**SUBJECT**
RTD First and Last Mile Strategic Plan

**PROPOSED ACTION/RECOMMENDATIONS**
N/A

**ACTION BY OTHERS**
N/A

**SUMMARY**
RTD’s *First and Last Mile Strategic Plan* aims to address the issue of transit accessibility by examining existing conditions, analyzing RTD station accessibility goals and developing a list of recommendations with an implementation plan to achieve them. After 18 months of work with local jurisdictions, non-profits, businesses and other organizations from around the region, RTD is now ready to begin working on implementing the recommendations with their regional partners.

**PREVIOUS DISCUSSIONS/ACTIONS**
N/A

**PROPOSED MOTION**
N/A

**ATTACHMENT**
RTD presentation

**ADDITIONAL INFORMATION**
If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; Matthew Helfant, Senior Transportation Planner, at 303-480-6731 or mhelfant@drcog.org; or Paul DesRocher, RTD Manager of Planning Coordination, at 303-299-2584 or paul.desrocher@rtd-denver.com.
First & Last Mile Strategic Plan

Why was the Plan Completed?

...to make RTD more accessible to more people.
Main Goals of the Plan

- Define Partnerships & Clear Roles for Implementation
- Prepare for Rapid Changes in Technology
- Improve Transit Accessibility and Ridership

Project Schedule

- Stakeholder/Public Outreach
  - January 2018
  - June 2018
  - January 2019
- Existing Conditions/Problem ID
- First/Last Mile Station Typologies
- Selection of Rep. Stations
- Toolbox of Solutions
- Station/Typology Recommendations
- Pilot Projects
- Final Report
What does the Plan entail?

**PLAN OUTPUTS**

**TYPOLOGIES**
- Based on land use, typologies define different transit contexts and influence recommendations.

**OVERLAYS**
- Overlays represent additional contexts that may apply to station areas and influence recommendations.

**RECOMMENDATIONS TOOLKIT**
- A toolkit of recommendations organized by theme.

**REPRESENTATIVE STATIONS**
- Existing conditions analysis and recommendations for 15 representative stations.

**FLM Typologies**

<table>
<thead>
<tr>
<th>URBAN CORE</th>
<th>URBAN</th>
<th>SUBUBUBAN-MIXED</th>
<th>SUBUBUBAN-RESIDENTIAL</th>
<th>RURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment Density</td>
<td>Very High</td>
<td>High</td>
<td>High</td>
<td>Low</td>
</tr>
<tr>
<td>Residential Density</td>
<td>Medium to Very High</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td>Transit Frequency</td>
<td>Very High</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td># of Transit Locations</td>
<td>124</td>
<td>610</td>
<td>2,382</td>
<td>1,917</td>
</tr>
<tr>
<td>% of Transit Locations</td>
<td>2%</td>
<td>12%</td>
<td>46%</td>
<td>37%</td>
</tr>
</tbody>
</table>
FLM Overlays

### Historically Vulnerable Populations
Locations with populations that may include low-income, non-native English speakers and low car ownership.

### High Accessibility Needs
Locations with populations that may require additional support in accessing transit, e.g. near a retirement home or hospital.

### High Shift/Visitor Variability
Locations with people commuting outside the usual 9-5.

### High Visitor Trips
Locations with very high visitor numbers at specific times of day, e.g. Pepsi Center, Mile High Stadium etc.

### High Propensity for Change
Locations that have a high propensity to change, based on DRCOGs land use model.

### Parking Utilization
Locations with very high (over 90%) parking utilization.
Key Plan Strategies & Tools

- Improvements & Reuse of Existing Infrastructure
- New Infrastructure
- FLM General Guidance
- Transportation Demand Management
- Transportation Services

FLM Representative Stations

Urban Locations
- Arapahoe at Village Center Station
- Englewood Station
- Havana and 17th St
- S. Federal Blvd & Alameda

Suburban Mixed Locations
- 40th and Colorado Station
- US 36 & Broomfield Station
- 8th and Coffman PnR
- Wagon Road PnR
- Sheridan Station
- S. Colorado Blvd & Florida

Suburban Residential Locations
- US 36 & Table Mesa Station
- Iliff Station
- Clear Creek – Federal Station
- 72nd Ave Station
- Wheat Ridge – Ward Road Station
Public Outreach

Representative Station Example

1. Problem Statement

Wagon Road

Federal/Alameda
Representative Station Example

2. Station assessment/analysis

Wagon Road  |  Federal/Alameda

3. Recommendations

Wagon Road  |  Federal/Alameda
Next Steps / Implementation

Govs/ Stakeholders
RTD
Private Sector

FLM Projects

First Last Mile Implementation

Infrastructure Projects
- Within RTD Property
  - Lead: RTD
  - Support: Local governments, TMOs, developers
- Outside RTD Property
  - Lead: Developers, local governments, CDOT
  - Support: RTD

Non-Infrastructure Projects
- Transport Services
  - Lead: RTD, business partners
  - Support: Local governments, TMOs, developers, private businesses
- TDM Programs
  - Lead: Non-profits, local governments, TMOs
  - Support: RTD
Pilot Projects

Wayfinding Signage

Mobility Hubs

Micro-transit

Expanding Partnerships

Uber

Lyft

masabi + Transit App

FlexRide
Future use of the Framework

Planning and Local Agency Coordination
Questions/Comments

Paul DesRocher, AICP
Manager, Planning Coordination
Paul.desrocher@rtd-Denver.com
To: Chair and Members of the Board of Directors

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

Meeting Date  | Agenda Category | Agenda Item #
-------------|----------------|--------------
September 18, 2019  | Informational  | 15

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

PROPOSED ACTION/RECOMMENDATIONS
No action requested. This item is for information.

ACTION BY OTHERS
N/A

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

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

The September 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. 2020-2023 TIP Administrative Modifications (September 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.
To: TIP Notification List
From: Douglas W. Rex, Executive Director
Subject: September 2019 Administrative Modifications to the 2020-2023 Transportation Improvement Program
Date: September 18, 2019

SUMMARY

- Per the DRCOG Board-adopted 2020-2023 TIP Policy, administrative modifications to the 2020-2023 TIP are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the DRCOG 2020-2023 TIP web page.
- The TIP Notification List includes the members of the DRCOG Regional Transportation Committee, the 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 2020-2023 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, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

- **New Project:** CDOT Trust Settlement Pool
  - New project
- **New Project:** SH-119 and SH-52 Intersection Operational Improvements
  - New project
- **2007-144:** Safe Routes to School Pool
  - Adjust fund on pool project
- **2008-103:** Region 1 FASTER Bridge Enterprise Pool
  - Add pool project
- **2008-105:** CDOT FASTER Transit Pool
  - Add/remove/adjust funding within pool projects
- **2012-107:** Enhanced Mobility for Elderly and Disabled (FTA 5310)
  - Add pool projects
- **2016-008:** Boulder Slough Multi-Use Path: 30th St. to 3100 Pearl
  - Adjust funding years and add local funding
- **2016-026:** Broadway Reconstruction: Violet Ave. to US-36
  - Adjust funding years and add local funding
- **2016-057:** Region 1 RPP Pool
  - Add local funding
- **2016-073:** 19th St. Trail and Bridge: Boulder Creek Trail to CU Main Campus
  - Adjust funding years and add local funding
- **2018-004:** Transit Capital Program (FTA 5339)
  - Remove pool project and funding
• 2018-016: Transit Capital Program (State SB 228)
  o Move project from the 18-21 TIP to the 20-23 TIP
• 2020-005: RTD T2 Comprehensive Plan
  o Change funding type
• 2020-045: Micro Transit Service & Mobility Options: North I-25 Area
  o Adjust funding
• 2020-079: Human Service Transportation Pool
  o Add pool projects
New Project: New project created and adds two pool projects (with different funding type) transferred from TIP ID 2008-105. The RTD pool project has been split into two projects per CDOT request.

Title: CDOT Trust Settlement Pool
Project Type: Transit Vehicles

TIP-ID: Request  STIP-ID:  Open to Public:  Sponsor: CDOT

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

Affected County(ies)
Regional

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

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

<table>
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<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name (Cont)</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name (Cont)</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
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<tbody>
<tr>
<td>RTD</td>
<td>Purchase 15 Battery Electric Bus</td>
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<td>Boulder Electric Bus</td>
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<td>12 Battery Electric Chargers w/ Infrastructure (FY20)</td>
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<td>Amounts in $1,000s</td>
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**New Project:** New project to fund design

**Title:** SH-119 and SH-52 Intersection Operational Improvements

**TIP-ID:** Request  
**STIP-ID:**  
**Open to Public:**

**Project Scope**
Design for future roadway operational improvements at the SH-52 and SH-119 intersection.

**Affected Municipality(ies):** Boulder  
**Affected County(ies):** Boulder

**Performance Measures**
- [ ] Bridge Condition
- [x] Congestion
- [ ] Freight Reliability
- [ ] Pavement Condition
- [ ] Safety
- [x] Travel Time Reliability

<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
<th>Prior</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future</th>
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<th>Total Funding</th>
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Sponsor: CDOT Region 4
**2007-144:** Reduce state and increase local funding and adjust funding on one pool project

### Existing

**Title:** Safe Routes to School Pool  
**TIP-ID:** 2007-144  
**STIP-ID:** SDR7024  
**Open to Public:** Yes  
**Sponsor:** CDOT

**Project Type:** Safety

**Project Scope**

Improvements to encourage children to walk and bicycle to school by improving safety and reducing traffic fuel consumption, and air pollution in the vicinities of schools.

| Affected County(ies) | Regional |

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<tr>
<th>Performance Measures</th>
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<td>- Bridge Condition</td>
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<tr>
<td>- Congestion</td>
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<td>- Safety</td>
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<td>- Travel Time Reliability</td>
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All pool project funding depicts federal and/or state funding only.

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<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
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**Amounts in $1,000s**

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<th>FY22</th>
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<th>Future Funding</th>
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2008-103: Add one pool project using available funding

**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

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

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

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
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<td>Clear Creek (Floyd Hill)</td>
<td>$000</td>
<td>I-70 Bridges</td>
<td>Design</td>
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<tr>
<td>Central 70</td>
<td>(see TIP ID 2016-003)</td>
<td>$000</td>
<td>I-70 over Clear Creek</td>
<td>WB-NB</td>
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**Amounts in $1,000s**

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<th>Prior Funding</th>
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<th>FY22</th>
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**Revised**

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<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
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<tbody>
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<td>I-70 WB Over US 0</td>
<td>Clear Creek (Floyd Hill)</td>
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<td>I-70 over Clear Creek</td>
<td>WB-NB</td>
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<td>Design</td>
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<td>I-70 Bridges</td>
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**2008-105:** Remove two pool projects and move to a new project with a new funding source, CDOT Trust Settlement Pool. Add one new pool project and adjust funding on another.

**Existing**

**Title:** CDOT FASTER Transit Pool

**TIP-ID:** 2008-105  **STIP-ID:** SR17004  **Open to Public:**

**Project Scope**

Pool contains CDOT transit-related projects based on the new FASTER Transit program (Colorado Senate Bill 108).

**Affected County(ies):**

Regional

**Highlighted projects removed and transferred to new project “CDOT Trust Settlement Pool” (see page 3)**
<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start At and End At</th>
<th>Cost (1,000$)</th>
<th>Facility Name (Cont)</th>
<th>Start At and End At</th>
<th>Cost (1,000$)</th>
<th>Facility Name (Cont)</th>
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<th>Cost (1,000$)</th>
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<td>SRC</td>
<td>Equipment - Technology Upgrades (FY20)</td>
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<td>RTD</td>
<td>First and Last Mile Study (FY17)</td>
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<td>VIA</td>
<td>Microgrid Study for Facility (FY20)</td>
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<td>RTD</td>
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<td>Repave Evergreen Parking Lot (FY20)</td>
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Revised
2012-107: Add new pool projects and adjust funding based on recent combined CDOT/DRCOG Call for Projects

Existing

Title: Enhanced Mobility for Elderly and Disabled (FTA 5310)

Project Type: Transit Operational Improvements

Sponsor: CDOT

Funds will be used for Mobility Management and activities such as purchase of vans and operating assistance for door-to-door service for the elderly and disabled.

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

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
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<tr>
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<td>Mobility Management (FY19 Small Urban)</td>
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Amounts in $1,000s:

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<tr>
<td>Bus Replacement (FY19 Small Urban)</td>
<td>Via</td>
<td>$108</td>
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<tr>
<td>Bus Replacement (FY19 Large Urban)</td>
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### Revised

<table>
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<tr>
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<th>Start-At and End-At</th>
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<tbody>
<tr>
<td>Operating (FY10 Large Urban)</td>
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<table>
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<th>FY21</th>
<th>FY22</th>
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**2016-008:** Shift a portion of the funding to FY20 and add local overmatch in order to advertise the project

**Existing**

**Title:** Boulder Slough Multi-use Path: 30th St. to 3100 Pearl  
**Project Type:** Bicycle and Pedestrian Projects (New)  
**Sponsor:** Boulder

**Project Scope**
Project constructs a 10 ft wide multi-use path along the Boulder Slough from 30th St to 3100 Pearl, including a bicycle/pedestrian bridge crossing the Boulder Slough. Signage and wayfinding with destinations and distances, along with 20 bicycle parking spaces within 1/2 mile of the project will also be constructed as part of the project.

<table>
<thead>
<tr>
<th>Affected Municipality(ies)</th>
<th>Affected County(ies)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulder</td>
<td>Boulder</td>
</tr>
</tbody>
</table>

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

**Amounts in $1,000s**

<table>
<thead>
<tr>
<th></th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
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**Revised**

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<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
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</table>
**2016-026:** Move project from the 18-21 TIP, shift funding to FY20, and add local overmatch in order to advertise the project

### Existing from the 18-21 TIP

**Title:** Broadway Reconstruction: Violet Ave to US-36  
**TIP-ID:** 2016-026  
**Project Type:** Roadway Reconstruction  
**Affected Municipality(ies):** Boulder  
**Affected County(ies):** Boulder  
**Open to Public:** 2020  
**Sponsor:** Boulder

**Project Scope**
Project will reconstruct Broadway St, from Violet Ave to US 36. New curb and gutter, underground utility upgrades, including new or improved traffic signal interconnection and bicycle detection, and bicycle, pedestrian, and transit stop facilities and amenities will also be included as part of the project.

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

<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
<th>Prior Funding</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>Future Funding</th>
<th>Total Funding</th>
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</thead>
<tbody>
<tr>
<td>Federal</td>
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<td></td>
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<td></td>
<td></td>
<td>$0</td>
</tr>
<tr>
<td>State (RMP)</td>
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<td>$5,225</td>
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<tr>
<td>Local</td>
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<td>$3,787</td>
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<tr>
<td>Total</td>
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<td></td>
<td></td>
<td>$1988</td>
<td>$11,000</td>
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### Revised in the 20-23 TIP

<table>
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<th>Amounts in $1,000s</th>
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<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
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</thead>
<tbody>
<tr>
<td>Federal</td>
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<td>$0</td>
<td>$0</td>
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<tr>
<td>Local</td>
<td>$3,787</td>
<td>$0</td>
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<td></td>
<td>$3,787</td>
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</table>
| Total             | $1988 | $9,012 | $0   | $0   |                | $11,000
**2016-057:** Add local funding to the I-70 System-Level Traffic Study pool project

**Existing**

**Title:** Region 1 RPP Pool

**TIP-ID:** 2016-057  
**STIP-ID:**  
**Open to Public:**  
**Sponsor:** CDOT Region 1

**Project Scope**

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

**Affected County(ies):**
- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson

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

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start At and End At</th>
<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start At and End At</th>
<th>Cost (1,000s)</th>
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</thead>
<tbody>
<tr>
<td>Small projects/consultants/consultants</td>
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<td></td>
<td>I-70 System-Level Traffic Study</td>
<td>E-470 to Strasburg</td>
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<tr>
<td>I-270 Interchange Study (TIP 2016-047)</td>
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<td>$1,000</td>
<td>GH-121 and Morrison Rd</td>
<td>Intersection Improvements</td>
<td>$700</td>
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</table>

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

<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State (R &amp; P)</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Local</td>
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<tr>
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<td>$13,070</td>
<td>$15,400</td>
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**Revised**

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<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal</td>
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<td></td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>State (R &amp; P)</td>
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<td>$12,700</td>
<td>$12,470</td>
<td>$13,070</td>
<td>$15,400</td>
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<tr>
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<td>$12,470</td>
<td>$13,070</td>
<td>$15,400</td>
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<td>$72,190</td>
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</table>
2016-073: Move project from the 18-21 TIP, shift funding to FY20, and add local overmatch in order to advertise the project

Existing in the 18-21 TIP

Title: 19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus  
Project Type: Bicycle and Pedestrian Projects

TIP-ID: 2016-073  
STIP-ID:  
Open to Public: 2020  
Sponsor: University of Colorado-Boulder

Project Scope
Construct a new 10’ bike/ped bridge at 19th St and new 10’ ADA compliant bike/ped trail from the bridge up the hillside to connect the City of Boulder to the University of Colorado campus.

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

<table>
<thead>
<tr>
<th>Affected Municipality/ies</th>
<th>Affected County/ies</th>
<th>Project Phases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulder</td>
<td>Boulder</td>
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</tbody>
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Year | Phase  
2010 | Initiate ROW  
2019 | Initiate Construction

<table>
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<th>Amounts in $1,000s</th>
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<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
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Revised in the 20-23 TIP

<table>
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<tr>
<th>Amounts in $1,000s</th>
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<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
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</table>
**2018-004:** Remove pool project and funding, and adjust title of an existing pool project

**Existing**

**Title:** Transit Capital Program (FTA 5339)

**Project Type:** Transit Vehicles

**Sponsor:** CDOT

**Project Scope**
Expend 5339 grant funds on capital transit for urbanized areas.

**Affected County(ies)**
Regional

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

### Table: Project Costs

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start At and End At</th>
<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start At and End At</th>
<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start At and End At</th>
<th>Cost (1,000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Via</td>
<td>Electro Charging Station (FY17 Small Urban)</td>
<td>$100</td>
<td>Via</td>
<td>Bus Replacement (FY10 Low or No Emissions)</td>
<td>$200</td>
<td>Boulder</td>
<td>Electric Bus (FY10)</td>
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<tr>
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<td>Bus Replacement (FY20 Small Urban)</td>
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<table>
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<th>FY20</th>
<th>FY21</th>
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Highlighted project removed
<table>
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<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name (Cont)</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Via</td>
<td>Electric Charging Station (FY17 Small Urban)</td>
<td>$120</td>
<td>Via</td>
<td>Bus Replacement (FY19 Low or No Emissions)</td>
<td>$200</td>
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<tr>
<td>Via</td>
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<td>Bus Replacement (FY19 Small Urban)</td>
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<table>
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<th>Prior Funding</th>
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<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
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<tbody>
<tr>
<td>Federal (5339)</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>State</td>
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<td>$0</td>
<td>$0</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$1,304</td>
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</tbody>
</table>
2018-016: Move project from the 18-21 TIP to the active 20-23 TIP

**Existing from the 18-21 TIP**

**Title:** Transit Capital Program (State SB 228)

**TIP-ID:** 2018-016  
**Project Type:** Transit Operational Improvements

**Sponsor:** CDOT

**Project Scope**

Pool contains transit-related projects funded from CDOT DTD calls for projects with State SB-228 funding.

*Affected County(ies)*

Regional

Performance Measures

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

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

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
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**Revised in the 20-21 TIP**

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**2020-005**: Change funding source per request of CDOT, RTD, and FTA

**Existing**

**Title**: RTD T2 Comprehensive Plan  
**Project Type**: Roadway/Transit Studies

**Affected County(ies)**: Regional

**Project Scope**
This study will provide a vision for the base transit system and maximize FastTracks investments.

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

<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
<th>Prior Funding</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
<th>Total Funding</th>
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**Revised**

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**2020-045: Shift funding years**

**Existing**

**Title:** Micro Transit Service & Mobility Options: North I-25 Area  
**Project Type:** Bus Service Projects (New)

**TIP-ID:** 2020-045  
**STIP-ID:**  
**Open to Public:** 2020  
**Sponsor:** RTD

**Project Scope**

Flexible Micro Transit Service and Mobility Options addressing underserved workforce needs in the North I-25 area.

**Affected Municipality(ies):** Broomfield  
**Affected County(ies):** Adams, Broomfield

**Project Phases**

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**Performance Measures**

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

### Funds Summary

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**Revised**

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**2020-079:** Add new pool projects and adjust funding based on recent combined CDOT/DRCOG Call for Projects

**Existing**

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

**TIP-ID:** 2020-079  
**STIP-ID:**  
**Open to Public:**  
**Sponsor:** DRCOG

**Project Type:** Bus Service Projects (New)

**Project Scope**

TIP Set-Aside that funds underfunded and underserved trips and rolling stock expansion to improve service and mobility for the vulnerable population.

<table>
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<tr>
<th>Affected County(ies)</th>
<th>Performance Measures</th>
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<tr>
<td>Regional</td>
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<td>Travel Time Reliability</td>
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<table>
<thead>
<tr>
<th>Amounts in $1,000s</th>
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<th>FY21</th>
<th>FY22</th>
<th>FY23</th>
<th>Future Funding</th>
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## Revised

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<th>Facility Name</th>
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<th>Facility Name (Cont)</th>
<th>Start-At and End-At</th>
<th>Cost (1,000s)</th>
<th>Facility Name (Cont)</th>
<th>Start-At and End-At</th>
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</thead>
<tbody>
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### Amounts in $1,000s

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To: Chair and Members of the Board of Directors

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

Meeting Date | Agenda Category | Agenda Item #
-------------|-----------------|-------------
September 18, 2019 | Informational Item | 16

SUBJECT
Update on Area Agency on Aging scorecard report for Increase Services to At-Risk Populations and Waitlists in Community Transitions Services.

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
N/A

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

In April, the Board saw the report on this measure as AAA staff turned their attention to reducing waitlists for Community Transitions in order to improve access to needed services. This report includes results achieved since the April report on the objective Increase Services to At-Risk Populations and an associated measure, Wait list – Community Transition Services. A backlog of clients waiting for services was apparent and staff took direct action to reduce and/or eliminate the backlog. If clients are on wait lists, they are not getting access to needed services in a timely manner. The line graph included in this report shows the result of that effort.

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

PROPOSED MOTION
N/A

ATTACHMENT
Scorecard report on Increase Services to At-Risk Populations – CTS Wait List measure.

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org or Jerry Stigall, Director, Organizational Development, at 303-480-6780 or jstigall@drcog.org.
Increase Service to At-Risk Populations
2019

ID
420
Description
We serve many populations who need services and who are at-risk of falling through the cracks. We seek to identify and serve all populations equally, and to fill in the service gaps where they exist. (DRCOG contracted partners as well)

At-risk populations may include people with language or ability barriers, who are currently unable to access resources equally.

If we increase services to at-risk populations, we work to ensure people’s voices are heard, there’s equal access to all resources, and people feel they equally belong, and their strengths are recognized and honored.

Outcomes:
Meeting the state requirement to increase service to un- and underserved

Barriers to services are reduced for the At-Risk Population.

People feel that they equally belong, their strengths are recognized and honored, and there's equal access to all resources.

We will see local community governments evaluating current systems, and making changes that help all people live and age in their community.

We will see more programs and services for older adults and adults with disabilities created and adopted by communities.

We will see communities educated on all the resources and tools available to them.

Details

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<tr>
<th>Type</th>
<th>Weight</th>
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Owners

Jennifer Reeves
## Historical Performance

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<td>2017</td>
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<td>2019</td>
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The CTS program receives referrals from nursing homes regarding individuals (residents) who desire to live in the greater community with long-term services and supports. Upon receiving those referrals, CTS staff go out to meet the individual and provide options counseling: education on available services and supports for a successful transition to community-based living. In May 2015, DRCOG was awarded a contract with Health Care Policy and Finance (HCPF) to provide these options counseling services for the Colorado Choice Transitions (CCT) program, part of a larger Medicaid demonstration project referred to as Money Follows the Person (MFP).
### Historical Performance

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