

Bob Fifer, Chair
John Diak, Vice Chair
Ashley Stolzmann, Secretary
Kevin Flynn, Treasurer
Herb Atchison, Immediate Past Chair
Douglas W. Rex, Executive Director

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, MAY 15, 2019
6:30 – 9:10 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 Aurora
 - Town of Bennett
6. 6:55 Report of the Chair
 - Report on Regional Transportation Committee
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
 - Presentation of Five-Year Service Award to George Teal, Castle Rock
 - Announcement of public hearing for the 2020-2023 Transportation Improvement Program
7. 7:05 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.

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.



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CONSENT AGENDA

9. 7:25 Move to Approve Consent Agenda
• Minutes of March 20, 2019
(Attachment A)

ACTION ITEMS

10. 7:30 Discussion of a resolution amending the 2018-2021 Transportation Improvement Program
(Attachment B) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
11. 7:40 Discussion of appointments to the Finance & Budget and Performance & Engagement committees
(Attachment C) Nominating Committee
12. 7:50 Discussion of appointments to the Regional Transportation Committee
(Attachment D) Douglas W. Rex, Executive Director
13. 8:00 Discussion of 2040 Regional Transportation Plan amendments
(Attachment E) Jacob Riger, Long Range Transportation Planning Manager, Transportation Planning & Operations
14. 8:10 Discussion of amendments to Metro Vision
(Attachment F) Brad Calvert, Division Director, Regional Planning & Development
15. 8:20 Discussion of Public Engagement Plan
(Attachment G) Lisa Houde, Communications & Marketing Specialist, Public Engagement, Communications & Marketing
16. 8:30 Discussion of Community Mobility Planning and Implementation FY 2020-2021 set-aside in the 2020-2023 Transportation Improvement Program (TIP)
(Attachment H) Derrick Webb, Planner, Regional Planning & Development; and Emily Lindsey, Transportation Planner, Transportation Planning & Operations
17. 8:40 Discussion of 2020-2023 Subregional Transportation Improvement Program funding
(Attachment I) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

INFORMATIONAL BRIEFINGS

18. 8:40 Annual FasTracks Status Report
(Attachment J) Bill Van Meter, Regional Transportation District

INFORMATIONAL BRIEFINGS (cont.)

19. 9:00 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 FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

20. Legislative Wrap-up
(Attachment K) Rich Mauro, Senior Policy & Legislative Analyst
21. 2018-2021 Transportation Improvement Program Administrative Modifications
(Attachment L) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
22. DRCOG Scorecard report for one strategic objective and one associated performance measure
(Attachment M) Jerry Stigall, Director of Organizational Development
23. Denver Region Data Brief: Household growth and housing demand
(Attachment N) Brad Calvert, Division Director, Regional Planning and Development

ADMINISTRATIVE ITEMS

24. Next Meeting – July 17, 2019
25. Other Matters by Members
26. 9:10 Adjourn

CALENDAR OF FUTURE MEETINGS

May 2019

| | | |
|----|--------------------------------------|---------------|
| 14 | Regional Transportation Committee | 8:30 a.m. |
| 15 | Performance and Engagement Committee | 5:15 p.m. |
| 15 | Finance and Budget Committee | 6:00 p.m. |
| 15 | Board of Directors | 6:30 p.m. |
| 17 | Advisory Committee on Aging | Noon – 3 p.m. |

June 2019

| | | |
|----|--------------------------------------|---------------|
| 5 | Board Work Session | 4:00 p.m. |
| 5 | Performance and Engagement Committee | 5:30 p.m.* |
| 18 | Regional Transportation Committee | 8:30 a.m. |
| 19 | Finance and Budget Committee | Cancelled |
| 19 | Board of Directors | Cancelled |
| 21 | Advisory Committee on Aging | Noon – 3 p.m. |
| 24 | Transportation Advisory Committee | 1:30 p.m. |

July 2019

| | | |
|----|--------------------------------------|---------------|
| 3 | Board Work Session | 4:00 p.m. |
| 3 | Performance and Engagement Committee | 5:30 p.m.* |
| 16 | Regional Transportation Committee | 8:30 a.m. |
| 17 | Finance and Budget Committee | 6:00 p.m. |
| 17 | Board of Directors | 6:30 p.m. |
| 19 | Advisory Committee on Aging | Noon – 3 p.m. |
| 22 | Transportation Advisory Committee | 1:30 p.m. |

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

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, APRIL 17, 2019

Members/Alternates Present

| | |
|--------------------------|----------------------------------|
| Bob Fifer, Chair | City of Arvada |
| 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 |
| Larry Vittum | Town of Bennett |
| Aaron Brockett | City of Boulder |
| Lynn Baca | City of Brighton |
| George Teal | Town of Castle Rock |
| Tammy Maurer | City of Centennial |
| Katy Brown | City of Cherry Hills Village |
| Rick Teter | City of Commerce City |
| Steve Conklin | City of Edgewater |
| Linda Olson | City of Englewood |
| Bill Gippe | Town of Erie |
| Daniel Dick | City of Federal Heights |
| Lynette Kelsey | Town of Georgetown |
| Jim Dale | City of Golden |
| George Lantz (Alternate) | City of Greenwood Village |
| Stephanie Walton | City of Lafayette |
| Karina Elrod | City of Littleton |
| Larry Strock | Town of Lochbuie |
| Wynne Shaw | City of Lone Tree |
| Joan Peck | City of Longmont |
| Ashley Stolzmann | City of Louisville |
| Connie Sullivan | Town of Lyons |
| Joyce Palaszewski | Town of Mead |
| Julie Duran Mullica | City of Northglenn |
| John Diak | Town of Parker |
| Sandie Hammerly | Town of Superior |
| Jessica Sandgren | City of Thornton |
| Herb Atchison | City of Westminster |
| Bud Starker | City of Wheat Ridge |
| Bill Van Meter | Regional Transportation District |

Others Present: Douglas W. Rex, Executive Director, Connie Garcia, Executive Assistant, DRCOG; Melanie Sloan, Adams County; Mac Callison, Aurora; Scott McCarey, Boulder County; Sarah Grant, Broomfield; Jason Gray, Brad Boland, Castle Rock; Justin Begley,

Denver; Art Griffith, Jamie Hartig, Douglas County; Steve Durian, Nancy York, Doris Peterson, Federal Heights; Jefferson County; Brooke Svoboda, Northglenn; Kent Moorman, Thornton; Jon Voelz, Westminster; Mark Westberg, Wheat Ridge; Rebecca White, Jordan Rudel, Tim Kirby, Danny Herrmann, CDOT; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell; DRCOG staff.

Chair Bob Fifer called the meeting to order at 6:32 p.m. with a quorum present.

Move to approve agenda

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

Public Hearing

A public hearing was held on proposed amendments to the Metro Vision Plan and the Metro Vision Regional Transportation Plan. Jacob Riger and Derek Webb, DRCOG staff, provided an overview of the proposed amendments. No public comment was received during the public hearing.

Board members asked questions related to air quality modeling results and the consequence of the Denver metro area being out of attainment for Ozone.

Report of the Chair

- Doug Rex reported the Regional Transportation Committee met and approved amendments to the 2018-2021 TIP and the eligibility requirements, criteria, and process for conducting the Human Service Transportation set-aside in the *FY 2020-2023 Transportation Improvement Program* (TIP).
- Director Stolzmann noted the Performance and Engagement Committee did not meet.
- Director Flynn reported the Finance and Budget Committee met and approved contracts related to AAA funding and an MOU for Human Service Transportation funding swap.

Report of the Executive Director

- Executive Director Rex noted the awards celebration is rescheduled for May 3.
- Mr. Rex reminded members if they are interested in participating on the Finance & Budget, Performance & Engagement, or Regional Transportation committees they should express interest to Connie by April 19.
- Board Orientation is scheduled for Thursday, April 25 at 4 p.m.
- Mr. Rex reported the May Board Work Session is cancelled. The Performance and Engagement Committee meeting will be held on May 15, at 5:15 p.m.
- Bike to Work Day is scheduled for Wednesday, June 26.

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 March 20, 2019 meeting
- Resolution No. 3, 2019, adopting a resolution amending the *2018-2021 Transportation Improvement Program*
- Approval of eligibility requirements, criteria, and process for conducting the Human Service Transportation set-aside in the *FY 2020-2023 Transportation Improvement Program (TIP)*.

Discussion of State Legislative Issues

Members were provided a brief overview of new bills.

HB 19-1322 – Expand Supply of Affordable Housing – requires the state treasurer to transfer up to \$40 million commencing with the 2019-2020 state fiscal year and through and including the 2025-26 state fiscal year from the Unclaimed Property Trust Fund into the Housing Development Grant Fund (under certain conditions). The revenue would be used to fund affordable housing construction, modification, and rental assistance programs. Staff recommends a position of support.

Director Jones **moved** a position of support for HB 19-1322. The motion was **seconded** and **passed** with 26 in favor.

SB 19-230 – Colorado Refugee Services Program – codifies the existing Colorado Refugee Services Program administered by the state Department of Human Services. Staff recommends a position of support.

Director Jones **moved** a position of support for SB 19-230. The motion was **seconded** and **passed** with 26 in favor.

HB 19-1257 and 1258 – Voter approval to retain and expend revenue for education and transportation – authorizes the state to annually retain and spend all state revenues in excess of the constitutional limitation on state fiscal year spending. Staff recommends a position of support. HB 1257 authorizes approval to retain the funds, HB 1258 authorizes expenditure of the funds.

Director Atchison **moved** a position of support for HB 19-1257 and 1258. The motion was **seconded** and **passed** with 24 in favor and 2 opposed.

SCR 19-003 – Replace motor fuel taxes with additional sales tax – amends the state constitution to require the General Assembly to enact a law that will repeal existing motor fuel taxes (on gasoline and other liquid motor fuel, including diesel, liquefied natural gas, and liquefied petroleum gas). Staff requests Board direction.

Director Atchison **moved** a position of monitor for SCR 19-003. The motion was **seconded** and **passed** with unanimously.

SB 19-225 – Authorize local governments to stabilize rent – repeals existing statutory language prohibiting counties or municipalities from enacting any ordinance or resolution that would control rent on either private residential property or a private residential housing unit. Staff recommends a position of support.

Director Brockett **moved** a position of support for SB 19-225. The motion was **seconded** and **passed** with 21 in favor and 2 opposed.

HB 19-1245 – Affordable housing funding from vendor fee changes – the bill increases the vendor fee to 4% and establishes a \$1,000 monthly cap on the vendor fee. Staff recommends a position of support.

Director Jones **moved** a position of support for HB 19-1245. The motion was **seconded** and died for lack of a quorum to vote.

HB 19-1309 – Mobile home park act oversight – provides protections for mobile home owners by granting counties the power to enact certain ordinances for mobile home parks; extending the time period between notice of nonpayment of rent and termination of tenancy and extending the time a mobile home owner has to vacate a mobile home park after a court enters an eviction order, and creates a Mobile Home Park Dispute Resolution and Enforcement Program in the Division of Housing. Staff recommends a position of support.

Director Brockett **moved** a position of support for HB 19-1309. The motion was **seconded** and **passed** unanimously.

Presentation of 2020-2023 Transportation Improvement Program (TIP) Subregional Share funding allocations

Todd Cottrell, Senior Transportation Planner, provided a brief overview of the subregional share process. A spokesperson from each county's subregional forum provided information on the projects selected by the forum. The Transportation Advisory Committee, Regional Transportation Committee, and Board of Directors will act in May to place the subregional share projects into the draft 2020-2023 TIP. Public comment on the draft TIP and conformity documents will begin in mid-June, a public hearing in July, and Board action expected in August of this year.

Committee Reports

State Transportation Advisory Committee – Director Jones reported the STAC received a presentation from CDOT Director Lew and plans for updating the planning process; Colorado Wildlife and CDOT presented information about vehicle/wildlife crash mitigation efforts; and received an update on the Federal Lands Access Program.

Metro Mayors Caucus – The Metro Mayor's Caucus continued with legislative monitoring; transportation funding options may be pushed out to 2020.

Metro Area County Commissioners – The Metro Area County Commissioners met and discussed Aerospace and received a briefing on the Adams County Spaceport project. Arapahoe County provided a briefing on Centennial Airport.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the ACA has not met.

Regional Air Quality Council – Doug Rex reported the RAQC held their meeting in Loveland. Presentations were received from North Front Range on air quality efforts.

E-470 Authority – Director Diak reported the Authority finalized a maintenance IGA with Parker, a waterline easement with Aurora, and reviewed a draft strategic plan.

Report on FasTracks – Director Van Meter reported the RTD Board passed a resolution committing to finishing FasTracks and supporting the service plan for Northwest rail.

Next meeting – **May 15, 2019**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 8:28 p.m.

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

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

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

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|-----------------|---------------|
| May 15, 2019 | Action | 10 |

SUBJECT

2018-2021 Transportation Improvement Program (TIP) amendments.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

[May 6, 2019](#) – TAC recommended approval

[May 14, 2019](#) – RTC will act on a recommendation

SUMMARY

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP) on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP.

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

- **2008-105** **Region 1 FASTER Transit Pool**
 - Add funding and three pool projects
- **2012-116** **Region 4 2013 Flood-Related Projects Pool**
 - Add funding to one existing pool project
- **2012-121** **Region 4 Non-Regionally Significant RPP Pool**
 - Add funding to one existing and one new pool project

New funding for the I-25 Capacity Improvements: Castle Rock to El Paso County Line project (TIP ID 2018-014) comes from both the Region 1 Surface Treatment Pool (TIP ID 2007-096) and the R1 FASTER Pool (TIP ID 2008-076). The additional funding will cover project expenses for the transition between phases 2 and 3, as anticipated phase 2 project savings will not be in place before the start of phase 3.

- **2007-096** **Region 1 Surface Treatment Pool**
 - Transfer funds out and move to the I-25 project
- **2008-076** **Region 1 FASTER Pool**
 - Transfer funds out and move to the I-25 project. Add one new pool project
- **2018-014** **I-25 Capacity Improvements: Castle Rock to the El Paso County Line**
 - Add funding to cover the transition between project phases

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

N/A

| |
|-----------------|
| PROPOSED MOTION |
|-----------------|

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

| |
|-------------|
| ATTACHMENTS |
|-------------|

1. Draft resolution
2. Proposed TIP amendments

| |
|------------------------|
| ADDITIONAL INFORMATION |
|------------------------|

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____ 2019

A RESOLUTION AMENDING THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

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

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

ATTEST:

Douglas W. Rex, Executive Director

2008-105: Add FASTER funding, local match, and three pool projects selected by CDOT

Existing

Title: **Region 1 FASTER Transit Pool**

Project Type: **Transit Operational Improvements**

TIP-ID: **2008-105**

STIP-ID: **SR17004**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Pool contains transit-related projects based on the new FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 1 (DRCOG TIP-area only).



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.

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------------|--|---------------|----------------------|---|---------------|----------------------|------------------------------------|---------------|
| RTD | East Colfax/15L Transit Enhancements Project | \$770 | RTD | Thornton PnR Passenger Amenities (FY17) | \$308 | RTD | Downtown Track and Switches (FY18) | \$1,150 |
| RTD | First and Last Mile Study (FY17) | \$200 | RTD | US-36 and Sheridan PnR (FY18) | \$1,500 | RTD | Bus Replacements (FY19) | \$3,000 |
| RTD | Mineral PnR Bridge Rehab (FY17) | \$57 | RTD | Rider Alert System (FY18) | \$350 | | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | |
| State (Faster-T) | | \$3,000 | \$3,000 | \$3,000 | \$3,000 | | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | | |
| Total | \$1,335 | \$3,000 | \$3,000 | \$3,000 | \$3,000 | \$0 | \$13,335 | |

Revised

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------|--|---------------|----------------------|------------------------------------|---------------|------------------------|---|---------------|
| RTD | East Colfax/15L Transit Enhancements Project | \$770 | RTD | US-36 and Sheridan PnR (FY18) | \$1,500 | RTD | Bus Replacements (FY20) | \$3,000 |
| RTD | First and Last Mile Study (FY17) | \$200 | RTD | Rider Alert System (FY18) | \$350 | RTD | Purchase Electric Buses and Chargers (FY20) | \$8,543 |
| RTD | Mineral PnR Bridge Rehab (FY17) | \$57 | RTD | Downtown Track and Switches (FY18) | \$1,150 | Senior Resource Center | Repave Evergreen Parking Lot (FY20) | \$48 |
| RTD | Thornton PnR Passenger Amenities (FY17) | \$308 | RTD | Bus Replacements (FY19) | \$3,000 | | | |

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|---------|---------|----------|---------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (Faster-T) | | \$3,000 | \$3,000 | \$11,588 | \$3,000 | | |
| Local | | \$0 | \$0 | \$761 | \$0 | | |
| Total | \$1,335 | \$3,000 | \$3,000 | \$12,349 | \$3,000 | \$0 | \$22,684 |

2012-116: Add \$20,000,000 of Federal Emergency funding specifically for the SH-7 flood repairs (MP 19-33) project

Existing

Title: Region 4 2013 Flood-Related Projects Pool

TIP-ID: 2012-116

STIP-ID:

Open to Public:

Project Type: Roadway Reconstruction

Sponsor: CDOT Region 4

Project Scope

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



Affected County(ies)

Boulder

Weld

Performance Measures

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

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

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------------------------------|------------------------|---------------|----------------------------------|-----------------------------|---------------|-------------------------------------|---------------------|---------------|
| ERLA 47th St | Fourmile Canyon Creek | | ERLA Sunset Bridge | St. Vrain Creek T19 | | ER SH 7 St. Malo | MP 11 | |
| ERLA 55th St/Cypress Ave | Big Dry Creek | | ERLA Boston Bridge | St Vrain Creek T17 | | ER US36 | MP21 | |
| ERLA Table Mesa Dr | Lehigh To Broadway | | ERLA 57th St | Fourmile Canyon Creek T22 | | PR US36 | D-15-X D-15-I | |
| ERLA Lehigh | Table Mesa to Cragmoor | | ERLA 75th Ave St Repairs T24 | | | PR SH7 Flood Repair | MP 19-33 | |
| ERLA Violet Ave Bridge | Fourmile Canyon Creek | | ERLA Kenosha Rd T25 | In Erie | | PR SH 119A | Boulder Canyon | |
| 19th St | Fourmile Canyon Creek | | ERLA Valmont Rd Bridge | S. Boulder Creek | | PR SH 119B | MP 52.9 to 60.0 | |
| 26th St | Fourmile Canyon Creek | | ERLA 95th St | Left Hand Creek | | PR SH 170 | MP 1.08 to 3.64 | |
| ERLA Baseline Rd | S Boulder Creek Path | | ERLA Airport Rd | Left Hand Creek | | PR SH 72B Resurfacing | | |
| ERLA Lefthand Canyon Drive T01 | | | ERLA Pike Rd | Lefthand Creek Longmont | | PR SH 52 Flood Repair | MP 6.9 to 7.2 | |
| ERLA 63rd St | Lefthand Creek | | ERLA Airport Rd | BNSF RR | | ERLA Bella Rosa Pkwy/WCR 20 Repairs | | |
| ERLA 73rd St | Lefthand Creek T11 | | ERLA 9th Ave (Ss) | E Hayden Ct | | ERLA WCR 7 Repairs | | |
| ERLA Dillon Rd | Over Rock Creek T28 | | ERLA 95th St | Over Coal Creek Bridge Repl | | ERLA Godding Hollow Parkway/WCR 18 | | |
| ERLA Sunshine Canyon Drive Detour T29 | | | ERLA Dillon Rd Underpass Repairs | | | ERLA WCR 13 CR 25A Bridge | Over St Vrain | |
| ERLA Ecl/WCR1 Bridge | Blidr Creek T20 | | ERLA Left Hand Canyon Dr. | MP 16.2 - 16.8 | | ER SH119 DelCamino | D-16-CG | |
| ERLA 95th St | Boulder Creek T14 | | ER SH 7 Lyons to Raymond | MDB | | ER SH66 | CR17 | |
| ERLA 71st St Pipe T23 | | | ER SH119 | MP 26-41 | | PR SH 119 | MP 61.5-63.9 | |
| ERLA Valmont At Dry Creek T09 | | | ER US36 | Just South of SH66 | | PR SH66B Permanent Flood Repairs | | |
| ERLA South Boulder Road Repair T27 | | | ER US36 | MP 28 D-15-X | | | | |
| ERLA Ecl Rd/WCR 1 | St Vrain Creek T19 | | ER CROOK FLOOD | | | | | |

ATTACHMENT 1

Policy Amendments – May 2019

2018-2021 Transportation Improvement Program

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

Revised

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|----------|----------|------|------|----------------|---------------|
| Federal (EMR) | | \$61,922 | \$50,000 | | \$0 | \$0 | |
| State | | \$0 | \$0 | | \$0 | \$0 | |
| Local | | \$0 | \$0 | | \$0 | \$0 | |
| Total | \$127,433 | \$61,922 | \$50,000 | | \$0 | \$0 | \$0 \$239,355 |

2012-121: Add funds to one new project (UPRR ROW Settlement) and to one existing project (I-25 Wetlands Mitigation)

Existing

Title: **Region 4 Non-Regionally Significant RPP Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2012-121**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

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



Affected County(ies)

Boulder

Weld

Performance Measures

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

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

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|--|---------------------|---------------|------------------------------------|----------------------|---------------|---------------------------|---------------------|---------------|
| SH-86: WCR 7 Intersection Imp | | \$1,000 | Cherryvale Rd to N. 75th St | | \$550 | I-25 Future Parallel Road | WCR 9.5 | \$100 |
| SH-86: Lyons to I-25 Access and PEL | | \$2,187 | SH-119: Bike/Ped Study | Boulder to Longmont | \$250 | I-25 Wetlands Mitigation | MP 240.135 | \$300 |
| SH-7: Adaptive Signals - SH-287 to 28th St | | \$1,474 | I-25 Mead Frontage Road Devolution | MP 234.86 to 234.162 | \$75 | | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | |
| State (R P P) | | \$2,697 | \$1,325 | \$1,887 | \$0 | | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | | |
| Total | \$3,900 | \$2,697 | \$1,325 | \$1,887 | \$0 | \$0 | \$9,809 | |

Revised

| Facility Name | Start-At and End-At | | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | | Cost (1,000s) |
|--|---------------------|---------|---------------|------------------------------------|----------------------|----------------|---------------|---------------------------|---------------------|--|---------------|
| SH-66: WCR 7 Intersection Imp | | | \$1,000 | Cherryvale Rd to N. 75th St | | | \$550 | I-25 Future Parallel Road | WCR 9.5 | | \$100 |
| SH-66: Lyons to I-25 Access and PEL | | | \$2,187 | SH-119: Bike/Ped Study | Boulder to Longmont | | \$250 | I-25 Wetlands Mitigation | MP 240.135 | | \$330 |
| SH-7: Adaptive Signals - SH-287 to 28th St | | | \$1,474 | I-25 Mead Frontage Road Devolution | MP 234.86 to 234.162 | | \$75 | UPRR ROW Settlement | MP 236.1 to 265.763 | | \$5,600 |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | | | | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | | | | |
| State (R P P) | | \$2,697 | \$6,955 | \$1,887 | \$0 | | | | | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | | | | | |
| Total | \$3,900 | \$2,697 | \$6,955 | \$1,887 | \$0 | \$0 | \$15,439 | | | | |

2007-096: Transfer \$2,831,000 to TIPID 2018-014 to help cover the transition between project phases 2 and 3

Existing

Title: **Region 1 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-096**

STIP-ID: **SR15215**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



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

| Performance Measures |
|--|
| <input type="checkbox"/> Bridge Condition |
| <input type="checkbox"/> Congestion |
| <input type="checkbox"/> Freight Reliability |
| <input type="checkbox"/> Pavement Condition |
| <input type="checkbox"/> Safety |
| <input type="checkbox"/> Travel Time Reliability |

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

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|----------------------|-----------------------------|---------------|--------------------------|----------------------------------|---------------|----------------------|-------------------------------|---------------|
| University | Arapahoe to Hampden | \$5,000 | I-70 | 32nd Ave to 44th Ave | \$2,500 | SH-67 | MP 125.6 to SH-105 | \$750 |
| Colfax | Galapago to Colorado | \$8,500 | SH-83 (Leetsdale Dr) | Mississippi Ave to Colorado Blvd | \$3,000 | I-25 | Greenland to Larkspur | \$5,000 |
| US-85 | Hampden to Florida | \$2,500 | Preventative Maintenance | Various Locations (\$2M/yr) | \$8,000 | I-70 | Floyd Hill to Chief Hosa | \$11,000 |
| Santa Fe | Florida to I-25 | \$3,500 | I-70 | EJMT Tunnel Paving | \$3,000 | SH-86 | Woodlands Blvd to IREA Access | \$8,000 |
| US-85 | 124th to 168th | \$8,000 | SH-74 | I-70 to CR-65 | \$2,500 | US-85 | MP 191.75 to Louviers | \$4,000 |
| Wadsworth | Bear Creek to 4th | \$5,500 | US-85 | H. Ranch Pkwy to C-470 | \$3,000 | US-36 | 28th St to Table Mesa Dr | \$4,000 |
| I-25 | County Line Rd to Belleview | \$12,000 | SH-88 | University to I-25 | \$4,000 | US-85 NB | County Line Dr to Aspen Grove | \$2,000 |
| I-225 | I-25 to Parker Rd | \$7,500 | US-287 | Colfax to I-70 | \$4,000 | SH-7 | I-25 to US-85 | \$8,000 |
| Colfax | Peoria to Sable | \$2,500 | US-6 | SH-119 to SH-58/SH-93 | \$5,000 | SH-121 | I-70 to 65th Ave | \$4,000 |
| Hampden | Dahlia to Yosemite | \$4,000 | I-25 | SH-86 to Castle Pines Pkwy | \$2,500 | US-40 | Genesee to CR-93 | \$5,000 |
| US-6 | Frei Pk, east of I-70 | \$3,000 | I-70 EB | Georgetown to Empire Junction | \$3,000 | | | |
| SH-88 (Federal Blvd) | Alameda Ave to Hampden Ave | \$4,000 | US-6 | Loveland Pass to I-70 | \$5,000 | | | |
| Amounts In \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | |
| State (Surface) | | \$39,600 | \$40,400 | \$32,000 | \$46,000 | | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | | |
| Total | \$19,000 | \$39,600 | \$40,400 | \$32,000 | \$46,000 | \$0 | \$177,000 | |

Revised

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|------------------|----------|----------|----------|----------|-------------------|------------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (Surface) | | \$39,600 | \$37,569 | \$32,000 | \$46,000 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$19,000 | \$39,600 | \$37,569 | \$32,000 | \$46,000 | \$0 | \$174,169 |

2008-076: Transfer \$2,269,000 to TIPID 2018-014 to help cover the transition between project phases 2 and 3. Add one new pool project using existing balances

Existing

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



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

| Performance Measures |
|--|
| <input type="checkbox"/> Bridge Condition |
| <input type="checkbox"/> Congestion |
| <input type="checkbox"/> Freight Reliability |
| <input type="checkbox"/> Pavement Condition |
| <input type="checkbox"/> Safety |
| <input type="checkbox"/> Travel Time Reliability |

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

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|--|---|---------------|--|---|---------------|---|---|---------------|
| SH-75 and Mineral Ave | Curb ramp and B/P crossing improvements | \$200 | I-70 between MP 252 & 255 | Median Barrier | \$2,000 | SH391 (Kipling) @ 13th Ave and 13th Place | Intersection Improvements | \$660 |
| SH-95 Intersection Improvements | 64th Ave | \$851 | SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield | Traffic Signal Replacements | \$2,500 | I-25 and Plum Creek/Meadows | Signal poles, storage, and left turn lane and restriping improvements | \$2,300 |
| SH-121/72nd Ave | Right turn accel lanes | \$951 | SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave | Traffic Signal Replacements | \$2,000 | I-70 EB Aux Lanes | Ward Rd to Kipling | \$2,300 |
| SH-177 Sidewalks | Mineral Ave to Orchard Rd | \$521 | US-65 @ Dartmouth | Hampden to Florida SUR | \$2,500 | I-70: 32nd to 44th | guardrails | \$220 |
| High Line Canal Trail Underpass | Parker/Mississippi | \$3,201 | Roundabouts at C-470 @ Ken Caryl and I-70 @ Harian | Roundabouts - design | \$500 | South Federal Blvd | safety improvements | \$300 |
| Cable Median Barrier | 104th to 168th Ave | \$2,000 | VMS for I-25 south of Denver | VMS installation | \$500 | SH2 and SH95 Traffic Signals | SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 16th, 44th, 38th, 1st | \$1,500 |
| Founders Pkwy Intersection Reconstruct | Crowfoot Valley Rd | \$1,602 | Long mast arm signal design (3 locations) | 88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2) | \$2,000 | SH83 | Mississippi to Colorado | \$3,500 |
| Wadsworth TOD left turn protection | Ginton, Eastman and Yale | \$200 | Aurora Signal Package | I-70 at Tower | \$600 | SB I-225 Parker Rd Ramp | safety project | \$2,000 |
| FASTER Safety Design | | \$4,000 | SH224 @ Dahlia St. | Traffic Signal Replacement | \$450 | I-25 SB Bottleneck | restripe from I-76 to I-70 | \$1,200 |
| SH-2 Traffic Signal Upgrades | | \$440 | Ramp Metering | I-76 | \$1,500 | Aurora Signals 2019 | SH30 @ Jewell and Yale | \$500 |
| I-70-A Pecos | Roundabout Improvements | \$700 | US-285/SH-30 | Resurfacing | \$1,400 | Lakewood Safety Package 2020 | I-70 @ Corfax, Corfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave | \$4,960 |
| Wadsworth | Right Turn Lane Extensions | \$1,521 | North Signal Replacement Package | SH-128 @ Eldorado, SH-267 @ Midway, 6th, and SH-121 @ Ralston | \$1,000 | I-70 and Kipling | Traffic signal replacement and access consolidation | \$1,500 |
| US-65 | I-76 to 168th | \$1,443 | SH-40 and SH-121 | Signal Improvements | \$900 | | | |

ATTACHMENT 1

Policy Amendments – May 2019

2018-2021 Transportation Improvement Program

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

Revised

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|--|---|---------------|--|---|---------------|--|---|---------------|
| SH-75 and Mineral Ave | Curb ramp and B/P crossing improvements | \$200 | I-70 between MP 252 & 255 | Median Barrier | \$2,000 | SH391 (Kipling) @ 13th Ave and 13th Place | Intersection Improvements | \$880 |
| SH-95 Intersection Improvements | 64th Ave | \$851 | SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield | Traffic Signal Replacements | \$2,500 | I-25 and Plum Creek/Meadows | Signal poles, storage, and left turn lane and restriping improvements | \$2,300 |
| SH-121/72nd Ave | Right turn accel lanes | \$961 | SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave | Traffic Signal Replacements | \$2,000 | I-70 EB Aux Lanes | Ward Rd to Kipling | \$2,300 |
| SH-177 Sidewalks | Mineral Ave to Orchard Rd | \$521 | US-85 @ Dartmouth | Hampden to Florida SUR | \$2,500 | I-70: 32nd to 44th | guardrails | \$220 |
| High Line Canal Trail Underpass | Parker/Mississippi | \$3,201 | Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan | Roundabouts - design | \$500 | South Federal Blvd | safety improvements | \$300 |
| Cable Median Barrier | 104th to 168th Ave | \$2,000 | VMS for I-25 south of Denver | VMS Installation | \$500 | SH2 and SH95 Traffic Signals | SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 16th, 44th, 38th, 1st | \$1,500 |
| Founders Pkwy Intersection Reconstruct | Crowfoot Valley Rd | \$1,602 | Long mast arm signal design (3 locations) | 88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2) | \$2,000 | SH83 | Mississippi to Colorado | \$3,500 |
| Wadsworth TOD left turn protection | Girton, Eastman and Yale | \$200 | Aurora Signal Package | I-70 at Tower | \$600 | SB I-225 Parker Rd Ramp | safety project | \$2,000 |
| FASTER Safety Design | | \$4,000 | SH224 @ Dahlia St. | Traffic Signal Replacement | \$450 | I-25 SB Bottleneck | restripe from I-76 to I-70 | \$1,200 |
| SH-2 Traffic Signal Upgrades | | \$440 | Ramp Metering | I-76 | \$1,500 | Aurora Signals 2019 | SH30 @ Jewell and Yale | \$500 |
| I-70-A Pecos | Roundabout Improvements | \$700 | US-285/SH-30 | Resurfacing | \$1,400 | Lakewood Safety Package 2020 | I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave | \$4,960 |
| Wadsworth | Right Turn Lane Extensions | \$1,621 | North Signal Replacement Package | SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston | \$1,000 | I-70 and Kipling | Traffic signal replacement and access consolidation | \$1,500 |
| US-85 | I-76 to 168th | \$1,443 | SH-40 and SH-121 | Signal Improvements | \$900 | 6" Lane Lines Pavement Marking (2019-2021) | I-25, I-70, I-225, I-76, I-270 | \$8,100 |

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|----------|----------|----------|----------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (Faster-S) | | \$21,950 | \$19,616 | \$20,231 | \$22,200 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$23,148 | \$21,950 | \$19,616 | \$20,231 | \$22,200 | \$0 | \$107,145 |

2018-014: Add Surface Treatment and FASTER funding to cover the transition between phases 2 and 3

Existing

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

Project Type: **Roadway Capacity**

TIP-ID: **2018-014**

STIP-ID:

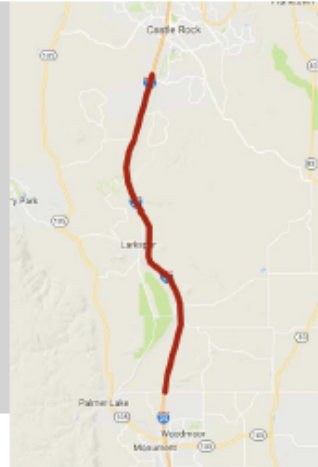
Open to Public: **2021**

Sponsor: **CDOT Region 1**

Project Scope

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

Total CDOT project cost is approximately \$367 million and extends south of the DRCOG boundary to Monument.



Affected County(ies)

Douglas

Performance Measures

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

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|------|-----------|------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| Federal (FR8) | | \$0 | \$2,500 | \$0 | \$0 | | |
| Federal (INFRA) | | \$0 | \$65,000 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| State (FASTER-B) | | \$0 | \$5,000 | \$0 | \$0 | | |
| State (Faster-S) | | \$0 | \$8,900 | \$0 | \$0 | | |
| State (SB-1) | | \$0 | \$92,000 | \$0 | \$0 | | |
| State (SB267) | | \$0 | \$133,000 | \$0 | \$0 | | |
| Local | | \$0 | \$10,000 | \$0 | \$0 | | |
| Total | \$0 | \$0 | \$316,400 | \$0 | \$0 | \$0 | \$316,400 |

Revised

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|------|-----------|---------|------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| Federal (FR8) | | \$0 | \$2,500 | \$0 | \$0 | | |
| Federal (INFRA) | | \$0 | \$65,000 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| State (FASTER-B) | | \$0 | \$5,000 | \$0 | \$0 | | |
| State (Faster-S) | | \$0 | \$8,900 | \$2,269 | \$0 | | |
| State (SB-1) | | \$0 | \$92,000 | \$0 | \$0 | | |
| State (SB267) | | \$0 | \$133,000 | \$0 | \$0 | | |
| State (Surface) | | \$0 | \$2,831 | \$0 | \$0 | | |
| Local | | \$0 | \$10,000 | \$0 | \$0 | | |
| Total | \$0 | \$0 | \$319,231 | \$2,269 | \$0 | \$0 | \$321,500 |

ATTACH C

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|-----------------|---------------|
| May 15, 2019 | Action | 11 |

SUBJECT

This item is related to the Nominating Committee's recommendations for appointment of members to the Finance and Budget and Performance and Engagement committees.

PROPOSED ACTION/RECOMMENDATIONS

Appoint members to the Finance and Budget and Performance and Engagement committees as recommended by the Nominating Committee.

ACTION BY OTHERS

N/A

SUMMARY

The Nominating Committee – comprised of Elise Jones (Chair), Boulder County; George Teal, Castle Rock; Nicholas Williams, Denver; Steve Conklin, Edgewater; Ron Rakowsky, Greenwood Village; and Herb Atchison, Westminster; met to consider appointments for the Finance and Budget and Performance and Engagement committees. The Nominating Committee recommends these members be appointed for two years to maintain staggered terms. The candidates proposed below are recommended unanimously by the Nominating Committee members:

Finance and Budget Committee

Larry Vittum, Town of Bennett
Wynne Shaw, City of Lone Tree

Performance and Engagement Committee

Bob Roth, City of Aurora
Aaron Brockett, City of Boulder
David Beacom, City and County of Broomfield
Roger Hudson, City of Castle Pines
Ashley Stolzmann, City of Louisville
Herb Atchison, City of Westminster

All Board Directors that expressed interest in participating are recommended for appointment. There is still space available on both committees, as the maximum number for each committee (15 members) has not been reached.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to appoint members to the Finance and Budget and Performance and Engagement committees as proposed.

| |
|-------------|
| ATTACHMENTS |
|-------------|

N/A

| |
|------------------------|
| ADDITIONAL INFORMATION |
|------------------------|

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

ATTACH D

To: Chair and Members of the Board of Directors

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

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|-----------------|---------------|
| May 15, 2019 | Action | 12 |

SUBJECT

This action appoints two members and a minimum of four alternates to the DRCOG Regional Transportation Committee.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends appointing two members and a minimum of four alternates to the Regional Transportation Committee.

ACTION BY OTHERS

N/A

SUMMARY

In 1977 when Governor Lamm designated DRCOG as the region's Metropolitan Planning Organization (MPO), he stipulated CDOT, RTD, and DRCOG were to agree as to how all of the organizations would participate in the transportation planning process. The agreement that was reached culminated in a Memorandum of Agreement (MOA) and established the Regional Transportation Committee (RTC). The MOA stipulates the RTC is comprised of representatives of all three agencies. Further, the MOA stipulates both the RTC and the DRCOG Board of Directors must concur on transportation planning and funding decisions.

The RTC description states DRCOG membership on RTC is designated as follows: *"Board Chair and Vice Chair, and two designees from the Board, and the Executive Director."* The use of alternates is also guided by the Committee description and states *"Each agency shall designate annually, in writing to the chairman, standing alternates (board members/commissioners and staff)."*

Annually, the Board appoints two members to serve on the RTC. The Board also appoints at least four of its members to serve as alternates on the RTC.

The RTC meets the Tuesday of each month immediately prior to the Board meeting at 8:30 a.m., with a DRCOG member/attending alternate briefing at 8 a.m.

- Current members of RTC are:
 - Ron Rakowsky
 - David Beacom
- Current alternates of RTC are:
 - George Teal
 - Steve O'Dorisio
 - Wynne Shaw

Appointment of Members and Alternates to the Regional Transportation Committee

May 15, 2019

Page 2

- Jim Dale
- Herb Atchison

Director Beacom has expressed interest in continuing as a member of the committee. Directors Shaw, Peck and Sandgren also expressed interest in serving as a member.

Currently designated alternates that expressed interest in continuing are Directors Atchison, Dale, and Shaw.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to designate Regional Transportation Committee Members (2) and Alternates (at least 4)

ATTACHMENT

Regional Transportation Committee Description

ADDITIONAL INFORMATION

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

ATTACHE

To: Chair and Members of the Board of Directors

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

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|-----------------|---------------|
| May 15, 2019 | Action | 13 |

SUBJECT

Draft amended 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) and associated air quality conformity determination documents.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the amended 2040 MVRTP and associated air quality conformity determination documents.

ACTION BY OTHERS

[May 6, 2019](#) – TAC recommended approval

[May 14, 2019](#) – RTC will act on a recommendation

SUMMARY

DRCOG issued a call for proposed amendments to the 2040 MVRTP and the Metro Vision Plan in October 2018 and received amendment requests for both plans. The proposed amendments were the subject of the April 17, 2019 [public hearing](#) and include the following documents for the 2040 MVRTP:

- [Summary of proposed 2018 amendments to the 2040 MVRTP](#)
- [Action Draft-2040 MVRTP \(May 2019\)](#)
- [Action Draft-Denver southern subarea 8-hour ozone conformity determination](#)
- [Action Draft-CO and PM10 conformity determination](#)

No public comments were received during the 30-day public comment period or at the public hearing.

Per federal transportation planning requirements, DRCOG must show that the amended 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTTP, included in the 2040 MVRTP) will not cause a violation of federal air quality conformity standards. Accordingly, the 2040 FCRTTP's roadway and transit networks were modeled for air quality conformity. The results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the air quality conformity documents linked above.

PREVIOUS DISCUSSIONS/ACTIONS

[February 20, 2019](#) – Board approved the 2040 MVRTP fiscally constrained roadway capacity projects and rapid transit networks to be modeled for air quality conformity.

PROPOSED MOTION

Move to adopt the amended 2040 Metro Vision Regional Transportation Plan and associated DRCOG CO and PM-10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination.

| |
|-------------|
| ATTACHMENTS |
|-------------|

1. Draft resolution
2. Staff presentation

| |
|------------------------|
| 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 jriger@drcog.org

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2019

A RESOLUTION TO ADOPT THE 2040 METRO VISION REGIONAL TRANSPORTATION PLAN AS AMENDED, AND THE ASSOCIATED DRCOG CO AND PM-10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

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

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

WHEREAS, the Denver Regional Council of Governments periodically amends and updates its Regional Transportation Plan; and

WHEREAS, Section 176(c)(3) of the federal Clean Air Act as amended requires that the Metropolitan Planning Organization not give its approval to a transportation plan or program unless such plan or program conforms to an approved or promulgated state implementation plan for air quality; and

WHEREAS, the *2040 Metro Vision Regional Transportation Plan*, including the *2040 Fiscally Constrained Regional Transportation Plan*, was amended by the Denver Regional Council of Governments in cooperation with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, the amended *2040 Metro Vision Regional Transportation Plan* identifies fiscally constrained air quality regionally significant highway capacity and rapid transit projects that can reasonably be provided over a 20-year time horizon; and

WHEREAS, the financial plan of the amended *2040 Metro Vision Regional Transportation Plan* meets fiscal constraint based on a reasonable estimate of funds available from 2016 to 2040; and

WHEREAS, an air quality analysis of the amended *2040 Fiscally Constrained Regional Transportation Plan* has been prepared consistent with the requirements of the Clean Air Act as amended, and regulations promulgated by the U. S. Environmental Protection Agency, which indicates that the *2040 Fiscally Constrained Regional Transportation Plan* conforms to the State Implementation Plan for Air Quality; and

A RESOLUTION TO ADOPT THE 2040 METRO VISION REGIONAL TRANSPORTATION PLAN AS AMENDED, AND THE ASSOCIATED DRCOG CO AND PM-10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

Resolution No. _____, 2019

Page 2

WHEREAS, a public hearing before the Denver Regional Council of Governments was held on April 17, 2019 and comments received on the *2040 Metro Vision Regional Transportation Plan* were addressed; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the amended *2040 Metro Vision Regional Transportation Plan* and associated air quality conformity determinations.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the *2040 Metro Vision Regional Transportation Plan* as amended. This amended plan supersedes any Regional Transportation Plan previously adopted by the Denver Regional Council of Governments.

BE IT FURTHER RESOLVED that the Board of Directors of the Denver Regional Council of Governments, and as the Metropolitan Planning Organization, hereby determines that the *2040 Fiscally Constrained Regional Transportation Plan* conforms to the applicable implementation plans approved or promulgated under the Clean Air Act, as amended, by virtue of the demonstrations incorporated in the associated *DRCOG CO and PM-10 Conformity Determination* and the *Denver Southern Subarea 8-Hour Ozone Conformity Determination*, concurrently.

BE IT FURTHER RESOLVED that the Chair of the Denver Regional Council of Governments is hereby authorized to certify copies of the *2040 Metro Vision Regional Transportation Plan* to all counties and municipalities lying wholly or partly in the Denver region.

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



Adrcog
ADVERSE REGIONAL COUNCIL OF GOVERNMENTS



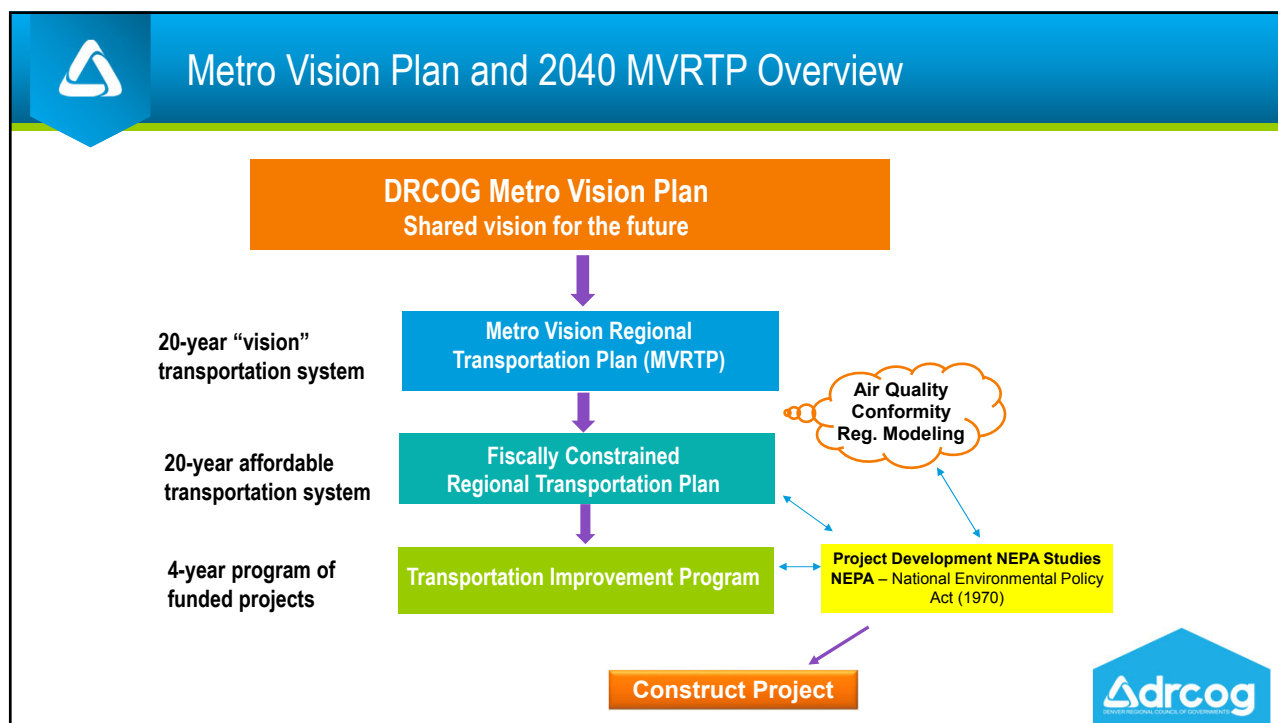
Presented by:

Jacob Riger, AICP
Transportation Planning
& Operations

Amendments to:

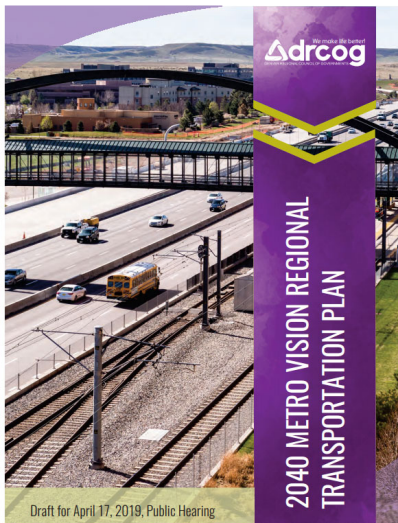
**2040 Metro Vision Regional
Transportation Plan
& associated air quality conformity**

Board of Directors
May 15, 2019





2040 Metro Vision Regional Transportation Plan Overview



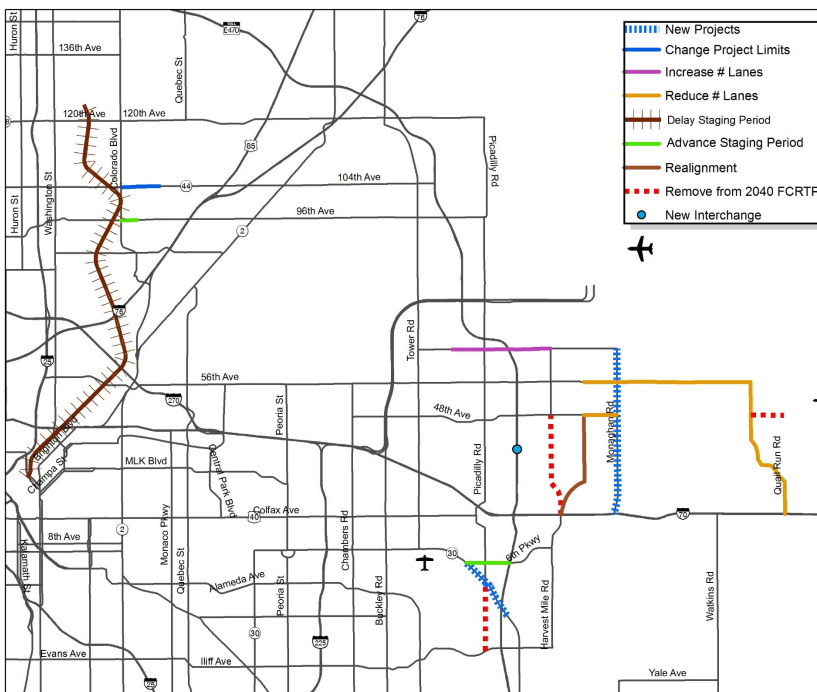
- Presents region's vision for multimodal transportation system
- Addresses federal requirements – core MPO function
- Identifies “fiscally constrained” (cost feasible) system & project investments
- Identifies major roadway capacity & rapid transit projects
- Determines eligibility for major projects to compete for Transportation Improvement Program funding
- Helps implement Metro Vision
- Is updated every four years and amended more frequently



Requested Project Amendment Locations

3 Types of Amendments

- New Projects
- Removed Projects
- Air Quality Staging Period Changes





Requested Project Amendments

| Amendment Requestor | Project/Segment Description | Current 2040 MVRTP Status | Proposed 2040 MVRTP Project Amendment |
|---------------------|--|---------------------------|---|
| City of Aurora | 48th Avenue (Imboden Road to Quail Run Road): Widen 2 to 6 Lanes | 2030-2040 | Remove from 2040 MVRTP |
| City of Aurora | 48th Avenue (Powhatan Road to Monaghan Road): New 6 Lanes | 2030-2040 | <ul style="list-style-type: none"> • Change to new 4 lanes • Add initial 2 lanes in 2020-2029 AQ stage • Complete full 4 lanes in 2030-2040 AQ stage |
| City of Aurora | 56th Avenue (Powhatan Road to Imboden Road): Widen 2 to 6 Lanes | 2020-2029 | Change widening to 2 to 4 lanes in 2030-2040 AQ stage |
| City of Aurora | 64th Avenue (Himalaya Road to Harvest Mile Road): Widen 2 to 4 Lanes | 2020-2029 | Add widening from 4 to 6 lanes in 2030-2040 AQ stage |
| City of Aurora | Harvest Mile Road (I-70 to 48th Avenue): New 6 Lanes | 2020-2029 | Remove I-70 to 48th Avenue segment from 2040 MVRTP. (Define new alignment in project below.) |
| City of Aurora | Harvest Mile Road/Powhatan Road (I-70 to 26th Avenue): New 6 Lanes | N/A | <ul style="list-style-type: none"> • New locally derived funded lanes with modified Harvest Mile Road alignment • Add initial 2/4 lanes to 2020-2029 AQ stage • Complete full 6 lanes in 2030-2040 stage |
| City of Aurora | Powhatan Road (26th Avenue to 48th Avenue): New 6 Lanes | N/A | <ul style="list-style-type: none"> • New locally derived funded 6 lanes • Add to 2020-2029 AQ stage |
| City of Aurora | Monaghan Road (I-70 to 64th Avenue): <ul style="list-style-type: none"> • New 4 lanes between I-70 and 26th Avenue • Widen 2 to 4 lanes between 26th Avenue and 56th Avenue • New 4 lanes between 56th Avenue and 64th Avenue | N/A | <ul style="list-style-type: none"> • New locally derived funded projects • Add to 2030-2040 AQ stage |
| City of Aurora | Picadilly Road (Jewell Avenue to 6th Avenue Parkway/SH-30): New 4 Lanes | 2020-2029 | Remove from 2040 MVRTP |



Requested Project Amendments (cont'd)

| Amendment Requestor | Project/Segment Description | Current 2040 MVRTP Status | Proposed 2040 MVRTP Project Amendment |
|---------------------|---|---------------------------|---|
| City of Aurora | Quail Run Road/Imboden Road (I-70 to 48th Avenue): New 6 Lanes | 2030-2040 | Change from new 6 lanes to new 4 lanes; modify alignment |
| City of Aurora | Imboden Road (48th Avenue to 56th Avenue): Widen 2 to 6 Lanes | 2030-2040 | Change widening to 2 to 4 lanes |
| City of Aurora | E-470/38th Avenue: New Interchange | N/A | <ul style="list-style-type: none"> • Add new locally derived funded interchange • Add to 2020-2029 AQ stage |
| City of Aurora | Steve D. Hogan (6th Avenue) Parkway (SH-30 to E-470): New 2 Lanes | 2020-2029 AQ stage | <ul style="list-style-type: none"> • Advance to 2015-2019 AQ stage • Change to locally derived funded project |
| City of Aurora | SH-30 (Steve D. Hogan Parkway to Mississippi Avenue): Widen 2 to 4 lanes | N/A | <ul style="list-style-type: none"> • New locally derived funded widening • Add to 2020-2029 AQ stage |
| City of Thornton | 104th Avenue/SH-44 (Grandview Ponds to McKay Road): Widen 2 to 4 Lanes | 2020-2029 AQ stage | Change project limits to Colorado Boulevard to McKay Road |
| City of Thornton | Thornton Parkway (Colorado Boulevard to Riverdale Road): Widen 2 to 4 Lanes | 2030-2040 AQ stage | Advance to 2015-2019 AQ stage |
| RTD | North Metro Rail (N) Line | 2015-2019 AQ stage | Change AQ stage period to 2020-2029 |





Public Hearing Documents – 2040 MVRTP

- Summary of proposed 2040 Metro Vision Regional Transportation Plan (MVRTP) amendments
- 2040 MVRTP public hearing draft (April 2019)
- Denver southern subarea 8-hour ozone conformity determination
- Draft CO and PM10 conformity determination



Public Input

- 30 day public comment period
 - ✓ Notification: website, social media, email blast, postcards, newspaper, etc.
- Public hearing
 - ✓ Capstone of public comment period
 - ✓ Usually held one month before Board action
- No public comment received
- Questions from DRCOG Board members about air quality emissions calculations and compliance

**WE'RE SEEKING
PUBLIC COMMENT
ON REGIONAL PLANS!**

Public hearing
April 17, 6:30 p.m.

bit.ly/MVRTP

drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS
We make life better!



Regional Air Quality Conformity – 2040 FC-RTP

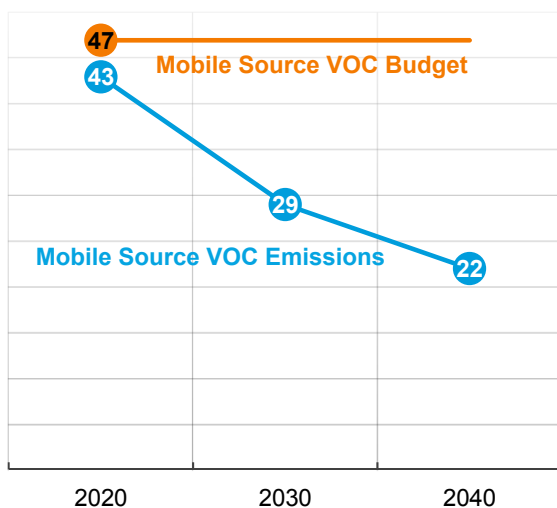
- Must address ozone, carbon monoxide, and PM-10 (particulate matter) pollutants
 - Motor vehicle emission budgets established in State Implementation Plan (SIP)
 - For ozone: on-road motor vehicle emissions are about 16% of VOCs and 31% of NO_x
- Regional air quality conformity is for regional system, not individual projects
 - Amendment changes are reflected in regional travel model
- Emission modeling based on most recent planning assumptions
 - Demographics, transportation networks and services, vehicle fleet characteristics, etc.
 - Cleaner vehicles replacing older vehicles
 - DRCOG conducts model runs to produce VMT and operating speeds - - - > CDPHE
 - CDPHE completes final emission calculations and results: must be < budgets
- Amended 2040 FC-RTP passed all emission budget tests



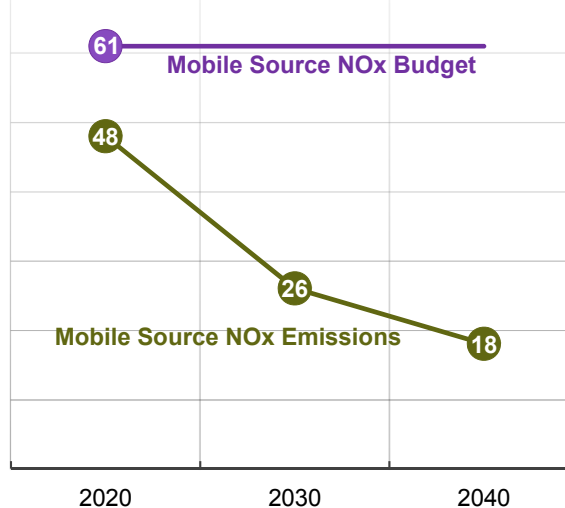
DRCOG Mobile Source Ozone Precursor Emission Results

2018 Amendments

VOC Emission Results (tons per day)



NO_x Emission Results (tons per day)





PM-10 and CO Emission Results (mobile source - tons per day)

| Pollutant and Area | SIP Budgets | Emission Results | Pass/Fail |
|---|--------------|------------------|-----------|
| Carbon Monoxide in Denver Attainment Maintenance Area | 2020 - 1,625 | 472 | Pass |
| | 2021 - 1,600 | 453 | Pass |
| | 2030 - 1,600 | 290 | Pass |
| | 2040 - 1,600 | 205 | Pass |
| Carbon Monoxide in Longmont Attainment Maintenance Area | 2020 - 43 | 9 | Pass |
| | 2030 - 43 | 6 | Pass |
| | 2040 - 43 | 4 | Pass |
| Denver Area PM ₁₀ | 2020 - 54 | 27 | Pass |
| | 2022 - 55 | 28 | Pass |
| | 2030 - 55 | 31 | Pass |
| | 2040 - 55 | 33 | Pass |
| NO _x associated with PM ₁₀ | 2020 - 70 | 39 | Pass |
| | 2022 - 56 | 34 | Pass |
| | 2030 - 56 | 22 | Pass |
| | 2040 - 56 | 16 | Pass |

- Emissions (mobile sources) for CO and NO_x decline over time. PM-10 Increases slightly.



THANK YOU!

To: Chair and Members of the Board of Directors

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

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|-----------------|---------------|
| May 15, 2019 | Action | 14 |

SUBJECT

This action concerns amendments to the *Metro Vision* plan.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the amended *Metro Vision* plan.

ACTION BY OTHERS

N/A

SUMMARY

The DRCOG Board of Directors adopted [Metro Vision](#) in January 2017 (last amended April 2018). DRCOG routinely offers opportunities for stakeholders, project sponsors, and staff to amend the plan as needed.

A call for proposed amendments was issued in October 2018. DRCOG received several amendment requests related to urban centers designated in the plan. DRCOG staff is also proposing updates to plan performance measures.

The proposed amendments to *Metro Vision* were the subject a public hearing held on April 17, 2019. No comments from the public were received at the public hearing or during the preceding public review period. A summary of proposed amendments, and preliminary staff recommendations shared during the public review period can be found [here](#).

Final staff recommended amendments:

DRCOG staff recommends the following changes to baseline measurements and targets for three plan performance measures.

| Measure | Where are we today? (Baseline) | Where do we want to be? (2040 Target) |
|--|---|---|
| Protected open space | 4,844 1,724 square miles (2014) | 2,400 1,980 square miles |
| Share of the region's housing and employment in high-risk hazard areas | Housing: 4.2 1.1 percent (2014) | Less than 4.0 0.9 percent |
| | Employment: 2.9 percent (2014) | Less than 2.5 percent |
| Daily person delay per capita | 6 minutes (2044 2017) | Less than 40 9 minutes |

DRCOG staff also recommends boundary changes to four urban centers currently recognized in Metro Vision and the addition of a new regionally designated urban center (see summary table below). Proposed boundary adjustments and justification for new regionally designated urban centers were provided by member governments and reviewed by an evaluation panel of stakeholders familiar with *Metro Vision* and the role of urban centers in the region's growth framework and DRCOG staff.

| Amendment Sponsor | Urban Center | Classification | Area (Acres) |
|-------------------|---|----------------|---------------------|
| Aurora | E-470/Interstate 70 | Emerging | 1043 763 |
| Brighton | Downtown Brighton Activity Center | Existing | 178 512 |
| Commerce City | Mile High Greyhound Park | Planned | 66 |
| Thornton | Eastlake | Emerging | 99 439 |
| Thornton | Interstate 25/State Highway 7 Activity Center | Emerging | 502 583 |

See Attachment 3 for a “redlined” version of the plan including amendments recommended by staff. Proposed performance measure amendments are located on pages 8, 35 and 51. Proposed urban center related amendments are located in Appendix B on pages 78 and 80.

PREVIOUS DISCUSSIONS/ACTIONS

[March 6, 2019](#) – Board discussed staff-proposed *Metro Vision* amendments prior to release of public review materials

PROPOSED MOTION

Move to adopt the amended *Metro Vision* plan.

ATTACHMENTS

1. Draft resolution
2. Staff presentation
3. [“Redlined” Metro Vision plan with final staff recommendations included](#) (Link)

ADDITIONAL INFORMATION

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2019

A RESOLUTION TO ADOPT THE METRO VISION PLAN AS AMENDED

WHEREAS, it is a function and duty of the Denver Regional Council of Governments, as a Regional Planning Commission under the laws of the State of Colorado, to make and adopt an advisory regional plan for the physical development of the territory within its jurisdiction; and

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization for the Denver region, is responsible for the operation and maintenance of the continuing comprehensive transportation planning process pursuant to state and federal statutes and regulations; and

WHEREAS, the Denver Regional Council of Governments in 2017 unanimously adopted a document titled *Metro Vision* that established shared regional outcomes, objectives, initiatives, performance measures and targets; and

WHEREAS, the Denver Regional Council of Governments routinely offers opportunities for stakeholders, project sponsors, and agency staff to propose amendments; and

WHEREAS, the Denver Regional Council of Governments issued a call for proposed amendments in October 2018; and

WHEREAS, the public was provided an opportunity to review amendments as proposed by stakeholders and agency staff, including the opportunity provide oral and written comment at a public held on April 17, 2019.

NOW, THEREFORE, BE IT RESOLVED that pursuant to its Articles of Association, and the authority granted under Section 30-28-106 of the Colorado Statutes the Board of Directors of the Denver Regional Council of Governments hereby amends the *Metro Vision* plan.

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



Presented by:
Brad Calvert

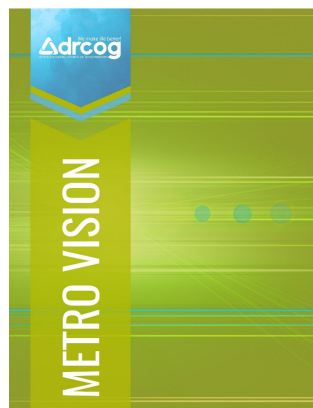
May 15, 2019

Metro Vision: **2018 Plan Assessment and Proposed Amendments**

Board of Directors
May 15, 2019



Metro Vision: background



- Unanimously adopted by Board of Directors in January 2017
- Metro Vision principle: *DRCOG Board makes minor revisions to the plan annually and major updates as needed*
- Last revision: April 2018



Metro Vision: 2018 plan assessment process



- October 2018: Call for *Metro Vision* amendments
- December 2018: Deadline for sponsors to propose amendments
- February 2019: Urban Center evaluation panel reviews and recommends urban center amendments
- March 2019: Board discusses staff-proposed amendments to plan performance measures
- March-April 2019: Public review period
- April 17: Public hearing



Performance measure amendments...

... as recommended by DRCOG staff

| Measure | Where are we today? (Baseline) | Where do we want to be? (2040 Target) |
|--|---|---|
| Protected open space | 1,841 1,724 square miles (2014) | 2,100 1,980 square miles |
| Share of the region's housing and employment in high-risk hazard areas | Housing: 4.2 1.1 percent (2014) | Less than 4.0 0.9 percent |
| | Employment: 2.9 percent (2014) | Less than 2.5 percent |
| Daily person delay per capita | 6 minutes (2014 2017) | Less than 10 9 minutes |





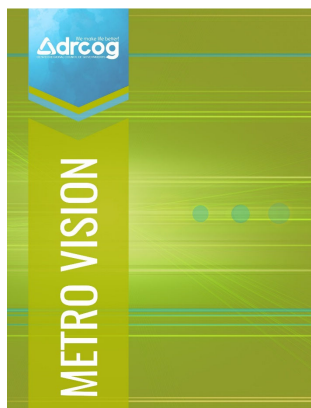
Urban Center amendments...

... as recommended by DRCOG staff and urban center evaluation panel

| Jurisdiction | Urban Center Name | Classification | Area (Acres) |
|----------------------|---|----------------|----------------------------|
| Aurora | E-470/Interstate 70 | Emerging | 4043 763 |
| Brighton | Downtown Brighton Activity Center | Existing | 478 512 |
| <u>Commerce City</u> | <u>Mile High Greyhound Park</u> | <u>Planned</u> | 66 |
| Thornton | Eastlake | Emerging | 99 439 |
| Thornton | Interstate 25/State Highway 7 Activity Center | Emerging | 502 583 |



Staff recommendation and proposed motion



- Staff recommends approval of the amended *Metro Vision* plan
- Proposed motion: Move to adopt the amended *Metro Vision* plan





THANK YOU!

Brad Calvert, Division Director
Regional Planning and Development
bcalvert@drcog.org
303-480-6839

ATTACH G

To: Chair and Members of the Board of Directors

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

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|-----------------|---------------|
| May 15, 2019 | Action | 15 |

SUBJECT

Public engagement plan.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the draft public engagement plan.

ACTION BY OTHERS

[May 6, 2019](#) – TAC recommended approval

[May 14, 2019](#) – RTC will act on a recommendation

SUMMARY

The draft public engagement plan was the subject of a [public hearing](#) at the [March 20, 2019](#) Board of Directors meeting. The document is primarily intended to be used as a guidebook by DRCOG staff to plan and implement effective public engagement activities, as well as a statement of DRCOG's organizational commitment to meaningful engagement.

A summary of the public hearing testimony and public comments received is attached. The comment matrix includes a staff response to each comment and notes any modifications made to the document as a result of the comment. In addition to revisions prompted by public or stakeholder comment, some additional minor modifications were made to the document for purposes of clarification or to correct typos. These changes are also listed in the matrix. In addition, the document has been fully redesigned for improved readability.

PREVIOUS DISCUSSIONS/ACTIONS

[January 16, 2019](#) – Board informational briefing on draft public engagement plan

PROPOSED MOTION

Move to adopt a resolution to approve the draft public engagement plan.

ATTACHMENTS

1. Draft resolution
2. Matrix of comments received, staff responses, and list of modifications made to the draft public engagement plan.
3. Staff presentation

Links: [Draft public engagement plan](#); [Tracked changes version of text](#)

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; Lisa Houde, Public Engagement Specialist, at 303-480-5658 or lhode@drcog.org; or Steve Erickson, Division Director, Communications and Marketing, at 303-480-6716 or serickson@drcog.org

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2019

A RESOLUTION TO ADOPT THE PUBLIC ENGAGEMENT PLAN, *PEOPLE-CENTERED PLANNING, PROJECTS AND SERVICES*

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

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

WHEREAS, the Fixing America's Surface Transportation (FAST) Act and other federal regulations require Metropolitan Planning Organizations to develop a public participation plan and establish, periodically review and update public participation processes; and

WHEREAS, the Denver Regional Council of Governments is committed to planning and implementing meaningful public engagement on other projects in addition to its functions as the Metropolitan Planning Organization; and

WHEREAS, the document *People-Centered Planning, Projects and Services* was prepared that describes principles and procedures for public engagement, guidance for planning and implementing effective engagement, and responds to state and federal regulations pertaining to public participation in the metropolitan transportation planning process; and

WHEREAS, the draft *People-Centered Planning, Projects and Services* document was the subject of an advertised 45-day public comment period and a public hearing on March 20, 2019, and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended adoption of the *People-Centered Planning, Projects and Services* document.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby approves the *People-Centered Planning, Projects and Services* public engagement plan document dated May 15, 2019, as the policy plan for the conduct of public engagement efforts associated with the regional transportation planning process and all other work functions of the organization.

A RESOLUTION TO ADOPT THE PUBLIC ENGAGEMENT PLAN, *PEOPLE-CENTERED
PLANNING, PROJECTS AND SERVICES*

Resolution No. _____, 2019
Page 2

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

Public engagement plan: matrix of comments and changes

| COMMENT TYPE | COMMENT SUMMARY | DRCOG STAFF RESPONSE |
|---------------------|---|---|
| Web | <p>Thanks for the opportunity to review this plan. It looks like a great tool. Our planning staff had just a couple of minor suggestions:</p> <p>p. 16, Step 5, Identify potential participants: we suggest rewording to “a range of strategies that invite and encourage the participation of...”. We recognize that inviting the input of faith-based groups and/or specific community organizations may not be warranted in all projects; however, when would it be optional or discretionary to not include people of different ages, disabilities, and varying socioeconomic statuses?</p> <p>We also suggest including “member jurisdictions” in the list on pages 16-17, as they are the part of the cross-section that comprises DRCOG.</p> | <p>We have made the recommended changes in the updated document. See pages 20 and 21 in the tracked changes version of the document and page 20 in the updated version.</p> |
| Hearing | <p>Scanning this document, I feel that a lot of people are not heard and there is not enough focus on poverty. That is a very significant thing for you to address because if we’re not really including all the people and have equity then we’re missing the train.</p> | <p>One of the underlying principles of the updated plan is to invite and consider perspectives from under-represented communities. Many of the techniques and tools included in the appendix of the document are intended to better reach traditionally under-represented people, which includes low-income populations, as well as evaluate how well we are doing in meeting that objective. Based on these evaluations, we will continue to tailor future engagement efforts to improve our engagement of under-represented groups.</p> |
| Stakeholder comment | <p><i>FHWA Review Summary:</i> While the Federal Highway Administration (FHWA) found the emphasis on evaluating the engagement activities to be done very well in the draft plan, it was recommended that more clarity be provided on the intended outcome of evaluating engagement processes and how those evaluations would impact the</p> | <p>Additional language was added to clarify the intended outcome of engagement process evaluation and how the evaluations would impact future engagement efforts. See page 13 in the tracked changes version of the document and page 15 in the updated version.</p> |

ATTACHMENT 2

process. In addition, the FHWA raised questions about how the engagement process steps would be developed for each project and shared with decision-makers, as well as how document-specific comments would be compiled and included in documents upon adoption.

The FHWA noted that the plan adequately addressed their previous federal certification review comments regarding considerations of traditionally underrepresented populations, but noted that the plan would benefit from highlighting previously successful engagement activities. In addition, a question was raised about whether DRCOG has considered including a traditionally underserved community representative on the TAC.

The FHWA raised some concerns about the document's focus on DRCOG staff as the target audience and the lack of direct public-facing instructions about how the public can get engaged during projects. In addition, the integration of more visual aids and public-facing language to describe how to engage in DRCOG's projects was recommended.

We have also added language to explain how the engagement strategies would be developed for each project. In addition, more detail is included about how document-specific comments are compiled into a matrix and provided to the decision-maker. See pages 13 and 22 in the tracked changes version of the document and pages 14 and 21 in the updated version.

We did not have specific recent activities to highlight but plan to include examples of successful engagement activities in future updates to this plan. At this time, the modification of the TAC has not been discussed in enough detail to warrant inclusion in the plan; that would not, however, preclude future changes to the composition of the committee.

Additional pages have been included at the beginning of the document (the new "public guide" section on pages 5-7 in the tracked changes version of the document and pages 5-9 in the updated version) to provide more direct public-facing instructions about how the public can get involved in DRCOG projects. The entire document has also been redesigned with more visual aids for all audiences.

ATTACHMENT 2

Other internal changes made to document since public hearing

| PAGE (TRACKED CHANGE VERSION) | CHANGE MADE |
|----------------------------------|---|
| 3 | Addition of language identifying grant funding supporting this report |
| 5 - 8 | Renumbering sections due to inclusion of new “public guide” as section 1 |
| 8 | Inclusion of new section to describe the development of the plan |
| 9 | Minor rewording for clarity |
| 10 | Minor rewording; addition of other potential travel modes |
| 15 | Added name of plan for consistency |
| 16 | Added transportation management associations to list of organizations |
| 18 | Minor rewording |
| 29 | Clarification that this policy action applies only the major TIP amendments |
| 30 | Clarifying that public comments posted online are submitted through the DRCOG website |
| 31 | Added language to better describe the opportunities and methods for comment during the development of this document |
| 32 | Clarification of process used for adoption of active transportation plan |
| 65 | Fixed typos |
| 68 | Fixed typo |




Why update the public engagement plan?

Federal transportation planning requirement for public participation plan

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






Update process


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








Public comment

- posted for **public review and comment** Jan. 17 – March 20
- public hearing **notice** in Jan. 27 *Denver Post*
- promoted through **social media, website, newsletters**
- sent to **FHWA** and **FTA** for informal feedback
- public hearing at **March 20 Board of Directors** meeting












Changes since public hearing

- changes in response to **FHWA** recommendations
- addressing **public comment** received
- changes identified through further **internal** review
- redesign of document
- all changes summarized in **matrix**






Intent of plan



- Serves as a **guidebook** for **DRCOG staff** to **plan** and **implement** effective public engagement
- Statement of **DRCOG's commitment** to **meaningful** engagement
- Three main **highlights**
 - guiding principles
 - steps to engagement
 - appendices





ATTACH H

To: Chair and Members of the Board of Directors

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

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|-----------------|---------------|
| May 15, 2019 | Action | 16 |

SUBJECT

Process and eligibility rules for the selection of projects to be funded through the DRCOG *Community Mobility Planning and Implementation* (CMPI) set-aside through the *2020-2023 Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed eligibility rules and selection process for the CMPI set-aside outlined in Attachment 1.

ACTION BY OTHERS

[May 6, 2019](#) – TAC recommended approval

[May 14, 2019](#) – RTC will act on a recommendation

SUMMARY

The [2020-2023 TIP Policy](#) established \$4.8 million in federal funds for the CMPI set-aside over the four-year period. For the first two-year period (FY 2020 and 2021) the CMPI set-aside contains:

- \$1 million for small area planning and/or transportation studies; and
- \$1.4 million for small infrastructure projects.

In addition to this commitment, \$900,000 from previous calls and returned funds were rolled-in to the small infrastructure portion, bringing the total available for small infrastructure projects to \$2.3 million.

The purpose of the CMPI set-aside is to support small area planning and small infrastructure projects that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan.

Attachment 1 describes sponsor eligibility requirements, eligible project types, application process and evaluation process document for the CMPI set-aside, highlights include:

- A two-step application process following the issuance of a call for projects that includes submittal of a letter of intent.
- DRCOG staff will review letters of intent, and if accepted, invite sponsors to submit a more detailed application.
- As with the letters of intent, applications will be reviewed by DRCOG staff. The DRCOG Board will make final project selections and funding decisions.

Upon Board of Directors adoption of the eligibility rules and selection process document, a call for projects will be opened asking for interested project sponsors to submit letters of intent.

PREVIOUS DISCUSSIONS/ACTIONS

[July 18, 2018](#) – Board adopted the *Policy on Transportation Improvement Program (TIP) Preparation*

[March 20, 2019](#) – Board discussed TIP set-asides with upcoming calls for projects

| |
|-----------------|
| PROPOSED MOTION |
|-----------------|

Move to approve the eligibility rules and selection process (Attachment 1) for the *Community Mobility Planning and Implementation* set-aside for fiscal years 2020 and 2021.

| |
|-------------|
| ATTACHMENTS |
|-------------|

1. Eligibility rules and selection process for FY20-21 Community Mobility Planning and Implementation set-aside
2. Staff presentation

| |
|------------------------|
| ADDITIONAL INFORMATION |
|------------------------|

If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; Derrick Webb, Planner, at 303-480-6728 or dwebb@drcog.org; or Emily Lindsey, Transportation Planner, at 303-480-5628 or elindsey@drcog.org.

Community Mobility Planning and Implementation Set-Aside

FY 2020 and FY 2021 Projects

Eligibility Rules and Selection Process

Program Purpose

The *Community Mobility Planning and Implementation* (CMPI) set-aside was developed to support small area planning and small infrastructure projects that contribute to the implementation of key outcomes within Metro Vision and the Metro Vision Regional Transportation Plan. The specific goals of the *Community Mobility Planning and Implementation* set-aside are listed below.

Program Goals

- Support diverse, livable communities
- Support the development of connected urban centers and multimodal corridors
- Support a transportation system that is well-connected and serves all modes of travel
- Support healthy and active choices
- Expand access to opportunity for residents of all ages, incomes and abilities

Sponsor Eligibility Requirements

- Project sponsors must be eligible to be direct recipients of federal transportation funds. These include local governments, governmental agencies and nonprofits. Non-local government sponsors must include documentation of support from the applicable local government(s) where the project is located. Private, for-profit companies (e.g., contractors, suppliers, or consultants) are not eligible.
- **For planning projects**, non-governmental organizations must emphasize connection between planning outcomes and implementation of projects by governmental partner agency.
- **For small infrastructure projects**, only local governments, CDOT, RTD, and other governmental agencies are eligible project sponsors. Nonprofits and transportation management associations/organizations (TMA/Os) are not eligible sponsors for small infrastructure projects but may partner with a governmental agency.
- Project sponsors must also be in good standing with the State of Colorado via the Secretary of State's business database:
<http://www.sos.state.co.us/pubs/business/businessHome.html>
- All scopes of work must adhere to the federal Surface Transportation Block Grant program guidance: <https://www.fhwa.dot.gov/specialfunding/stp/>.
- Project sponsors must pledge local matching funds.

Project Eligibility Requirements

Funding background

There are two main project categories for this funding: small area planning and small infrastructure (capital only).

- \$1,000,000 is allocated to small area planning projects over the two-year period
- \$2,300,000 is allocated to small infrastructure projects over the two-year period

These totals are subject to change. Planning and small infrastructure projects will be prioritized and evaluated separately.

Eligible project types

Sponsors are encouraged to consider the program goals in developing project concepts. A non-exhaustive list of examples of small area planning and small infrastructure projects are included below.

Planning project proposals must identify a path toward consideration for adoption by local government decision makers. All planning proposals should include a plan for adoption of the plan itself, developed policies or ordinances, or a project list to inform capital improvement budgeting, future small infrastructure funding through this set-aside or future transportation improvement program projects. There is no limit to the number of letters of intent a sponsor may submit, however sponsors may only submit two applications per fiscal year for funding consideration.

Planning project examples

- Projects that involve multi-jurisdictional coordination and regional collaboration.
- Activities that help to implement previously-adopted plans, such as revisions to ordinances or other land use regulations.
- Assistance with public participation related to developing or implementing local plans.
- Site assessments to determine the feasibility of projects, such as transit-oriented development projects or first/last mile strategies.
- Studies or specific plans related to important local issues, such as housing, transportation choices, or market studies.

Small infrastructure project proposals must be sponsored by a local government, CDOT, RTD or other governmental agency. Project components and scopes must adhere to Surface Transportation Block Grant program guidance. Per STBG program guidance, projects may not be located on local roads or rural minor collectors unless it is a bicycle and/or pedestrian project. This funding is for capital projects only.

Small infrastructure project examples

- Bicycle and pedestrian facilities that are not exclusively recreational, including travelways and crossings.
- Bicycle and micromobility supportive infrastructure: bicycle or micromobility parking, secure bicycle parking, bicycle shelters, bicycle repair stations, etc.
- Pedestrian supportive infrastructure: crosswalks, ADA improvements, benches, etc.
- Signage and wayfinding.
- Safety enhancements.
- Traffic calming, road diets and complete street improvements.
- Transit amenities: access enhancements to transit such as shelters, benches, bus pads.

Ineligible projects

Projects also eligible under DRCOG *Regional Transportation Operations and Technology*, *TDM Services* or *Human Services* set-aside programs, or the *Regional Air Quality Council* set-aside will not be considered eligible under the *Community Mobility Planning and Implementation* set-aside. Please reach out to DRCOG staff if there are questions about eligibility.

Funding Requirements

Applicants may request funding for up to two years for federal fiscal years 2020 and 2021. There are no funding minimums or maximums, however a single entity will not be awarded more than 50% of the available funds by category. Project sponsors should clearly describe how the funding request is supported by the work proposed for the project.

A local cash match of at least 17.21% of the total project cost is required (federal share equals 82.79%). CDOT is the steward of these funds and does not track overmatch. If a sponsor wants to commit more funding to the project on their own, they may do so.

Application Process

1. **Attend a mandatory CMPI set-aside pre-application workshop**
2. **Identify the project concept and begin early discussions with DRCOG staff** (strongly encouraged, not required)

3. **Submit a letter of intent**

With a multi-step application process, interested applicants should submit a letter of intent and include applicant's contact information, a project description and estimated project cost. Supplemental materials will be accepted if they contribute to the understanding of project being proposed.

4. **Letter of intent discussion**

DRCOG staff will review the letter of intent and request additional information as needed. Applicants will be contacted by staff to discuss the proposal before next steps are taken. This will include screening of project proposals for eligibility, identification of potential partners and or project links, and an opportunity to discuss proposed project outcomes. If the letter of intent is accepted, sponsors will be invited to apply.

5. **Invited applicants, complete and submit an application**

Applications should be submitted along with letters of support from impacted or participating entities. Per CDOT requirements, the application requires a mandatory Risk Assessment form to be submitted along with the application. Small infrastructure projects requiring CDOT concurrence (projects on a state highway or within the state rights-of-way) must provide an official CDOT response with the application submittal. Small infrastructure projects requiring RTD concurrence (projects involving RTD service, within RTD rights-of-way, or otherwise in need of RTD involvement) must provide an official RTD response with the application submittal.

6. **Project review, scoring and recommendation**

Applications will be reviewed and scored based on the set-aside evaluation criteria. The internal project review panel will prepare a recommendation to present to DRCOG's Transportation Advisory Committee and Regional Transportation Committee for a recommendation prior to a presentation to the Board of Directors for approval.

7. **Applicants are notified about approved projects**

Project Funding Evaluation and Selection Process

DRCOG will establish an internal project review panel to assist with scoring and evaluating projects. Participants may include staff from DRCOG divisions:

- Transportation Planning and Operations
- Regional Planning and Development
- Communications and Marketing (Way to Go)
- Area Agency on Aging, and/or
- Executive Office

Each member of the panel will review the applications and assign points to the criteria based on information contained in the project application forms. The panel will convene to discuss the applications and reach consensus on the final criteria points and total score for each project. The panel will recommend a list of projects to be funded by the *Community Mobility Planning and Implementation* set-aside. The recommended list of projects will be taken through DRCOG committees for review and final approval by the DRCOG Board of Directors.


Evaluation criteria

| Section | Category | Description | Scoring | Weight |
|---------|--------------------------------|--|--|--------|
| 1 | Project Type | The extent to which the completed planning project moves toward actionable/implementable items and the extent to which small infrastructure projects are identified in planning documents. | <p>low – (planning) no commitment to the identification of actionable/implementable items (infra) new project, not identified or related to a study/plan</p> <p>medium – (planning) minimal commitment to the identification of actionable/implementable items; and/or ordinance or policy development opportunity identified (infra) project not specifically mentioned in plan, but addressed generally</p> <p>high – (planning) significant portion of the study/plan committed to identification and prioritization of actionable/implementable items; and/or ordinance or policy development opportunity identified along with potential path to local adoption; (infra) project is identified in previously completed project, study or plan</p> | 15 |
| | Collaboration and Partnerships | The extent to which the project involves multi-agency and/or multi-jurisdictional collaboration. | <p>low – no partnerships as part of project, sponsor-led and implemented</p> <p>medium – acknowledgement of partnership with other agencies and/or jurisdictions</p> <p>high – partnerships include financial support of project and collaboration throughout project</p> | 10 |
| | Innovation and Transferability | The extent to which the project involves an innovative practice or technique and/or potential transferability of project process or products. | <p>low – no potential for outcome to provide proof of concept for a process or practice. No transferability locally or regionally.</p> <p>medium – limited potential for outcome to provide proof of concept for a process or practice. Concept may prove transferrable to other projects locally or regionally.</p> <p>high – strong potential for outcome to provide proof of concept for a process or practice including potential transferability to other projects locally and regionally</p> | 15 |

| Section | Category | Description | Scoring | Weight |
|---------|-----------------------------|--|---|--------|
| 2 | Alignment with CMPI Goals | The project's ability to support each of the five program goals. | <p>low – minimal relationship to CMPI goals</p> <p>medium – consistent relationship to most, but not all CMPI goals</p> <p>high – strong relationship between all CMPI goals</p> | 40 |
| 3 | Alignment with Metro Vision | The project's ability to contribute to the implementation of Metro Vision. | <p>low – minimal impact to implementation of Metro Vision</p> <p>medium – consistent relationship to several Metro Vision objectives</p> <p>high – strong relationship to Metro Vision objectives</p> | 20 |

Award Conditions

- Funding provided to local government sponsors should not replace existing local funding for staff.
- Applicants should not request funding for projects, activities, or services that are currently performed by other agencies or government entities. Applicants should not request funding for projects, activities, or services that are currently performed by, or may compete with, the private sector.
- All project scopes of work are subject to review and approval by DRCOG and CDOT.
- Each applicant awarded funds will sign an IGA and enter into a contract with the Colorado Department of Transportation (CDOT) to implement the project depending on the type, location and other characteristics of the project. CDOT is the ultimate steward of these federal funds. CDOT will specify requirements for status reporting and reimbursement requests.
- Each awarded project sponsor will be required to attend reimbursement training (approximately 4 hours) that defines the documentation required for tracking expenses and requesting reimbursement.
- All funded small area planning projects must include a DRCOG staff representative as a member of the project management team or equivalent group charged with study development.
- Each awarded project sponsor will be required to attend a post-project debrief with DRCOG staff.
- Projects must be completed within two years from the contract start date.
- Project sponsors will work with DRCOG, CDOT, RTD (as appropriate), and FHWA/FTA to ensure that the project is being implemented in accordance with federal requirements.



Adrcog
ADJUTANT REGIONAL COUNCIL OF GOVERNMENTS



FY 20-21 Community Mobility Planning and Implementation Set-Aside


Eligibility Requirements and Selection Process

Presented by:

Derrick Webb
Regional Planning &
Development

Emily Lindsey
Transportation Planning
& Operations

Board - May 15, 2019




Program Purpose and Goals

Purpose: to support planning and small infrastructure projects that contribute to the implementation of key outcomes within *Metro Vision* and the *Metro Vision Regional Transportation Plan*

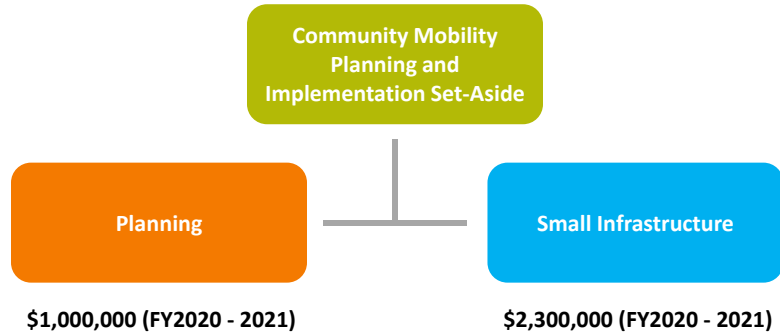
Program Goals

- Support diverse, livable communities
- Support the development of connected urban centers and multimodal corridors
- Support a transportation system that is well-connected and serves all modes of travel
- Support healthy and active choices
- Expand access to opportunity for residents of all ages, incomes and abilities





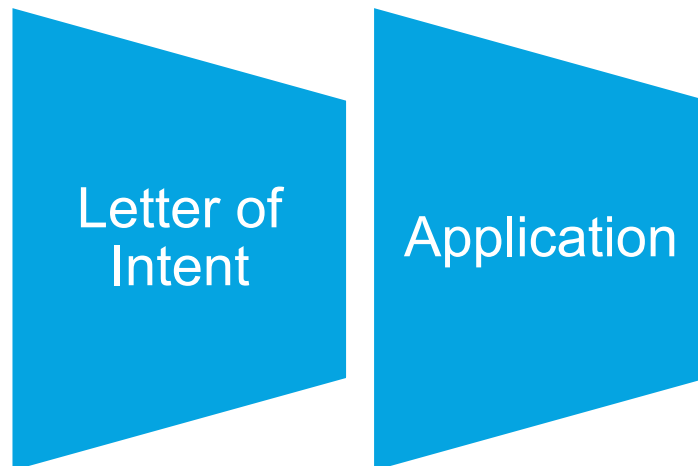
Funding Availability and Requirements

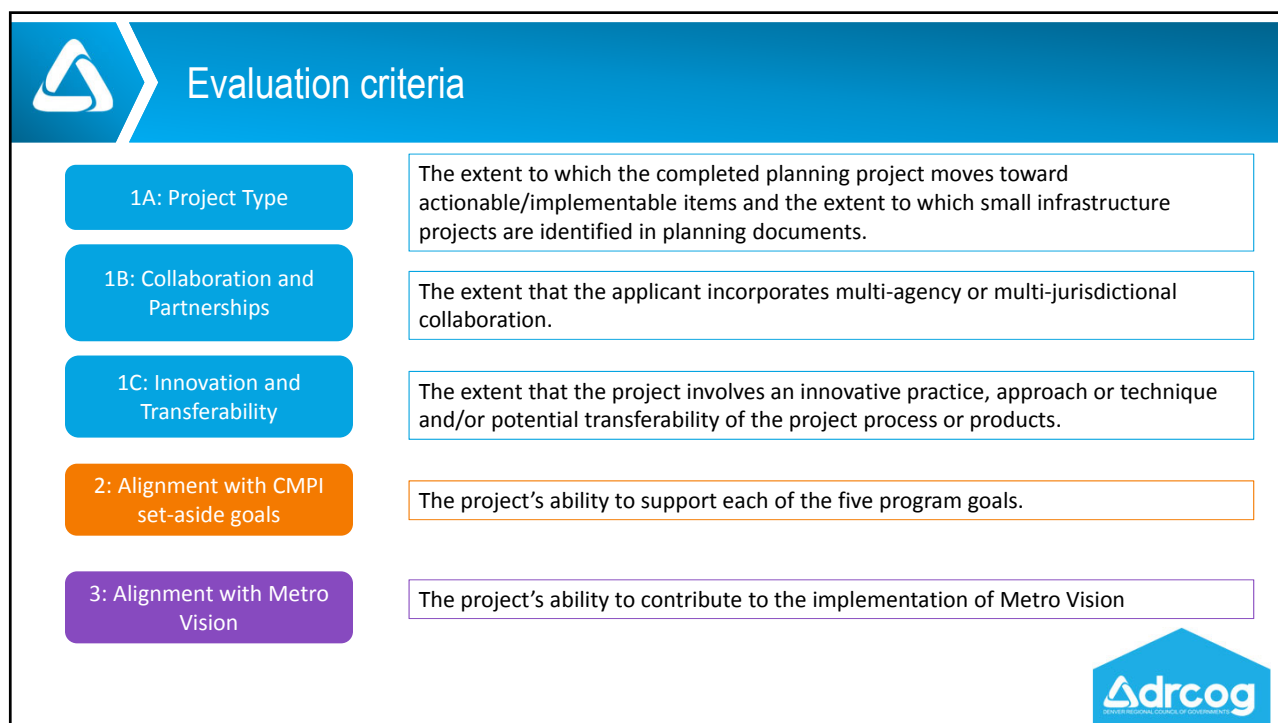
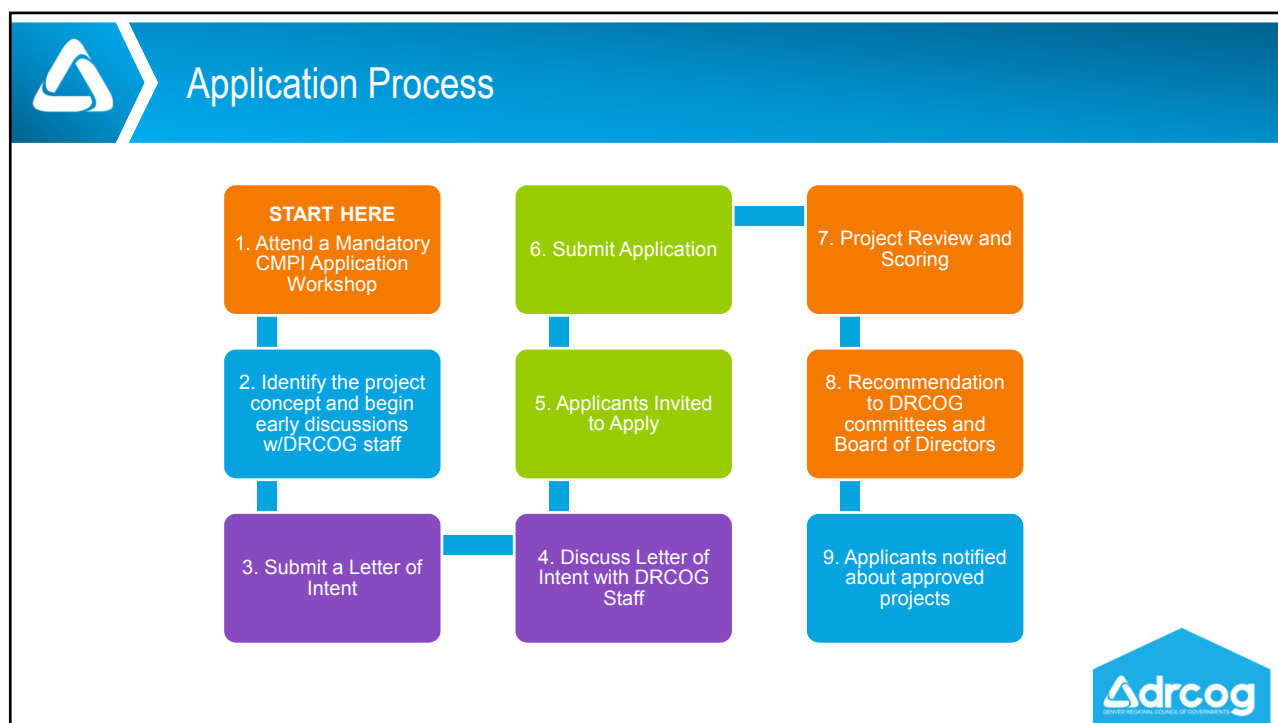


- Totals are subject to change
- Applicants may request funding for up to two years (2020-2021)
- No funding minimums or maximums
- A single entity will not be awarded more than 50% of available funds by category
- Local cash match required: 17.21% of total project cost (federal share – 82.79%)



Two-Step Application Process







Expected call for projects schedule*

May 14: RTC recommendation
May 15: Board of Directors Approval

By May 20: Call for Letters of Intent



Early June: Mandatory Application Workshop



Mid-June: Last Day to Submit Letter of Intent



Late July: Full Application Due

*Schedule dependent on RTC recommendation and Board approval



THANK YOU!

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 303.480.6728

Emily Lindsey, AICP
 Transportation Planner
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ATTACH I

To: Chair and Members of the Board of Directors

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

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|-----------------|---------------|
| May 15, 2019 | Action | 17 |

SUBJECT

2020-2023 *Transportation Improvement Program* (TIP) Subregional Share funding allocation.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends the proposed Subregional Share 2020-2023 TIP projects and waiting lists to be included within the draft 2020-2023 TIP.

ACTION BY OTHERS

[May 6, 2019](#) – TAC recommended approval

[May 14, 2019](#) – RTC will act on a recommendation

SUMMARY

The Subregional Share call for projects opened on January 2 and closed on February 27. Applications were submitted to each subregional forum, and throughout March into early April each technical committee and forum scored, deliberated, and recommended a suite of TIP projects within their funding target and a ranked-order waiting list for those projects not recommended for funding.

Through the Subregional Share call for projects, a total of 113 projects totaling approximately \$385 million were submitted for approximately \$209 million in available DRCOG-allocated Subregional Share funds from eight subregional forums.

Projects recommended for funding and a ranked-order waiting list for each forum can be found in Attachment 1. A representative from each forum made a short presentation and was available for questions at the April Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

[April 17, 2019](#) - Informational briefing to Board by staff and each Subregional Forum representative on project recommendations.

PROPOSED MOTION

Move to approve the Subregional Share projects and ranked-order waiting lists to be included in the draft 2020-2023 TIP with Subregional Share funds.

ATTACHMENTS

1. 2020-2023 draft Subregional Share recommendations, listed by each county forum
2. Staff presentation

Link – [2020-2023 Subregional Share project applications](#)

ADDITIONAL INFORMATION

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

| 2020-2023 TIP Subregional Share Funding Recommendations Adams County Forum - \$32,933,000 Available | | | | | | | |
|--|---|--------------------------------------|---------------------------------------|------------------|------------------------------------|--|-------------------------|
| Project Sponsor | Project Name | Subregional Share Funding Request | Total Weighted Score H=5, M=3, L=1 | Project Activity | Subregional Share Funding Level | Project Highlights | Waiting List Ranking |
| Westminster | Sheridan Blvd. Multimodal Improvements | \$ 1,500,000 | 4.3 | Construction | \$ 1,500,000 | Construct a multimodal underpass to provide a first and final mile connection between US-36/Sheridan Park-n-Ride/Bus Rapid Transit (BRT) station, US-36 Bikeway, and Downtown Westminster. Adds one SB lane on Sheridan Blvd. from the US-36 bridge to Turnpike Dr. <i>Total DRCOG allocation is \$5.5 million (\$1.5 million Subregional Share, and \$4 million Jefferson County Forum Subregional Share).</i> | |
| Adams County | I-270 Corridor Environmental Assessment | \$ 1,800,000 | 4.1 | Study | \$ 1,800,000 | Environmental Assessment and preliminary design to address safety, reliability, and operational issues along the entire corridor. | |
| Commerce City | Vasquez Blvd. Improvements: 52nd Ave. to E. 64th Ave. | \$ 4,750,000 | 4.1 | Construction | \$ 4,750,000 | NEPA, design, and construct near-term improvements as identified in the Vasquez and I-270 PEL. Pedestrian and bicycle access will be added on the arterial. | |
| Jefferson County | Peaks-to-Plains Trail: SH-6 Tunnel 1 to Huntsman Gulch | \$ 500,000 | 3.8 | Construction | \$ 500,000 | Build a 3-mile 10' ADA path along SH-6, including pedestrian bridges, parking lots, and creek access points. <i>Total DRCOG allocation is \$10.25 million (\$4 million Regional Share, \$5.75 million of the Jefferson County Subregional Share, and \$.5 million Adams County Forum Subregional Share).</i> | |
| Aurora | High Line Canal Trail: East Colfax Ave. to I-70 | \$ 3,301,267 | 3.8 | Construction | \$ 3,301,267 | Construct 1.8 miles of 8' trail between East Colfax Ave. and I-70, reconstruct existing canal box culvert underpass of I-70, eight at-grade street crossings along with ADA-compliant ramps, one at grade crossing of the UPRR tracks, and three culvert/bridge crossings of the canal. | |
| Commerce City | US-85/120th Ave. Interchange: Preconstruction Activities | \$ 6,300,000 | 3.6 | Preconstruction | \$ 6,300,000 | Acquire right-of-way for a 6-lane Diverging Diamond Interchange, including two bridge structures. | |
| Smart Commute Metro North | Micro Transit Service & Mobility Options: North I-25 Area | \$ 1,600,000 | 3.6 | Construction | \$ 1,600,000 | Flexible Micro Transit Service and Mobility Options addressing underserved workforce needs in the North I-25 area. | |
| Bennett | SH-79 and I-70 Interchange Eastbound Ramp Improvements | \$ 650,000 | 3.5 | Construction | \$ 650,000 | Widen interchange footprint, relocate existing ramp interchange, and signalize eastbound off-ramp. | |
| Commerce City | 88th Ave Widening: I-76 to Hwy. 2 - Preconstruction Activities | \$ 2,000,000 | 3.4 | Preconstruction | \$ 2,000,000 | Preconstruction activities for the eventual widening of 88th Ave. | |
| Aurora | Aurora Missing Sidewalk Program | \$ 935,200 | 3.3 | Construction | \$ 935,200 | Construct 6,765 feet of 10' detached sidewalks along arterial streets and 6' detached sidewalks along collector streets to complete gaps in portions of Aurora's sidewalk network. All missing gaps to be constructed are within 1/2 mile of a school, on a collector or arterial, and have three or more vulnerable populations above the average for the DRCOG area. | |
| Lochbuie | I-76/Baseline Rd. Interchange Signalization | \$ 700,000 | 3.3 | Construction | \$ 700,000 | Signalize the I-76 EB and WB ramp intersections along Baseline Rd. and add center left-turn lane to the re-stripped I-76 overpass. <i>Total DRCOG allocation is \$1.4 million (\$.7 million SW Weld County Subregional Share and \$.7 million Adams County Subregional Share).</i> | |
| Thornton | 104th Ave. Widening: Colorado Blvd. to US-85 Preconstruction Activities | \$ 1,600,000 | 3.2 | Preconstruction | \$ 1,600,000 | Preliminary Engineering and Environmental activities for the eventual widening of roadway. | |
| Northglenn | 120th Ave. Improvements: Washington St. to York St. | \$ 16,760,000 | 3.2 | Construction | \$ 6,996,533 | Design project west to York St, but only widen 120th Ave. from two to three lanes in each direction from Washington St. to Race St. In addition, add turn lanes at intersections, modifying four existing signals, installing one new signal at Race St., complete signal synchronization along corridor, add pedestrian refuge at Irma Dr., add detached 10' multi-use trail on both sides (where feasible), resolve utility conflicts, and make drainage improvements. | |
| Brighton | Bridge St. & I-76 Interchange Improvements | \$ 300,000 | 2.7 | Construction | \$ 300,000 | Design a new interchange using existing bridge infrastructure, including possible roundabouts at the frontage road (as identified in the Environmental Assessment). | |
| | | | | | \$ 32,933,000 | | |
| Northglenn | 120th Ave. Improvements: Washington St. to York St. | \$ 9,763,467 | 3.2 | Construction | | Adding on to existing project, construct additional lanes from Race St. to York St. | 1 |
| Aurora | Fulton St. Bicycle Boulevard and Pedestrian Enhancements (Phase 2) | \$ 1,910,610 | 3.0 | Construction | | 6' detached sidewalks on each side, bicycle boulevard on Fulton St., from Montview Blvd. to 26th Ave. Parking will be eliminated on alternating sides of the street, and planted chicanes will be added. | 2 |
| Aurora | Bicycle and Pedestrian Improvements: Havana St. and Iola St. | \$ 916,600 | 2.9 | Construction | | On-Street bike lanes, eliminate one side of on-street parking, widen sidewalks; all-way stop at Havana St. and 23rd St. | 3 |
| | Total Requested \$ 45,523,677 | | | | | | |

2020-2023 TIP Subregional Share Funding Recommendations
Arapahoe County Forum - \$44,094,000 Available

| Project Sponsor | Project Name | Subregional Share Funding Request | Total Weighted Score H=3, M=2, L=1 | Project Activity | Subregional Share Funding Level | Project Highlights | Waiting List Ranking |
|-----------------|--|-----------------------------------|---------------------------------------|------------------|---------------------------------|---|----------------------|
| Centennial | County Line Rd. Capacity Improvements: Broadway to University Blvd. | \$ 4,500,000 | 2.5 | Construction | \$ 4,500,000 | Reconstruct and widen roadway from 2 to 4 lanes, including sidewalks. <i>Total DRCOG allocation is \$10 million (\$5.5 million Subregional Share and \$4.5 Arapahoe Subregional Forum)</i> | |
| Aurora | 13th Ave. Corridor Multimodal Mobility Study | \$ 295,000 | 2.5 | Study | \$ 295,000 | Perform multimodal corridor study between Yosemite St. and the High Line Canal Trail (east of Chambers Rd.). | |
| Arapahoe County | Parker Rd. PEL | \$ 1,000,000 | 2.4 | Study | \$ 1,000,000 | Planning and Environment Linkage Report. | |
| Aurora | Parker-Quincy-Smoky Hill Intersection Improvements | \$ 5,043,500 | 2.4 | Construction | \$ 5,043,500 | Reconfigure NB Smoky Hill Rd./Quincy Ave. approach to three exclusive left turn lanes and a shared through-right lane, reconfigure WB Quincy Ave./NB Parker Rd. for three right turn lanes, shift of the crosswalk across Parker Road, signal improvements, and sidewalks. | |
| Arapahoe County | Dry Creek Rd. Widening | \$ 2,665,000 | 2.4 | Construction | \$ 2,665,000 | Extend the eastbound through/right lane from NB I-25 Off Ramp to connect to right turn lane at the Inverness Dr. East, shared path improvements along the south side of Dry Creek Rd., signage & pavement markings on the SB Clinton S. for ease to SB I-25, new left turn lane providing direct access to the Dry Creek LRT. | |
| Aurora | Nine Mile Pedestrian and Bicycle Bridge | \$ 4,366,000 | 2.3 | Construction | \$ 4,366,000 | Provide bridge, stair and elevator access to bridge, emergency telephone, blue light, and lighting. | |
| Aurora | Havana St. Transit Improvements | \$ 539,580 | 2.3 | Construction | \$ 539,580 | Construct bus bypass lanes, relocate bus stops, Install bus bulbs, install queue jump signals, accessibility upgrades, implementation of Transit Signal Priority. | |
| Arapahoe County | Inverness Dr. West Shared Path | \$ 3,492,800 | 2.3 | Construction | \$ 3,492,800 | Design and construct a separated bikeway plus sidewalk with buffer along the west side of Clinton St./Inverness Dr. West from Fulton St. to Inverness Dr. East. | |
| Bennett | I-70 and SH-79 Ramp Improvements | \$ 150,000 | 2.2 | Construction | \$ 150,000 | Widening out interchange footprint, relocate existing ramp, signalization of EB Off-ramp, earthwork, environmental clearances, drainage/utilities, paving, guardrail, lighting, signage, and marking. | |
| Arapahoe County | I-25 and Dry Creek Rd. SB on-ramp | \$ 1,380,000 | 2.1 | Construction | \$ 1,380,000 | Restripe/minor widening of SB I-25 On-Ramp to create 3 lanes, median modification WB approach, triple head ramp meter signal. | |
| Aurora | City-wide Pedestrian Accessibility Improvements: Missing Gap Sidewalks | \$ 1,029,800 | 2.1 | Construction | \$ 1,029,800 | Design and construct sidewalks that would close gaps in portions of sidewalk network. Associated ADA ramps would also be constructed. | |
| Englewood | US-285 Study | \$ 1,280,000 | 2.0 | Study | \$ 1,280,000 | Congestion management study. | |
| Englewood | US-285 and Broadway Interchange Operational Improvements | \$ 7,600,000 | 2.0 | Construction | \$ 7,600,000 | Reconstruct bridge over US-285, lengthen turn lanes, ped/bike improvements, reconstruct on/off-ramps, eliminate lane drops and provide through lanes in each direction. | |
| Littleton | Santa Fe Dr. and Mineral Ave. Operational Improvements | \$ 15,200,000 | 1.9 | Construction | \$ 9,152,320 | Provide quadrant road in the southwest corner of the intersection, eliminate left turn phases at intersection, install new traffic signals. | |
| Englewood | Oxford Ave. Pedestrian Bridge | \$ 1,600,000 | 1.9 | Construction | \$ 1,600,000 | Complete environmental clearance, design/construction of grade separated pedestrian bridge over US 285. | |
| | | | | | \$ 44,094,000 | | |
| Littleton | Santa Fe Dr. and Mineral Ave. Operational Improvements | \$ 6,047,680 | 1.9 | Construction | | Provide quadrant road in the northwest corner of the intersection, eliminate left turn phases at intersection, install new traffic signals. | 1 |
| Centennial | Havana St. and Easter Ave. Intersection Operational Improvements | \$ 5,000,000 | 2.0 | Construction | | Provide displaced left turn lane intersection with sweeping curve, replace/add signals, sidewalks, ADA ramps. | 2 |
| Littleton | Broadway Corridor Study | \$ 800,000 | 1.9 | Study | | Prepare a corridor plan and multimodal transportation plan. | 3 |
| Littleton | Federal Blvd. and Bowles Ave. Intersection Operational Improvements | \$ 3,400,000 | 1.9 | Construction | | Shift alignment of Federal Blvd. to meet Bowles Ave. at a right angle, shorten the crossing distance for pedestrians, longer eastbound left turn lanes along Bowles Ave., new signal pedestrian/bicycle grade separation of Federal Blvd., trail connections, bike lane reconfiguration. | 4 |
| Arapahoe County | Peoria St. and Easter Ave. Intersection Operational Improvements | \$ 5,193,630 | 1.8 | Construction | | Construct partial continous flow/sweeping curve intersection, access modifications, ROW acquisition. | 5 |
| | Total Requested \$ 70,582,990 | | | | | | |

| 2020-2023 TIP Subregional Share Funding Recommendations Boulder County Forum - \$15,291,000 Available | | | | | | | |
|--|--|-----------------------------------|---------------------------------------|------------------|---------------------------------|---|----------------------|
| Project Sponsor | Project Name | Subregional Share Funding Request | Total Weighted Score H=5, M=3, L=1 | Project Activity | Subregional Share Funding Level | Project Highlights | Waiting List Ranking |
| Boulder | Downtown Boulder Station Improvements | \$ 392,800 | 2.6 | Construction | \$ 392,800 | New sawtooth bays to accommodate regional and local buses and alleviate overcrowding at the 14th and Walnut St. Station. | |
| Boulder County | Enhanced FLEX Transit Service | \$ 1,000,000 | 2.6 | Service | \$ 1,000,000 | Expanded regional transit service on the FLEX. | |
| Boulder County | SH-119 Bikeway: Boulder to Longmont - Preconstruction Activities | \$ 1,105,808 | 2.5 | Preconstruction | \$ 1,105,808 | Complete the bikeway design to 100%, ad-ready levels. Complete all environmental clearances. | |
| Louisville | Rock Creek and Coal Creek Trail Connection | \$ 475,000 | 2.5 | Construction | \$ 475,000 | Construct a new regional multi-use path connecting Broomfield, Louisville, and Lafayette on open space property immediately east of 104th. | |
| Louisville | SH-42 Design Plan: Empire Rd./Lock St. to SH-7 | \$ 350,000 | 2.4 | Preconstruction | \$ 350,000 | Design for enhanced vehicle, bike, and pedestrian components in Louisville. | |
| Nederland | Downtown ADA Sidewalk Connections | \$ 2,185,000 | 2.4 | Construction | \$ 1,500,000 | Design and construct new ADA pedestrian facilities connecting the regional PnR with the main commercial area and visitor center. | |
| Boulder | HOP Transit Service Expansion | \$ 2,400,000 | 2.4 | Service | \$ 2,400,000 | Expansion of the HOP transit service to connect the regional transit hub at 30th and Pearl to the business parks on the east side of town. | |
| Boulder | SH-7 Multiuse Path and Transit Stop Improvements | \$ 760,000 | 2.3 | Construction | \$ 760,000 | Inclusion of multiuse paths, enhanced bus stops, and new pedestrian facilities on Arapahoe. | |
| Lafayette | SH-7 and 119th Ave. Intersection Improvements | \$ 2,604,670 | 2.3 | Construction | \$ 2,604,670 | Operational improvements for additional left turn lanes and new BRT stops. | |
| Longmont | SH-66 Improvements: Hover St. to Main St. | \$ 450,000 | 2.2 | Preconstruction | \$ 450,000 | Design for increased capacity on SH-66 between US-287 and Hover Rd. to accommodate heavy regional traffic. | |
| Boulder | Table Mesa Multiuse Path and Access Improvements | \$ 2,200,000 | 2.2 | Construction | \$ 2,200,000 | Inclusion of a new multiuse path on Table Mesa at US-36, connecting the EB and WB transit stops and improving first and final mile connections. | |
| Louisville | At-Grade Crossing Improvements: S Boulder Rd. at Main St. | \$ 1,003,293 | 2.2 | Construction | \$ 1,003,293 | Improve non-motorized safety by constructing five crossing treatments across South Boulder Rd. | |
| Superior | US-36 Bikeway Extension: Superior to Broomfield | \$ 2,000,000 | 1.6 | Construction | \$ 1,049,429 | Construct a new regional multiuse path connecting Superior and Broomfield on the west side of US-36. | |
| | | | | | \$ 15,291,000 | | |
| Boulder County | US-287 BRT Feasibility and Corridor Safety Study | \$ 250,000 | 2.4 | Study | | Corridor study for BRT and safety from Longmont to Broomfield. | 1 |
| Lyons | US-36 Multimodal Improvements in Lyons | \$ 1,965,555 | 2.3 | Construction | | Enhancements to cyclist safety through improved bike lanes and crossing treatments. | 2 |
| Lyons | St. Vrain Trail Extension: Lyons | \$ 1,048,274 | 2.3 | Construction | | Off-street trail extension along US-36 from downtown Lyons to SH-66. | 3 |
| Boulder | 30th St. Corridor Improvements: Boulder Creel to Arapahoe | \$ 2,580,000 | 2.1 | Construction | | Construction of new cycle tracks, improved sidewalks, and wider bike lanes. | 4 |
| Longmont | SH-119 Operational Improvements: Nelson to Pratt | \$ 3,000,000 | 2.1 | Construction | | Vehicle capacity improvements. | 5 |
| Boulder | SH-7 and Arapahoe Bridge Replacement | \$ 4,200,000 | 2.0 | Construction | | Replacement of a structural deficient bridge over Boulder Creek for vehicle and non-motorized safety. | 6 |
| Longmont | County Line Rd. Shoulder Improvements: 17th to SH-66 | \$ 225,000 | 1.9 | Design | | Construct bikable shoulders between 17th St. and SH-66. | 7 |
| Superior | Marshall Rd. Underpass | \$ 1,440,000 | 1.5 | Construction | | New underpass under Marshall Rd., immediately west of US-36 to improve safety for regional cyclists and connect to regional trail systems. | 8 |
| Boulder County | Multimodal Intersection Improvements: SH-7 and 95th Ave. | \$ 5,200,000 | 1.2 | Construction | | Multimodal intersection operational improvements for vehicles, transit. and non-motorized uses per the PEL. | 9 |
| | Total Requested \$ 36,835,400 | | | | | | |

2020-2023 TIP Subregional Funding Recommendations
Broomfield County Forum - \$4,694,000 Available

| Project Sponsor | Project Name | Subregional Share Funding Request | Total Weighted Score H=5, M=3, L=1 | Project Activity | Subregional Share Funding Level | Project Highlights | Waiting List Ranking |
|-----------------|--|-----------------------------------|---------------------------------------|---------------------------|---------------------------------|--|----------------------|
| Broomfield | US-287/120th Ave. Multimodal & Safety Study | \$ 480,000 | 2.4 | Study | \$ 480,000 | Study to improve multimodal access, safety, and capacity. | |
| Broomfield | US-36 Bike N Ride Shelters, Amenities, Operations & Marketing | \$ 520,000 | 2.3 | Construction | \$ 520,000 | Construct 3 remaining Bike N Ride shelters for US-36 BRT stations in Broomfield. Funding support for marketing & operations by Commuting Solutions. | |
| Broomfield | Transit Needs Assessment & Pilot Project | \$ 640,000 | 2.2 | Study/Transit | \$ 640,000 | 1) Study unmet transit needs, evaluate existing services and gaps, develop short range recommendations for Broomfield Easy Ride, evaluate marketing, recommend service improvements, marketing, amd pilots. 2) Implement priority recommended pilot services | |
| Broomfield | Midway Blvd. Multimodal Corridor Action Plan | \$ 400,000 | 2.2 | Study/ Preconstruction | \$ 400,000 | 1) Study Midway Blvd. and develop concept corridor and intersection plans to improve multimodal access and safety for all ages and abiliites 2) develop preliminary cost estimates for key segments 3) develop an action plan | |
| Broomfield | FlexRide Expansion & Marketing | \$ 1,440,000 | 2.1 | Transit | \$ 1,440,000 | 1) Operations - expand and modify service boundaries, destinations, and operational hours for Broomfield and Interlocken FlexRide services 2) Capital- Purchase rolling stock to support expanded operations if necessary 3) Marketing - to support service modifications & improvements | |
| Broomfield | Industrial Ln. Bikeway Phase 2 | \$ 2,800,000 | 2.1 | Preconstruction | \$ 614,000 | Design Phase 2 of the Industrial Ln. bikeway from US-36 at Midway Multiuse Bridge over BNSF to US-36/Flatiron Station | |
| Broomfield | Active Transportation Wayfinding Pilot | \$ 280,000 | 2.1 | Preconstruction | \$ 280,000 | Develop an active transportation routes wayfinding package of design details and construction documents to pilot select low-stress routes | |
| Broomfield | Industrial Ln. & Nickel St./Commerce St. Intersection Improvements | \$ 1,920,000 | 1.8 | Preconstruction | \$ 320,000 | Design for modifications of the 3-way intersection at Industrial Ln., Commerce St., and Nickel St. to improve safety for all users and reduce delay, including a coordinated traffic signal with US-287 & BNSF railway. | |
| | | | | | \$ 4,694,000 | | |
| Broomfield | Industrial Lane Bikeway Phase 2 | \$ 2,186,000 | 2.1 | Construction | | Construct Phase 2 of the Industrial Ln. bikeway from US-36 at Midway Multiuse Bridge over BNSF to US-36/Flatiron Station | 1 |
| Broomfield | Industrial Ln. & Nickel/Commerce Intersection Improvements | \$ 1,600,000 | 1.8 | Construction | | Construct modifications of the 3-way intersection at Industrial Ln., Commerce St., and Nickel St. to improve safety for all users and reduce delay, including a coordinated traffic signal with US-287 & BNSF railway. | 2 |
| | Total Requested \$ 8,480,000 | | | | | | |

2020-2023 TIP Subregional Share Funding Recommendations
Denver County Forum - \$50,293,000 Available

| Project Sponsor | Project Name | Subregional Share Funding Request | Total Weighted Score H=3, M=2, L=1 | Project Activity | Subregional Share Funding Level | Project Highlights | Waiting List Ranking |
|--------------------------------------|--|-----------------------------------|---------------------------------------|------------------|---------------------------------|---|----------------------|
| Denver | 16th St. Mall Rehabilitation | \$10,928,084 | 2.4 | Construction | \$5,928,084 | Reconstruct with new granite paver system, install bulb-outs, landscaping, realign transitway and sidewalks. Includes reduced ask of \$5,928,084 and \$5 million from Regional Commitment. Total DRCOG allocation is \$20 million (\$9.072 million Regional Share and \$10.928 million Subregional Share). | |
| Denver | Transit Speed & Reliability on Federal Blvd. | \$9,100,000 | 2.4 | Construction | \$3,000,000 | Denver will utilize treatments to improve transit speed, reliability, and amenities on Federal Blvd. with a toolbox defined within Denver Moves: Transit (2019) and RTD's Transit Priority Study (2018) | |
| Denver | Broadway Station and I-25 Safety & Access Improvements | \$21,200,000 | 2.4 | Construction | \$17,364,916 | Construct and extend Exposition Ave. and Bannock St. west of Broadway St. Add a new parking lot adjacent to Bannock St. Broadway St. and Lincoln St. will be reconstructed from south of Kentucky Ave. to north of Ohio St. Project will be added to the existing TIP project ID 2016-021. | |
| CDOT | I-25 and Alameda Ave. Operational Improvements: Valley Highway Phase 2.0 | \$24,000,000 | 1.7 | Construction | \$24,000,000 | Construct a new/widened Alameda Bridge over the S. Platte Rlver, local street improvements to Lipan St. so that an access and signal at S. Platte River Dr. can be removed, pedestrian and bicycle facility improvements on the road, and a grade-separated S. Platte River Greenway path. | |
| | | | | | \$50,293,000 | | |
| Denver | Strategic Transportation Plan Update | \$4,000,000 | 2.4 | Study | | The scope of the STP is to maximize Denver Capital Improvement Program (CIP) and Bond investments and leverage outside funding sources, identify necessary policy and provide a roadmap for a comprehensive transportation system that prioritizes the movement of people via alternative modes. Analyze data and develop infrastructure networks which recognize the importance of integrating freight and goods movement needs through plans, policies, programs, and projects. | 1 |
| Denver | Broadway Station and I-25 Safety & Access Improvements | \$3,755,084 | 2.4 | Construction | | Construct and extend Exposition Ave. and Bannock St. west of Broadway St. Add a new parking lot adjacent to Bannock St. Broadway St. and Lincoln St. will be reconstructed from south of Kentucky Ave. to north of Ohio St. | 2 |
| Denver | Transit Speed & Reliability | \$6,100,000 | 2.4 | Construction | | Denver will utilize treatments to improve transit speed, reliability and amenities on 2 remaining corridors with a toolbox defined within Denver Moves: Transit (2019) and RTD's Transit Priority Study (2018) | 3 |
| Denver | N. Broadway Multimodal Improvements: 7th Ave to 16th St. | \$9,182,720 | 2.2 | Construction | | Traffic signal reconstruction, intersection corner reconstruction, vertical elements, on-street parking and loading zones, incorporation of transit improvements, pedestrian improvements with increased access to high-capacity transit, and ways to incorporate transportation network companies | 4 |
| Denver | South Platte Regional Trail Improvements | \$17,503,948 | 2.1 | Construction | | Reconstruct 12' of concrete with a 4' crusher fines side path. The goal of the project is to achieve this standard, or given site conditions, come as close to this standard as possible. | 5 |
| Denver | Buchtel Trail Multimodal Network Improvements | \$12,837,520 | 2.2 | Construction | | Construct a cycle track and pedestrian crossing improvements from University to Colorado; roadway intersection improvements at University/Buchtel, Colorado/Buchtel, Colorado/Evans, and University/Evans | 6 |
| Denver | Peoria St. Multi-Modal Improvements: 37th Ave. to 56th Ave. | \$6,588,900 | 2.1 | Construction | | Intersection crosswalk improvements, new sidewalks, new multi-use path, and pedestrian access improvements to the Light Rail Station. | 7 |
| Denver | Alameda Ave. Multimodal Improvments: Santa Fe Dr to Cherokee St. | \$7,600,000 | 1.9 | Preconstruction | | Completion of construction drawings to 100%; includes plans, specifications, final construction cost estimates, phasing, and review process timeline. Impact studies to identify potential hazards and design constraints that may potentially affect proposed construction activities and operations will also be conducted. | 8 |
| Denver | Park Ave. West Viaduct Rehab Phase 3: Wazee to I-25 | \$9,600,000 | 1.8 | Construction | | Constructs expansion joints, deck repair, asphalt overlay, painting, and substructure | 9 |
| Denver | Sand Creek Regional Trail Improvements | \$7,076,800 | 2.1 | Construction | | Construct regional trail, with ROW and NEPA, to include realigning the trail, earth work, flood plain work, retaining walls, slope mitigation, landscaping and re-vegetation, concrete and asphalt paving, bridge work, concrete work, signs and markings, railings, site furnishings, re-vegetation and other appurtenances as necessary. | 10 |
| Evergreen Park & Recreation District | Evergreen Lake Trail Improvements | \$200,000 | 1.8 | Construction | | Improve an existing trail by constructing a connected, multimodal trail linkage on the north side of Evergreen Lake with an upper and lower track. | 11 |
| | Total Requested \$139,817,972 | | | | | | |

| 2020-2023 TIP Subregional Share Funding Recommendations Douglas County Forum - \$22,855,000 Available | | | | | | | |
|--|--|-----------------------------------|---------------------------------------|------------------|---------------------------------|--|----------------------|
| Project Sponsor | Project Name | Subregional Share Funding Request | Total Weighted Score H=3, M=2, L=1 | Project Activity | Subregional Share Funding Level | Project Highlights | Waiting List Ranking |
| Lone Tree | I-25/Lincoln Ave. Traffic and Mobility Improvement Plan | \$ 1,500,000 | 2.4 | Preconstruction | \$ 1,250,000 | Complete Value Engineering Study, NEPA, and 20% plans associated with long term interchange solutions. | |
| Douglas County | US-85 Capacity Improvements: SH-67 to Meadows Pkwy. - Preconstruction Activities | \$ 1,500,000 | 2.5 | Preconstruction | \$ 855,000 | ROW acquisition, final design, and utility relocations associated with 2002 EIS recommended widening and reconstruction, including a 10' multi-use trail. | |
| Parker | High Plains Trail/Cherry Creek Trail Connector | \$ 375,000 | 2.6 | Construction | \$ 375,000 | New trail connector, including a grade separation over Parker Rd. <i>Total DRCOG allocation is \$2.375 million (\$2 million Regional Share and \$0.375 million Subregional Share).</i> | |
| Littleton | County Line Rd. Capacity Improvements: Broadway to University Blvd. | \$ 10,000,000 | 2.4 | Construction | \$ 5,500,000 | Reconstruct and widen roadway from 2 to 4 lanes, including sidewalks. <i>Total DRCOG allocation is \$10 million (\$5.5 million Subregional Share and \$4.5 Arapahoe Subregional Forum).</i> | |
| Castle Rock | SH-86/5th St. and Founders Pkwy/Ridge Rd Intersection Operational Improvements | \$ 4,225,000 | 2.1 | Construction | \$ 4,225,000 | Operational improvements, including bicycle/pedestrian improvements to improve safety. | |
| Parker | Parker Rd. Operational Improvements: Lincoln Ave. to Pine Ln. | \$ 2,000,000 | 2.5 | Construction | \$ 1,750,000 | Construct pedestrian and traffic operational improvements, including a new multiuse path. | |
| Douglas County | SH-83 Safety Improvements: Bayou Gulch Rd. to El Paso County | \$ 6,000,000 | 2.3 | Construction | \$ 5,500,000 | Safety improvements, possibly including passing lanes, intersection improvements, turn lanes, and others to reduce crashes. | |
| Lone Tree | C-470 Grade Separated Trail over Acres Green Drive | \$ 2,000,000 | 2.3 | Construction | \$ 2,000,000 | Construct a grade separation for the C-470 Regional Trail. | |
| Larkspur | Spruce Mountain Road Bicycle and Pedestrian Improvements: Perry Park Ave. to Town hall | \$ 400,000 | 2.2 | Construction | \$ 400,000 | Construct a new sidewalk. | |
| Parker | Parker Rd. Multi-Use Trail/Sidewalk: Twenty Mile Rd. to Hess Rd. | \$ 1,000,000 | 2.2 | Construction | \$ 1,000,000 | Construct bicycle and pedestrian improvements along SH 83 within the Town of Parker | |
| | | | | | \$ 22,855,000 | | |
| Castle Rock | Fifth St. Roadway Operational Improvements | \$ 3,900,000 | 2.3 | Construction | | Improve safety & mobility, add bike/ped facilities, and widen 5th St. (Woodlands to Founders Pkwy./Ridge Rd.) to improve traffic operations. | 1 |
| Castle Rock | Wolfensberger Rd. Roadway Operational Improvements | \$ 3,300,000 | 2.2 | Construction | | Improve safety & mobility, add bike/ped facilities, and widen Wolfensburger between Prairie Hawk and Coachline to improve traffic operations. | 2 |
| Douglas County | Broadway & Highlands Ranch Pkwy Intersection Improvements | \$ 2,500,000 | 1.6 | Construction | | Improve safety & mobility, while providing additional capacity and reducing congestion at this busy intersection in Highlands Ranch. | 3 |
| Parker | Parker Rd. Adative Traffic Signal System | \$ 1,000,000 | 2.0 | Construction | | Improve traffic signal coordination at 13 intersections in Town of Parker. | 4 |
| | Total Requested \$ 39,700,000 | | | | | | |

| 2020-2023 TIP Subregional Share Funding Recommendations Jefferson County Forum - \$32,924,000 Available | | | | | | | |
|--|---|--------------------------------------|---------------------------------------|------------------|------------------------------------|---|-------------------------|
| Project Sponsor | Project Name | Subregional Share Funding Request | Total Weighted Score H=3, M=2, L=1 | Project Activity | Subregional Share Funding Level | Project Highlights | Waiting List Ranking |
| Westminster | Sheridan Blvd. Multimodal Improvements | \$ 4,000,000 | 2.6 | Construction | \$ 4,000,000 | Constructs a multimodal underpass to provide a first and final mile connection between US-36/Sheridan Park-n-Ride/Bus Rapid Transit (BRT) station, US-36 Bikeway, and Downtown Westminster. Adds one SB lane on Sheridan Blvd. from the US-36 bridge to Turnpike Dr. | |
| Wheat Ridge | Wadsworth Blvd. Operational Improvements: 48th Ave. to I-70 | \$ 5,280,000 | 2.4 | Construction | \$ 5,280,000 | Adds an additional travel lane in each direction, a 10' multi-use path on the east side, an 8' sidewalk on the west side, a center median, and street and pedestrian lighting. <i>Funding and project limits will be added to the existing capacity project (2016-020).</i> | |
| Golden | US-6/Heritage Rd. Interchange: Preconstruction Activities | \$ 2,400,000 | 2.3 | Preconstruction | \$ 2,400,000 | Conduct preliminary engineering to convert at-grade intersection to a grade-separated interchange. Complete right-of-way needs assessment, subsurface utility engineering, and identify and seek necessary environmental clearances. | |
| Jefferson County | Peaks-to-Plains Trail: SH-6 Tunnel 1 to Huntsman Gulch | \$ 1,250,000 | 2.3 | Construction | \$ 1,250,000 | Build a 3-mile 10' ADA path along SH-6, including pedestrian bridges, parking lots, and creek access points. <i>Total DRCOG allocation is \$10.25 million (\$4 million Regional Share, \$5.75 million Subregional Share, and \$0.5 million Adams County Forum Subregional Share).</i> | |
| Wheat Ridge | Ward Rd./BNSF Grade Separation: Preconstruction Activities | \$ 1,600,000 | 2.2 | Preconstruction | \$ 1,600,000 | Preconstruction activities, including environmental and design, for an eventual grade-separated rail crossing of Ward Rd. | |
| Jefferson County | Front Range Trail Study | \$ 100,000 | 2.1 | Study | \$ 100,000 | Identify multimodal trail alignment alternatives along SH-93, from North Table Mountain Park to the County line. The study will include recommendations regarding trail alignment, width, surfacing, access points, road crossings, and required easements. | |
| Jefferson County | Colfax Ave. Multiuse Path: I-70 to Poppy St. | \$ 875,000 | 2.1 | Construction | \$ 875,000 | Construct an 8' shared-use path along the north side of Colfax Ave. in two segments; I-70 bridge to McIntyre St. and from Nile Ct. to Poppy St. | |
| Evergreen Parks & Rec | Evergreen Lake Trail Improvements | \$ 2,613,903 | 1.9 | Construction | \$ 2,613,903 | Reconstruct and improve existing trail on the north side of Evergreen Lake. The upper track (near road level) is an off-street, hard surface accessible 8-10' trail and the lower track (lake level) is a 5' pedestrian-only natural surfaces/wooden boardwalks trail. The project will include improvements to drainage, roadway characteristics, and support infrastructure at and near the project site. | |
| Golden | US-40 Complete Streets: Violet St. to I-70 | \$ 5,600,000 | 1.9 | Construction | \$ 5,600,000 | Generalized roadway improvements, including intersection improvements at Rooney Rd. and the intersection of Heritage Rd. and Colfax Ave. Drainage improvements, sidewalks, bike lanes, and an off-street trail will be included. | |
| Jefferson County | JC-73: SH-74 to Buffalo Park Rd. Operational Improvements | \$ 8,750,000 | 1.9 | Construction | \$ 8,750,000 | Project includes safety and operational improvements, including bike lanes/shoulders and pedestrian facilities. Roadway will be reconstructed, including drainage improvements and bridge replacement. | |
| Jefferson County | Jefferson County Bike Master Plan Update | \$ 200,000 | 1.9 | Study | \$ 200,000 | Update the County's bike master plan. | |
| | | | | | \$ 32,668,903 | | |
| Jefferson County | W. 32nd Ave. Bike Lanes: Ford St. to Eldridge St. | \$ 4,000,000 | 1.8 | Construction | | Addition of 4' bike lanes and intersection operational improvements. | 1 |
| Total Requested | | \$ 36,668,903 | | | | | |

| 2020-2023 TIP Subregional Share Funding Recommendations SW Weld County Forum - \$6,055,000 Available | | | | | | | |
|---|--|-----------------------------------|---------------------------------------|------------------|---------------------------------|--|----------------------|
| Project Sponsor | Project Name | Subregional Share Funding Request | Total Weighted Score H=3, M=2, L=1 | Project Activity | Subregional Share Funding Level | Project Highlights | Waiting List Ranking |
| Longmont | St. Vrain Greenway, Phase 13: SH-119 to St. Vrain State Park | \$ 1,500,000 | 2.4 | Construction | \$ 1,500,000 | Extend greenway trail into St. Vrain State Park. | |
| CDOT R4 | SH-52 PEL | \$ 2,000,000 | 2.3 | Study | \$ 1,250,000 | Planning and Environmental Linkage study from SH-119 to I-76. | |
| Lochbuie | Greenway Trail: CR-37 to 168th Ave. | \$ 450,000 | 2.2 | Construction | \$ 450,000 | Construct greenway trail through open space, connecting to an elementary school and CR-2. | |
| Lochbuie | I-76 and Baseline Rd. Interchange Improvements | \$ 700,000 | 2.0 | Construction | \$ 700,000 | Construct signalized ramps, add turn lanes, restripe overpass to 3 lanes, guardrail improvements. | |
| Erie | Traffic Signalization: Erie Pkwy. and WCR-7 | \$ 480,000 | 1.9 | Construction | \$ 480,000 | Add traffic signal. | |
| Mead | SH-66 and WCR-7 Pedestrian Underpass | \$ 2,400,000 | 1.8 | Construction | \$ 1,575,000 | Trail connection and pedestrian underpass under SH-66, just west of WCR-7. | |
| Weld County | Hokestra Trail Pedestrian Bridge | \$ 100,000 | 1.6 | Construction | \$ 100,000 | Construct a pedestrian bridge connecting the southwest service center to state parks. | |
| | | | | | \$ 6,055,000 | | |
| Mead | SH-66 and WCR-7 Pedestrian Underpass | \$ 825,000 | 1.8 | Construction | | Trail connection and pedestrian underpass under SH-66, just west of WCR-7. | 1 |
| CDOT R4 | SH-52 PEL | \$ 750,000 | 2.3 | Study | | Planning and Environmental Linkage study from SH-119 to I-76. Waiting list funding would reduce local match. | 2 |
| | Total Requested \$ 7,630,000 | | | | | | |




Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS



Presented by:
Todd Cottrell
Transportation Planning
& Operations

2020-2023 TIP Subregional Share Funding Recommendation

Board of Directors
May 15, 2019



Subregional Share Summary

- Subregional Share Call: Jan 2 to Feb 27
- Applications submitted to each forum
- March/early April: Each technical committee/forum scored, deliberated, and recommended project and ranked waiting list

| | <u>Number of Projects Submitted</u> | <u>Total DRCOG Request</u> | <u>Total Funding Target</u> | <u>Recommended Projects</u> | <u>Recommended Funding</u> |
|----------------|-------------------------------------|----------------------------|-----------------------------|-----------------------------|----------------------------|
| Adams | 16 | \$ 45,523,677 | \$ 32,933,000 | 14 | \$ 32,933,000 |
| Arapahoe | 19 | \$ 70,582,990 | \$ 44,094,000 | 15 | \$ 44,094,000 |
| Boulder | 23 | \$ 36,835,400 | \$ 15,291,000 | 13 | \$ 15,291,000 |
| Broomfield | 8 | \$ 8,480,000 | \$ 4,694,000 | 8 | \$ 4,694,000 |
| Denver | 14 | \$ 139,817,972 | \$ 50,293,000 | 4 | \$ 50,293,000 |
| Douglas | 14 | \$ 39,700,000 | \$ 22,855,000 | 10 | \$ 22,855,000 |
| Jeffco | 12 | \$ 36,668,903 | \$ 32,924,000 | 11 | \$ 32,668,903 |
| Weld | 7 | \$ 7,630,000 | \$ 6,055,000 | 7 | \$ 6,055,000 |
| Totals: | 113 | \$ 385,238,942 | \$ 209,139,000 | 82 | \$ 208,883,903 |

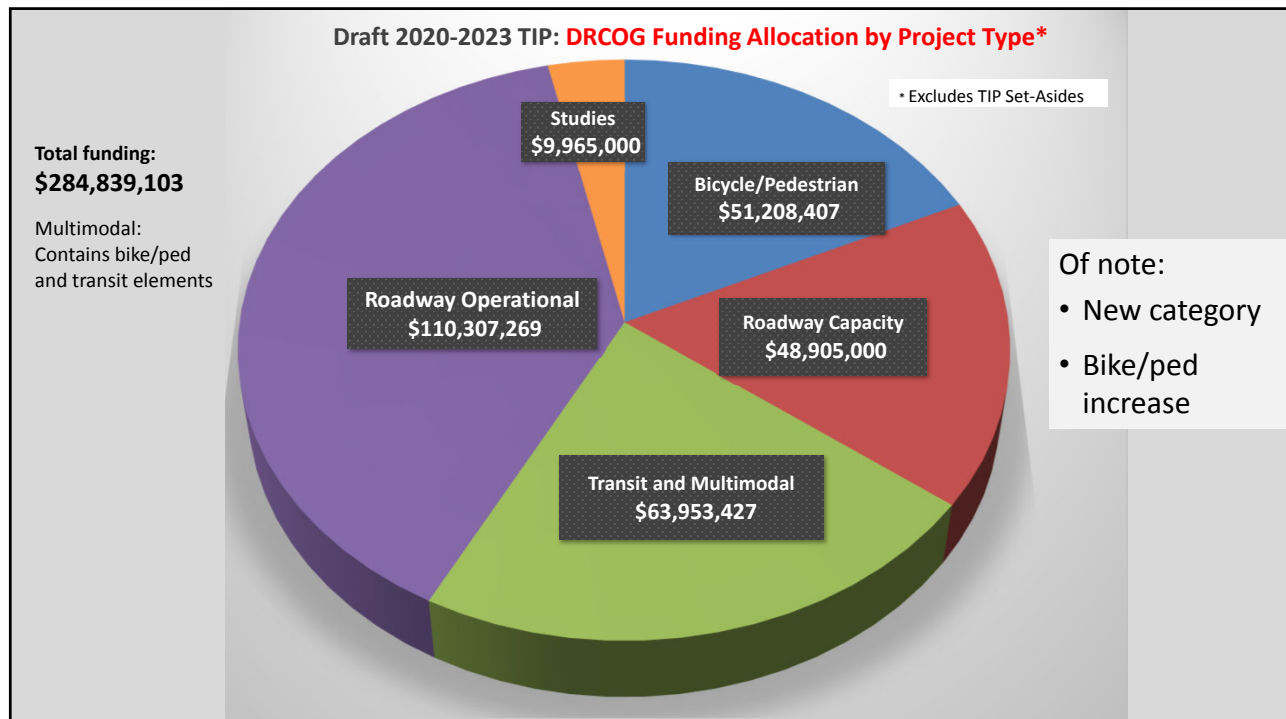
- Will provide \$545.5 million in total transportation investment
- 7 projects recommended from more than one subregion

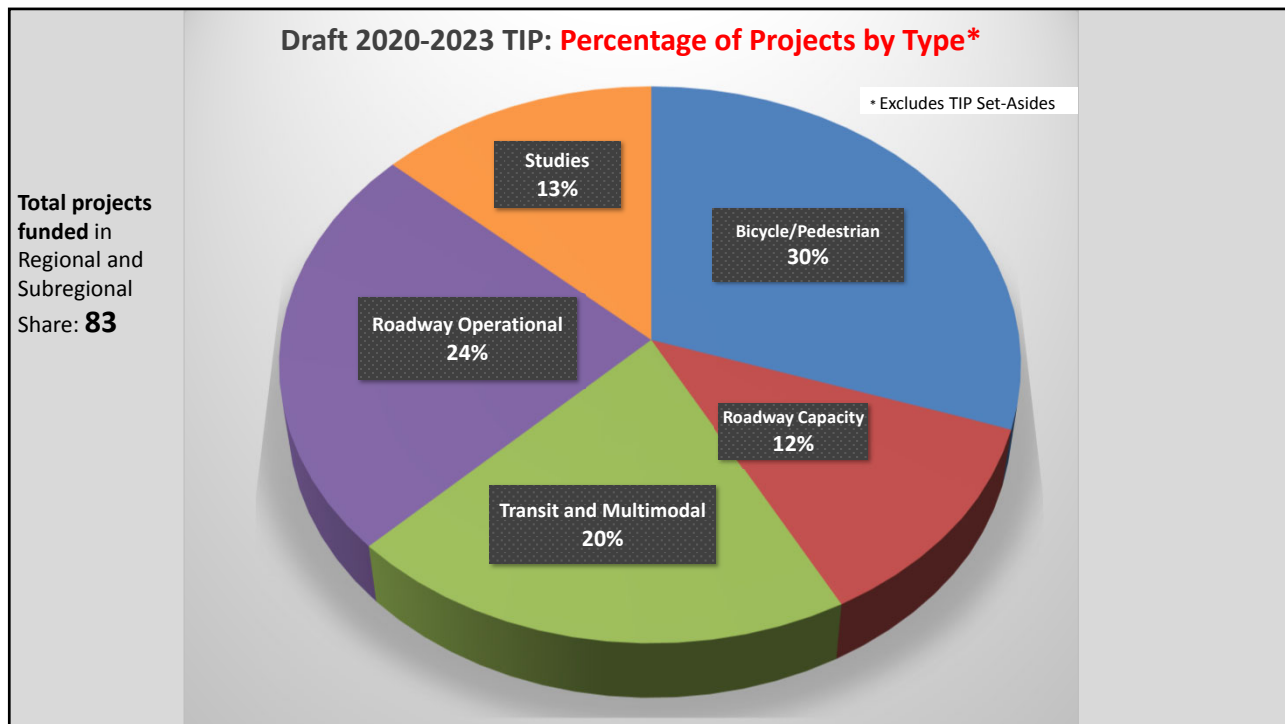



TIP Funding Type Summary

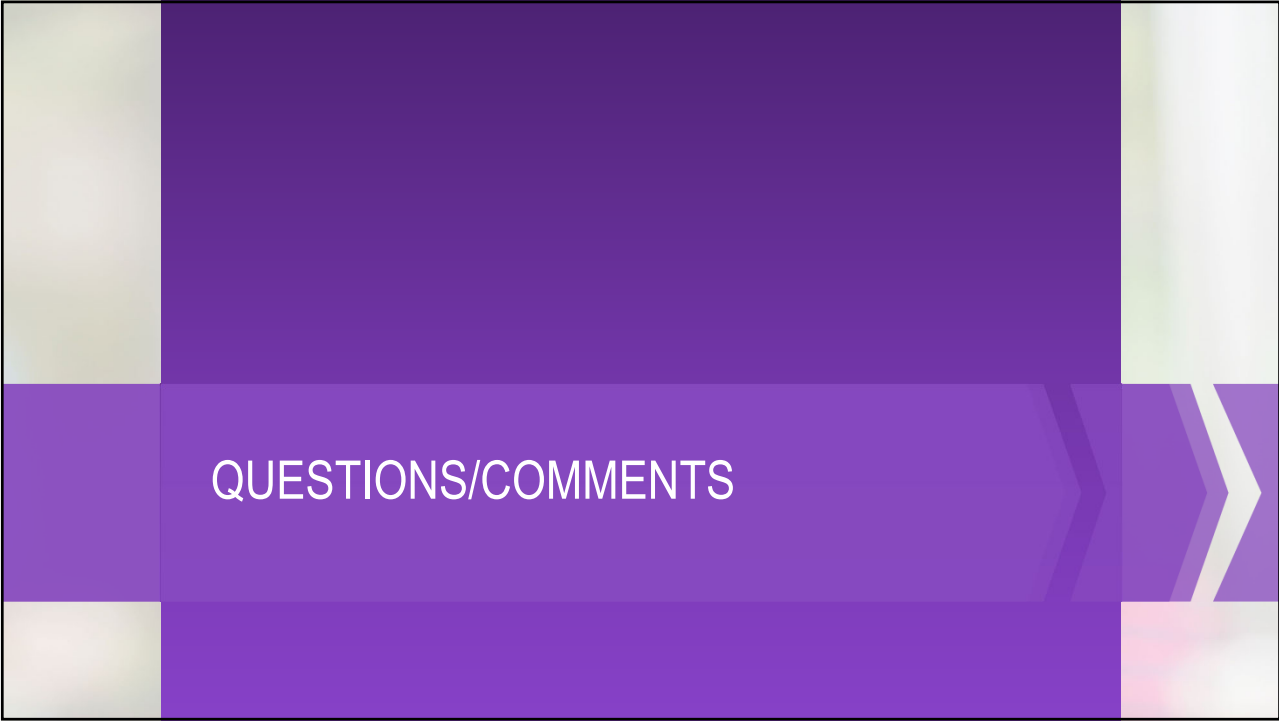
DRCOG, through its calls for projects, funds projects with:

| Funding Source | Four-Year Total |
|--|------------------------|
| Surface Transportation Block Grant Program (STBG) (formerly STP-Metro) <ul style="list-style-type: none"> The most flexible, including roadways, bridges, bicycle and pedestrian infrastructure, and transit. | \$134.1 million |
| STBG set-aside for Transportation Alternatives (TA) <ul style="list-style-type: none"> Primarily for bicycle and pedestrian infrastructure. | \$ 10.4 million |
| Congestion Mitigation/Air Quality (CMAQ) funds <ul style="list-style-type: none"> Projects/programs must provide an air quality benefit by reducing emissions and congestion. Major <u>exceptions</u> include roadway capacity and reconstruction projects. | \$139.8 million |
| State Multimodal Transportation Options Funds (MMOF) <ul style="list-style-type: none"> New State source from 2018 SB-1. Eligible types include transit, TDM programs, multimodal mobility projects enabled with new technology, studies, and bicycle/pedestrian projects. | \$ 45.3 million |





|  Remaining Schedule for 2020-2023 TIP | | |
|--|-------------------|--|
| Place Subregional projects in draft TIP | May 6 | TAC recommend |
| | May 14 | RTC recommend |
| | May 15 | Board action to place Subregional projects in draft TIP |
| Open public comment period with the release of draft TIP and conformity documents | June 17 - July 17 | |
| Public Hearing on TIP and conformity documents | July 17 | Board |
| Approval of draft TIP and conformity documents | July 22 | TAC recommend |
| | August 20 | RTC recommend |
| | August 21 | Board action to approve draft TIP and conformity documents |



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 # |
|--------------|------------------------|---------------|
| May 15, 2019 | Informational Briefing | 18 |

SUBJECT

Update on the status of RTD FasTracks projects.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

The DRCOG Board adopted [Resolution No. 14, 2013](#) in September 2013 which modified DRCOG's annual review process for FasTracks. The resolution requires RTD to provide a FasTracks annual status report for informational purposes by May 1 of each year. The RTD 2019 *Annual FasTracks Report to DRCOG* is attached. RTD staff will summarize the report at the May Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

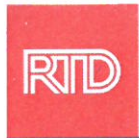
N/A

ATTACHMENT

RTD 2019 *Annual FasTracks Report to DRCOG*

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Bill Van Meter, RTD Assistant General Manager of Planning at 720-347-5048 or bill.vanmeter@rtd-denver.com; or Matthew Helfant, Senior Transportation Planner, Transportation Planning and Operations, at 303-480-6731 or mhelfant@drcog.org.



May 1, 2019

Mr. Matthew Helfant, AICP
Senior Transportation Planner
Denver Regional Council of Governments
1290 Broadway, Suite 700
Denver, CO 80203

Re: 2019 FasTracks Status Report

Dear Mr. Helfant:

The 2019 FasTracks Status Report, which is attached, is submitted for your review and distribution per DRCOG Resolution No. 14 dated September 18, 2013. This resolution states that RTD is to provide an annual status report to DRCOG on the FasTracks Program for informational purposes.

Eight FasTracks projects have been completed and are in operation. These include:

| FasTracks Projects Completed | Date of Completion |
|--|---|
| West Rail Line (W Line) | April 2013 |
| Denver Union Station (DUS) | August 2011 (Light Rail Station) May 2014 (Bus Concourse) April 2016 (Commuter Rail Operations) |
| Free MetroRide | May 2014 |
| U.S. 36 Flatiron Flyer Bus Rapid Transit (BRT) | January 2016 |
| East Rail Line (University of Colorado A Line to Denver International Airport) | April 2016 |
| Northwest Rail Line Phase 1 (B Line to Westminster) | July 2016 |
| I-225 Rail Line (R Line) | February 2017 |
| Gold Line (G Line) | April 26, 2019 |

The most recent line to open is the G Line from Union Station to Wheat Ridge and Arvada, which provides commuter rail service from stations at 41st & Fox, Pecos Junction, Clear Creek & Federal, 60th Avenue & Sheridan at Arvada Gold Strike, Olde Town Arvada, Arvada Ridge, and Wheat Ridge & Ward. With the opening of the G Line, both the 41st & Fox and the Pecos Junction Stations will also serve the B Line. These additional stops provide B Line riders connections to communities in Adams County, Denver, Arvada, and Wheat Ridge, as well as more frequent options for reaching Union Station.

Construction on two additional FasTracks Projects is well underway. These include the Southeast Rail Extension (SERE) and the North Metro Rail Line (DUS to 124th Avenue). Construction on the North Metro Line began in 2014 and to date all structures, track, and

electrification are complete. Testing began on March 25, 2019, and construction on station areas and Park-n-Rides is ongoing. The anticipated opening for North Metro is 2020.

The next project opening is the SERE project, which is nearing completion. This project received a Small Starts Construction Grant Agreement (SSGA) in the amount of \$92 million from the Federal Transit Administration (FTA) in April 2016 and construction was initiated in May 2016. Revenue service, which includes extension of the E, F, and R Lines to the new end-of-line RidgeGate Parkway Station, is scheduled to begin on May 19, 2019.

Additional significant milestones reached on FasTracks Projects in 2019 include establishment of the Quiet Zone designation along the University of Colorado A-Line in Denver (effective March 1, 2019 in Denver) and the G Line to Arvada and Wheat Ridge (April 26, 2019).

Remaining FasTracks projects that are not yet in construction include North Metro Rail from 124th Avenue to 162nd Avenue; the Southwest Rail Extension; the Central Corridor Extension; and the Northwest Rail Line Phase 2. At present, funding has not been identified for these projects, which places them beyond the current planning horizon of 2040. RTD continues to consider all options and to seek funding for these projects so that they can be implemented prior to 2040. Once funding is identified, an appropriate schedule can be determined.

To emphasize commitment to the completion of the FasTracks program, on April 16, 2019, the RTD Board of Directors approved a resolution affirming RTD Board commitment to finish FasTracks and support for the Peak Service Plan for Northwest Rail.

The FasTracks Program costs through 2020 are attached. Also, the status of all FasTracks projects, including those not scheduled for completion prior to 2040, is summarized on the attached Progress Fact Sheet. Please do not hesitate to contact me if you have additional questions.

Sincerely,



William C. Van Meter
Assistant General Manager, Planning
RTD - FasTracks

Attachment

Cc: Brian Welch, RTD
Susan Wood, RTD
Jacob Riger, DRCOG
FasTracks Document Control

| FasTracks Program Costs Through 2020 (millions of dollars) | | |
|--|---------------------------|-----------------------------|
| Project | Spent Through 2018 | Total Project Budget |
| Central Extension | \$11.7 | \$11.7 |
| Denver Union Station | \$311.2 | \$314.2 |
| Eagle Project | \$2,193.7 | \$2,286.5 |
| Free MetroRide | \$11.1 | \$12.6 |
| I-225 | \$652.7 | \$677.1 |
| Light Rail Maintenance Facility | \$17.2 | \$17.2 |
| Misc. Projects | \$281.1 | \$297.1 |
| North Metro | \$652.6 | \$851.9 |
| Northwest Rail* | \$11.2 | \$28.0 |
| Southeast Extension | \$196.0 | \$232.4 |
| Southwest Extension | \$23.6 | \$24.0 |
| US 36 BRT | \$184.1 | \$190.1 |
| West Corridor | \$678.0 | \$678.2 |
| Total Program | \$5,224.1 | \$5,620.9 |

* Does not include Phase I of B-Line (DUS-Westminster), which is part of the Eagle Project. Includes planning, environmental and basic engineering work for full corridor to date, and funding commitment for Longmont Station.

W Line (West)

This service between Union Station and the Jefferson County Government Center began in April 2013.



Denver Union Station

The Union Station bus concourse is open. Commuter rail trains are operational at the station behind the historic building.



Free MetroRide

This popular free bus service began in May 2014 and complements the Free MallRide in downtown Denver.



Flatiron Flyer (US36 BRT)

This bus rapid transit service between Denver and Boulder began January, 2016.



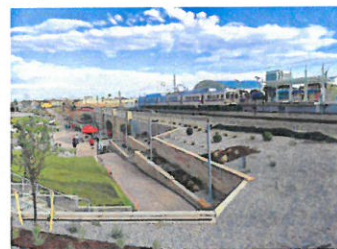
University of Colorado A Line (East)

In 2018, the rail line carried over seven million passengers. The train serves approximately 21,300 passenger trips a day.



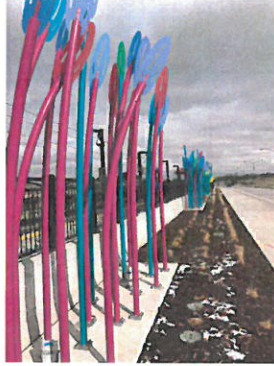
B Line (Northwest)

The B Line to Westminster opened July 2016.

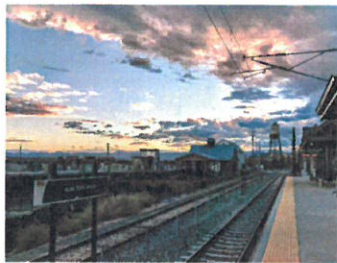


R Line (I-225)

The R Line through Aurora opened February 26, 2017.

**G Line (Gold)**

The G Line to Arvada and Wheat Ridge opened on April 26, 2019.

**E, F & R Lines Extension (Southeast)**

Construction began in June 2016 and will open for revenue service on May 19, 2019.

**N Line (North)**

The structures, track, and electrification are complete and testing is underway. Completion and revenue service are scheduled in 2020.

**L Line Extension (Central)**

In January 2018, the Welton Street segment of the D Line was separated from the D Line and began operating as the L Line to provide better service along Welton Street.

C & D Lines Extension (Southwest)

Southwest stakeholders and RTD staff are evaluating opportunities to move the project forward.

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 # |
|--------------|--------------------|---------------|
| May 15, 2019 | Informational Item | 20 |

SUBJECT

This item provides a final report to the Board on the status of bills acted on by the Board during the recently completed legislative session.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The Colorado General Assembly completed the 2019 legislative session on May 3. This was a successful session for DRCOG. The attached Legislative Wrap-Up highlights the most significant pieces of legislation for DRCOG during the 2019 legislative session. The attached spreadsheet provides a list of the bills on which the DRCOG Board took a position, with updated status.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2019 Legislative Wrap Up
2. Bills of Active Interest—2019 Session

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.

2019 LEGISLATIVE WRAP-UP

May 3, 2019

During the First Regular Session of the 72nd General Assembly, the DRCOG Board took official positions on 21 bills. DRCOG staff and lobbyists actively monitored or lobbied these bills, including seeking specific amendments to the bills where appropriate and providing input to legislative sponsors, committees and staff on these and related legislative issues.

These bills were of special interest because of an identified effect on member governments or the regional programs administered by DRCOG. DRCOG staff and lobbyists also actively monitored and, in some cases, provided input and advice on the Long Appropriations Bill and over thirty other bills for potential effect on DRCOG, its programs or its members. Overall, DRCOG staff and lobbyists reviewed and monitored approximately 70 additional bills for possible effect on DRCOG.

The most significant pieces of legislation for DRCOG are summarized below. A final status report on all the bills on which official positions were taken is attached.

State Budget Issues

Every year there are challenges in balancing the state budget and the 2018 legislative session was no exception. While the FY 2019-20 budget marked the seventh year in a row the General Assembly had additional revenue available to fund state priorities, various factors converged to create a situation where the March revenue estimate, which is used to finalize the Long Bill identified significantly less revenue than expected in December before the session began. This situation meant the General Assembly had approximately \$500 million less to spend than was expected when the budget process began.

Still, this was a good budget year for senior services. As result of work by DRCOG and AARP Colorado in a previous session, nearly \$15 million in excess funds after state obligations for the Senior Property Tax Exemption were paid last year were transferred to the Older Coloradans Fund. The Joint Budget Committee approved spending authority for these funds (\$3 million per year for five years), which will be used by the Area Agencies on Aging (DRCOG typically receives about 40 percent of these state funds) to provide additional services to older adults. Also, DRCOG assisted the Strategic Planning Group on Aging in securing a \$55,000 annual increase in funding to continue its important work.

As for transportation, after initial work by the JBC to set aside funds for transportation, further negotiations among the House, Senate and governor's office, resulted in \$100 million in the budget. The bill implementing this agreement is explained below in the transportation section.

Older Adults

HB 19-1085. DRCOG worked closely this session with the Colorado Senior Lobby and sponsors Representative Tony Exum and Senator Rachel Zenzinger to pass an increase in the Senior and Disabled Property Tax/Rent/Heat Rebate. The bill provides a measure of tax relief for older adults and individuals with a disability by increasing the existing income limits and grant amounts and indexes the amounts to inflation.

SB 19-172. DRCOG also worked closely with the Colorado Senior Lobby and sponsors Senator Jesse Danielson and Representative Jonathan Singer to pass important protections for at-risk older adults and persons with intellectual and developmental disabilities. This bill establishes the offenses of “unlawful abandonment” and “false imprisonment”. The bill passed unanimously through the General Assembly.

SB 19-230. This bill codifies the existing Colorado Refugee Services Program that is administered by the state Department of Human Services under executive order. Currently, the program is funded only with federal grant money. With this bill, the General Assembly may appropriate state money for the program. DRCOG receives a small amount of the federal funds from the state for services to older adult refugees.

HB 19-1320. This bill is designed to increase the transparency of “community benefit investments” by nonprofit hospitals and ensure that they invest in activities that improve health outcomes in the communities they serve. DRCOG staff made sure the bill provides for input from representatives of the Area Agencies on Aging and for consideration of the community services for older adults needed in these communities.

Housing

This was an extremely busy year for affordable housing legislation. Several were “renter’s protection” bills and others focused on funding for housing supply and support programs. This is another area where we expect the legislation to be back next year.

DRCOG supported eight of the bills (all except SB 225 passed):

HB 19-1106. Places limitations on rental application fees, specifically tying them to the landlord’s costs in processing the rental application. It also prohibits a landlord from considering or rejecting a prospective tenant based on rental or credit history beyond seven years; an arrest that does not result in a conviction; or a conviction older than five years (with exceptions for homicides, sex crimes, stalking, or manufacturing methamphetamine).

HB 19-1118. Extends the eviction notice period from three to 10 days.

HB 19-1170. Amends the “warranty of habitability” statute to provide certain protections for tenants, including the authority to notify landlords of uninhabitable conditions, providing for a reasonable timeframe for the landlord to effect repairs; providing the

renter the right to withhold the cost of repair from a rent payment and to break the lease if the conditions persist. It protects tenants from retaliation and provides additional legal remedies.

HB 19-1245. Increases the state sales tax vendor fee allowance from 3.33% to 4% and imposes a \$1,000 monthly cap per retailer. The net revenue increase from the vendor fee change (minus amounts allocated to the Reinsurance Program in HB 19-1168) is dedicated to the Housing Development Grant Fund. At least one third of the new revenue is to be awarded to affordable housing projects directed towards households with incomes less than or equal to 30 percent of the area median household income.

HB 19-1309. Gives the Division of Housing the authority to administer a dispute resolution and enforcement program funded by a small lot fee on mobile-home park owners. It also grants counties and statutory municipalities the power to enact certain ordinances for mobile home parks (home rule municipalities already have this authority); extends the period between the notice of nonpayment of rent and the termination of any tenancy or lease in a mobile home park; and provides an additional 30 days for a mobile home owner to vacate a mobile home park after a court enters an eviction order.

HB 19-1322. Will increase the supply of affordable housing by investing \$30 million a year for three years into the Housing Development Grant Fund. This is funded with transfers from the Unclaimed Property Trust Fund and provides grants and loans for a range of housing needs, including acquisition, renovation and construction of affordable housing. In addition, the funds could finance down-payment assistance and support programs for home ownership.

SB 19-180. Establishes a \$750,000 legal defense fund to help low income Coloradans facing eviction. This helps to address a disparity low income individuals encounter under our legal system and can help prevent homelessness before it occurs.

SB 19-225. would have repealed existing statutory language prohibiting local governments from enacting any ordinance or resolution that would control rent on either private residential property or a private residential housing unit. It also would have removed language prohibiting a local government from denying an application for a development permit if a developer declines to enter into an agreement to limit rent; which would be a useful clarification necessary following the Supreme Court decision *Town of Telluride vs. Thirty-Four Venture*, which held broadly that these types of ordinances violate C.R.S. 38-12-301.

Transportation

HB 19-1257. This bill places a statewide “debrucing” question on the fall 2019 ballot. If approved by a majority of voters, the bill permits the state to retain all revenue collected in excess of the state TABOR spending limit and to be spent for public schools, higher education, and transportation projects. It will be known as “Proposition CC”.

HB 19-1258. This bill would become effective only upon voter approval of HB 19-1257. It specifies how the revenues retained will be distributed equally between K-12 education, higher education, and transportation/transit. The transportation revenue will be distributed through the existing "second stream" HUTF formula (60-22-18) and at least 15% of the amount directed to the State Highway Fund will be available for transit or transit-related purposes. It is worth noting that it is not the reliable statewide solution we have sought but it certainly could make a difference in certain years.

SB 19-262. Implements the General Fund one-time transfer of \$100 million to the Highway Users Tax Fund, for allocation 60% to the State Highway Fund, 22% to counties, and 18% to municipalities. As amended, it also creates the Smart School Bus Safety Pilot Program in the Department of Public Safety to award \$5 million in grants to school districts for technical safety equipment.

SB 19-263. Repeals the state law (SB 18-001) requiring referral of a 2019 ballot measure to authorize the issuance of transportation revenue anticipation notes (TRANs) and refers a similar 2020 measure instead. The 2020 measure would be for a reduced amount of notes authorized to be issued to offset the additional transportation funding that will result from the repeal of only two, rather than three, tranches of lease-purchase agreements authorized by Senate Bill 17-267.

SB 19-239. Requires the Colorado Department of Transportation to convene a stakeholder group to examine the economic, environmental, and transportation system impacts of new and emerging transportation technologies and business models. The stakeholder group is to include representatives of state agencies and local governments (counties and municipalities), as well as certain transportation planning entities (metropolitan planning organizations and rural transportation planning organizations). The bill also calls for recommendations for new ways to raise revenue from commercial transportation companies. The stakeholder group must report any recommendations to CDOT by November 1, 2019.

Other

HB19-1239. This bill creates the 2020 Census Outreach Grant Program in the Department of Local Affairs. The program will provide grants to local governments and others to support local outreach efforts that reach hard to count communities and historically undercounted populations to ensure an accurate census count. DRCOG staff made sure that "older adults over 60" were included as a hard to count community. The bill creates a committee to implement the grant program, review and approve grant applications. Grants can be distributed to local governments, councils of governments, housing authorities, school districts and nonprofit organizations. The committee will convene by July 1, 2019. Grants must be awarded by November 1, 2019. As amended, the bill appropriates \$6 million to implement the grant program.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|-------------------------|---|-----------------------|------------------------|----------|--------------------|---|---|
| AGING BILLS | | | | | | | |
| HB 1043 | Life Care Institutions Post Surety Bond As Reserve - Current law requires life care institutions to maintain reserves through one or more of several options that all require liquidity. The bill allows a surety bond as a type of allowable reserve. | Galindo/ Danielson | Signed by the Governor | Monitor | FN | As the operator of the Long-Term Care Ombudsman Program for the region, DRCOG is an advocate for the rights of residents and quality of care for those in long-term care communities. DRCOG staff recognizes the importance of ensuring the financial responsibility of such communities. As this bill provides an additional financial arrangement for such communities to guarantee the performance of contractual obligations, it appears to support that requirement. | DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident/consumer advocates. DRCOG urges the state, when making decisions regarding funding for these long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|--------------------------|---|---------------------------|-------------------------------|----------|--------------------|---|---|
| SB19-172 | Protect From Unlawful Abandonment and Confinement - As introduced, the bill makes it a crime to unlawfully abandon or unlawfully confine an at-risk person. As amended, the bill defines unlawful abandonment as the intentional and unreasonable desertion of an at-risk person in a manner that endangers the safety of that person and makes that offense a class 1 misdemeanor. It also makes "false imprisonment" by confining an at-risk person in a locked space or by knowingly and unreasonably confining or detaining an at-risk to restrict the person's freedom of movement a class 6 misdemeanor. Knowingly and unreasonably confining an at-risk person by means of force, threats or intimidation is a class 1 misdemeanor. | Danielson & Ginal/ Singer | Awaiting Governor's Signature | Support | FN | The existing adult abuse statute lacks a clear definition of the crimes of unlawful abandonment and unlawful confinement, as distinguished from caretaker neglect, which makes it very difficult to prosecute certain cases. DRCOG was a strong supporter of the original "at-risk adult" statute and DRCOG staff has worked closely with the bill sponsors throughout the drafting of this bill. | DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|---|-------------------------------------|-------------------------------|----------|--------------------|---|--------------------|
| SB 19-173 | Colorado Secure Savings Plan Board - The bill establishes the Colorado secure savings plan board (board) to study the feasibility of creating the Colorado secure savings plan and other appropriate approaches to increase the amount of retirement savings by Colorado's private sector workers. If after conducting the analyses, the board finds that there are approaches to increasing retirement savings for private sector employees in a convenient, low-cost, and portable manner that are financially feasible and self-sustaining, the board is required to recommend a plan to implement its findings to the governor and the general assembly. | Donovan & Petterson/ Kraft-Tharp | Awaiting Governor's Signature | Support | FN | Nearly half of Colorado's private sector workers have no retirement savings plan at work. Increasing retirement savings creates more independence for older Coloradans and saves tax dollars. National data shows that people do not save more as they get older and advance in their careers. Without easy access to retirement plans, many young workers put off saving until it's too late, then have little to live on in their retirement years. If you have a retirement savings contribution automatically deducted from your paycheck, you are 15 times more likely to save for your retirement. Ten states have already approved similar retirement programs. Those with the lowest retirement incomes generally receive the largest public assistance payments. Correspondingly, public assistance expenditures decline as retirement income increases. Even small improvements could make a big difference. A 2017 study at the University of Maine found an additional \$1,000 in annual retirement savings for every retiree would save \$3.9 billion nationally. In Maine, a smaller state than Colorado with lower costs of living, the savings would be \$15.6 million. | No specific policy |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|--|------------------|-------------------------------|----------|--------------------|---|---|
| SB 19-230 | Colorado Refugee Services Program - The bill codifies the existing Colorado Refugee Services Program that is administered by the state Department of Human Services pursuant to a 1994 executive order and in accordance with Title IV of the federal "Immigration and Nationality Act", as amended by the federal "Refugee Act of 1980". The program receives federal grant money. The department is the agency responsible for the development, review, and administration of the state plan to include certain services and assistance for refugees. The program may provide additional services and assistance to support refugee resettlement and integration. The General Assembly is permitted to appropriate money to the department for the administration of the program. | Moreno/ Herod | Awaiting Governor's Signature | Support | FN | DRCOG's Elder Refugee Program strives to provide the Denver region's elder refugees with information and assistance and improved access to OAA programs; ensure inclusion of the elder refugee voice and perspective in future planning for older adults in the region; fund programs for elder refugees at the Aurora Center for Active Adults, including exercise classes and recreation; and supply cultural competency training and cross-training for both traditional aging service providers and the refugee resettlement agencies in the Denver region. | DRCOG supports: increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---|---|----------|--|----------|--------------------|--|--|
| TRANSPORTATION BILLS | | | | | | | |
| HB 19 1157 | Modify Specific Ownership Tax Rates - Beginning July 1, 2020, the bill modifies the rates of specific ownership tax (SOT) imposed on motor vehicles, commercial trailers, and special mobile machinery that is less than 25 years old, increasing the total amount of SOT revenue. The new revenue generated by the SOT rate modifications is transferred to the Highway Users Tax Fund (HUTF) for allocation to the state, counties, and municipalities. The revenue may be expended only for construction, reconstruction, repairs, improvement, planning, supervision, and maintenance of state highways, county roads, and municipal streets, including acquisition of rights-of-way and access rights. | Liston/ | Postponed Indefinitely House Transportation | Oppose | FN | Under current law, a significant portion of SOT is a local tax collected by counties and distributed to taxing jurisdictions within the county. There is concern the bill, in changing current law to have the SOT collected by the state and then shared between the state, counties and municipalities, usurps local control. Further, the bill limits the use of the new funds to highway maintenance and construction only – transit and multimodal projects are not eligible. Also, there is a contention the Colorado Constitution requires all revenue from SOT to be distributed to local governments. | DRCOG supports: increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|---|---------------------------------------|-------------------------------|----------|--------------------|---|---|
| HB 191257 | Voter Approval To Retain Revenue For Education & Transportation - Beginning with the 2018-19 fiscal year, the bill authorizes the state to annually retain and spend all state revenues in excess of the constitutional limitation on state fiscal year spending that the state would otherwise be required to refund. The bill is a referendum that will be submitted to the voters at the statewide election held on November 5, 2019, and approval of the ballot title at the election constitutes a voter-approved revenue change to the constitutional limitation on state fiscal year spending. If approved, an amount of money equal to the state revenues retained under this measure is designated as part of the general fund exempt account. The General Assembly is required to appropriate or the state treasurer is required to transfer this money to provide funding for: public schools; higher education; and roads, bridges, and transit. | Becker & McCluskie/ Court & Priola | Awaiting Governor's Signature | Support | FN | This ballot question requires a simple majority in both chambers to be placed on the ballot and would be known as "Proposition CC." A simple majority would be required to pass it. | DRCOG supports: Increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. DRCOG supports increased funding for programs and exploration of programs providing services to older adults, persons with disabilities, veterans and their care-givers, especially services that support individuals continuing to live independently in their homes and communities. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|--|---------------------------------------|-------------------------------|----------|--------------------|---|---|
| HB 191258 | Allocate Voter-approved Revenue For Education & Transportation - The bill is contingent on voters approving the referred measure (HB 19-1258) to annually retain and spend state revenues in excess of the constitutional spending limit. If the measure passes, in years when the state retains and spends revenue under the authority of the measure there will be additional revenue in the general fund exempt account. | Becker & McCluskie/ Court & Priola | Awaiting Governor's Signature | Support | FN | This implementing legislation would specify that any revenue retained would be divided equally between K-12, higher education, and transportation/transit. It is notable that transportation/transit revenue, which would be distributed through the HUTF formula (60-22-18) and 10% of the amount directed to the State Highway Fund will be available for transit or transit-related purposes. While this is not a reliable statewide solution, it can help with some of the needs, particularly for maintenance and project backlogs at the local level. | DRCOG supports: Increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|-------------------------------|--|---------------------|------------------------|-----------------|---------------------------|---|--|
| <u>SB 032</u> | Hazardous Materials Transportation Routing - The bill authorizes a public highway authority or a governmental partner in a public-private partnership to apply to the Colorado State Patrol (CSP) for a new or modified hazardous materials route designation for a road or highway that it directly or indirectly maintains. The bill also requires the department of transportation (CDOT) to conduct a study to assess the feasibility of allowing the transportation of hazardous materials through the Eisenhower-Edwin C. Johnson Memorial Tunnel and prepare a study report that includes findings and recommendations as to whether and under what conditions the transportation of hazardous materials through the tunnel should be allowed. CDOT must solicit input from representatives of specified counties, towns, communities, ski resorts, industries, organizations, emergency services providers, and the CSP regarding the scope of the study and must consider specified information and criteria and conduct specified types of analysis when conducting the study. | Scott/ McCluskie | Signed by the Governor | Monitor | <u>FN</u> | DRCOG's board-adopted Metro Vision plan includes a safety performance measure to reduce the number of traffic fatalities to fewer than 100 annually by 2040. Additionally, the board will focus its investments in the next Transportation Improvement Program on improving the safety and security of the transportation system. | DRCOG supports: efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists. DRCOG supports educational, enforcement and engineering approaches that enhance safety to reduce crashes, serious injuries and fatalities. These include approaches to optimize the multimodal transportation system to improve the safe and reliable flow of people and goods such as incident management, safety education and awareness, driver safety measures and other measures proven to enhance safety. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|------------------------|--|----------------|--|----------|--------------------|---|--|
| SB 051 | <p>Increase General Fund Funding For Transportation - Current law, enacted in Senate Bill 18-001, requires the State Treasurer to transfer, on July 1, 2019, a total amount of \$150 million from the General Fund to fund transportation needs as follows:</p> <ul style="list-style-type: none"> • \$105 million (70%) to the State Highway Fund; • \$22.5 million (15%) to the Highway Users Tax Fund for allocation in equal shares to counties and municipalities; • \$22.5 million (15%) to the Multimodal Transportation Options Fund. <p>The bill increases the total amount of the transfer to \$340 million so that the amount of the individual transfer to the Multimodal Transportation Options Fund is unchanged and the individual transfers to the State Highway Fund and the Highway Users Tax Fund are increased to the following amounts:</p> <ul style="list-style-type: none"> • \$266.5 million (78.38%) to the State Highway Fund; • \$51 million (15%) to the Highway Users Tax Fund for allocation in equal shares to counties and municipalities; and • \$22.5 million (6.62%) to the Multimodal Transportation Options Fund. | Scott & Cooke/ | Postponed Indefinitely Senate Transportation & Energy | Oppose | FN | Staff calls to attention the Board's Position on Transportation Funding Bills last year: DRCOG will support or oppose Senate Bill 18-001, HB 18-1340, any other transportation funding bills, or any proposed amendments based on the following principles: no bonding without new revenue; substantial local share; substantial multimodal share; both for the whole period of the state contribution (one current proposal is for six years); and no restrictions on managed lanes. The DRCOG Board also in past sessions has opposed simply increasing General Fund transfers to transportation with consideration of the affect on such transfers on funding for other state priorities, especially aging services. | DRCOG supports: Increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. DRCOG supports increased funding for programs and exploration of programs providing services to older adults, persons with disabilities, veterans and their care-givers, especially services that support individuals continuing to live independently in their homes and communities. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|---|--------------------|---|----------|--------------------|---|---|
| SB 19-101 | Prerequisites for Managed Lanes - Establishes guidelines CDOT must adhere to when considering implementation of a "managed lane" (toll lane, HOV lane, or high occupancy toll lane). The bill prohibits implementation of a managed lane unless a full cost, safety, and efficiency evaluation has been conducted; detailed, written database findings have been published that clearly establish the lane to be the most feasible and safest option compared to all alternatives; and a final report of the findings has been made publicly available on its website and specific outreach efforts have been made relating to the managed lane plan under consideration. | Lundeen/ Carver | Postponed Indefinitely Senate Transportation & Energy | Oppose | FN | The bill creates new evaluation and reporting requirements on CDOT and the High-Performance Transportation Enterprise (HPTE) and mandates analyses that do not take into account specific corridor needs and local and regional (DRCOG) planning authority. Presumably, the mandate would apply to the following managed lanes currently under construction or planned: C-470 from I-25 to Wadsworth Boulevard; Central I-70 from I-25 to Chambers Road; North I-25 from 120th Avenue to Fort Collins; and South I-25 Gap from Castle Rock to Monument. | DRCOG supports, where appropriate, the use of managed lanes, including tolled express lanes, to help drivers reliably anticipate travel time on major corridors in the Denver area; and the requirement that any road, highway or tolled lane within or affecting the Denver metro area be reviewed and approved by the DRCOG board for inclusion in the fiscally constrained regional transportation plan. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|----------------------------|---|--------------|---|---------------------------------|--------------------|---|---|
| SCR 19-003 | Replace Motor Fuel Taxes With Additional Sales Tax - If approved by the voters at the November 2020 general election, this will: amend the state constitution to require the General Assembly to enact a law that will: effective 7-1-21, repeal existing motor fuel taxes (on gasoline and other liquid motor fuel, including diesel, compressed natural gas, liquefied natural gas, and liquefied petroleum gas). On and after 7-1-21, levy an additional state sales and use tax at a rate calculated to generate the amount of net revenue needed to offset 99% of the state revenue loss resulting from the repeal of the motor fuel taxes for state fiscal year 2021-22; and require the net revenue generated by the additional sales tax to be credited to the HUTF, initially allocated to the state, counties, and municipalities in a manner that preserves existing HUTF allocations as nearly as possible, and used exclusively for the construction, maintenance, and supervision of the surface transportation system of the state. | Priola/ Gray | Postponed Indefinitely Senate Transportation & Energy | Board Direction Requested | FN | Staff calls to attention the Board's position on transportation funding bills last year: DRCOG will support or oppose Senate Bill 18-001, HB 18-1340, any other transportation funding bills, or any proposed amendments based on the following principles: no bonding without new revenue; substantial local share; substantial multimodal share; both for the whole period of the state contribution (one current proposal is for six years); and no restrictions on managed lanes. The DRCOG Board also in past sessions has opposed simply increasing General Fund transfers to transportation with consideration of the affect on such transfers on funding for other state priorities, especially aging services. | DRCOG supports: Increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|----------------------------|--|--|-------------------------------|----------|--------------------|--|---|
| HOUSING BILLS | | | | | | | |
| HB19-1085 | Grants For Property Tax Rent And Heat - A low-income senior or individual with a disability currently is eligible for two types of annual state assistance grants related to their housing: A grant for their property taxes or rent paid and a grant for heat or fuel expenses. Together these are commonly known as the "PTC" rebate. The bill increases the two grant amounts and the qualifying income amounts. All of these amounts will be adjusted annually for inflation. The bill also expands the property tax and rent assistance grant by repealing the requirement that rent must be paid to a landlord that pays property tax. | Exum/ Zenzinger | Awaiting Governor's Signature | Support | FN | The grant amounts have not been increased since 2014. These grants help low-income seniors and persons with disabilities to remain living in their homes or apartments in community settings. DRCOG supported a similar bill last year. That bill passed the House but failed in the Senate Finance Committee. This bill passed House Finance Committee on a 9-1 bipartisan vote. | DRCOG supports: property tax relief to help reduce a tax liability that especially burdens low income seniors; and policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place. |
| HB 19-1106 | Rental Application Fees - States that a landlord may not charge a prospective tenant an application fee unless the landlord uses the entire fee to cover the costs in processing the application. The fee must not be a different amount than a fee charged to another prospective tenant for the same dwelling unit or any other dwelling unit offered at the same time. A landlord must provide a disclosure of the anticipated expenses for which the fee will be used or an itemized receipt of actual expenses incurred. Requires that, before collecting a rental application fee, a landlord shall give written notice of the tenant selection criteria and the grounds upon which a rental application may be denied. Limits use of rental or credit history as a criteria to 7 years. The landlord must provide written notice stating reasons for the denial. | Titone & Gonzales- Gutierrez/ Pettersen | Awaiting Governor's Signature | Support | FN | This bill provides an important protection for renters seeking to find affordable housing options. This is especially important for older adults and persons with disabilities, particularly those on fixed incomes. Keeping these people living in the community is a core principle of DRCOG's Area Agency on Aging and is reflected in Metro Vision. More than a dozen states have enacted policies that set boundaries on the collection and retention of rental application fees. The bill would improve the environment for affordable housing by establishing reasonable parameters to protect renters from excessive fees. | DRCOG supports: the principle that renters and homeowners have appropriate protections from discrimination and displacement; policies should emphasize the rights of residents and minimize disparities in treatment under the law; and support an adequate supply of affordable rental and ownership options and provide a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities. |

*FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|--|-----------------------------------|-------------------------------|----------|--------------------|--|--|
| HB 191118 | Time Period To Cure Lease Violation - Current law requires a landlord to provide a tenant 3 days to cure a violation for unpaid rent or any other condition or covenant of a lease agreement, other than a substantial violation, before the landlord can initiate eviction proceedings based on that unpaid rent or other violation. Current law also requires 3 days' notice prior to a tenancy being terminated for a subsequent violation of a condition or covenant of a lease agreement. As introduced, the bill required a landlord to provide a tenant 14 days notice in both cases. As amended, the bill requires a landlord to provide a tenant ten days notice. | Jackson & Galindo/ A. Williams | Awaiting Governor's Signature | Support | FN | Current law does not allow sufficient time to remedy a lease violation, such as overdue rent in the case of a financial emergency. This short timeframe also reduces the effectiveness of rental assistance programs and doesn't allow adequate time to find alternative housing. The bill does not change the eviction process when a tenant's behavior endangers the safety or property of the landlord or another tenant, or when a tenant is committing a criminal offense. A tenancy may still be terminated within 3 days any time based on a substantial violation. 29 states give more notice before eviction than Colorado in the case of unpaid rent, and 37 states provide more notice in the case of other lease violations. | DRCOG supports: the principle that renters and homeowners have appropriate protections from discrimination and displacement; policies should emphasize the rights of residents and minimize disparities in treatment under the law; and policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|--|--|-------------------------------|----------|--------------------|---|--|
| HB 191170 | Residential Tenants Health And Safety Act - Under current law, a warranty of habitability (warranty) is implied in every rental agreement for a residential premises, and a landlord commits a breach of the warranty if they fail to meet certain provisions in state statute. The bill adds that a breach occurs if the premises is in a condition that is materially dangerous or hazardous to the tenant's life, health, or safety and specifies timelines for remedial action. The bill adds lack of functioning appliances and presence of mold to the existing list of conditions that render a residential premises uninhabitable. The bill also provides conditions under which remedies to protect the tenant's safety and health, including alternative accommodations, withholding of rent, and termination of the lease, are available. | Jackson & Weismann/ A. Williams & Bridges | Awaiting Governor's Signature | Support | FN | Colorado's existing Warranty of Habitability law has a presumption in favor of landlords when it comes to retaliation, a presumption no other state has. The bill eliminates the presumption. Existing law does not provide sufficient remedies to hold landlords accountable when units are uninhabitable. The current statute requires a written notice to report uninhabitable conditions, which is an outdated and cumbersome standard for many renters throughout our state. The bill allows tenants to notify landlords through written and electronic means. It establishes what a "reasonable" timeframe is for repairs. Provide certain rights & remedies to tenants such as the option to withhold a portion of the rent in the event of an uninhabitable dwelling and the option to break a lease if uninhabitable conditions persist. | DRCOG supports: the principle that renters and homeowners have appropriate protections from discrimination and displacement; policies should emphasize the rights of residents and minimize disparities in treatment under the law; and policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|--|-----------------------|-------------------------------|----------|--------------------|--|---|
| HB19-1245 | Affordable Housing Funding From Vendor Fee Changes - A retailer who collects state sales tax is currently allowed to retain 3 1/3% of the state sales taxes collected as compensation for the retailer's expenses incurred in collecting and remitting the tax (vendor fee). Beginning January 1, 2020, the bill increases the vendor fee to 4% and establishes a \$1,000 monthly cap on the vendor fee. This limit applies regardless of the number of the retailer's locations. The changes to the state vendor fee do not apply to a local government that imposes a sales tax and permits a vendor fee that is based on the state's vendor fee. The state treasurer is required to credit the increase in sales taxes that result from the bill to the Housing Development Grant Fund, which the Division of Housing uses to make grants and loans to improve, preserve, or expand the supply of affordable housing in the state. | Weissman/ Gonzales | Awaiting Governor's Signature | Support | FN | This is a creative way to generate funding for affordable housing without raising taxes. Colorado is 1 of only 10 states that does not have a mechanism to sustainably fund affordable housing, which has contributed to a shortage of affordable homes across the state. Only retailers that bring in annual revenue of over \$12 million are impacted by the cap. The division is required to annually award at least 1/3 of this money for affordable housing projects for households whose annual income is less than or equal to 30% of the area median income. As amended, the bill directs a portion of the revenues (\$15 million in FY 19-20, \$40 million in FY 20-21 and \$1 million annually thereafter) to the State Innovation Waiver Reinsurance Program. | DRCOG supports: increased funding and regulatory changes that improve the availability of supportive services, while maintaining consumer protections for clients and family caregivers; policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|---|--------------------------------|-------------------------------|----------|--------------------|--|---|
| HB 191309 | Mobile Home Park Act Oversight- The bill: provides protections for mobile home owners by: granting counties the power to enact certain ordinances for mobile home parks; extending the time period between the notice of nonpayment of rent and the termination of any tenancy; and extending the time a mobile home owner has to vacate a mobile home park after a court enters an eviction order. Creates the "Mobile Home Park Dispute Resolution and Enforcement Program" authorizing the Division of Housing to: register mobile home parks; collect a registration fee; collect and annually report on data related to disputes and violations of the act; produce and distribute educational materials concerning the act and the program; create and maintain a database of mobile home parks; create and maintain a database to manage the program; and take complaints, conduct investigations, make determinations, impose penalties, and participate in administrative dispute resolutions when there are alleged violations of the act. | Hooton & McCluskie/ Fenberg | Awaiting Governor's Signature | Support | FN | DRCOG has supported similar bills in past years. The bill is aimed at creating and providing protections for mobile home park residents. It does this by granting counties the power to enact ordinances to enforce the Mobile Home Park Act. Home rule municipalities currently have this authority. It also creates the Mobile Home Park Dispute Resolution and Enforcement Program in the Department of Local Affairs. The program will serve as a place to receive complaints, conduct investigations and host administrative dispute resolutions when there are alleged violations of the mobile home park act. | DRCOG supports: the principle that renters and homeowners, including mobile home owners, have appropriate protections from discrimination and displacement; policies should emphasize the rights of residents and minimize disparities in treatment under the law; and policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|---|--------------------------------|-------------------------------|----------|--------------------|--|---|
| HB 191322 | Expand Supply Affordable Housing - As introduced, section 1 of the bill required the state treasurer to transfer a up to \$40 million commencing with the 2019-20 state fiscal year and through and including the 2025-26 state fiscal year from the Unclaimed Property Trust Fund to the Division of Housing in the Department of Local Affairs to be deposited into the Housing Development Grant Fund. The bill also expands the source of money that may be deposited into the housing fund. Eligible purposes for use of the fund: homeownership assistance; home modification and rehabilitation; mobile home repair and replacement; land and infrastructure costs; development, acquisition, and rehabilitation of affordable rental housing; and rental assistance programs. As amended the bill allocates \$30 million for fiscal years 20-21 through 22-23. | Roberts & Will/ Moreno & Coram | Awaiting Governor's Signature | Support | FN | The DRCOG Board has supported similar bills in past sessions. CML, CCI and CCAT all supported the bill. This bill taps an underutilized revenue source in a responsible manner to fund several affordable housing construction, modification, and rental assistance programs in the state Division of Housing. | DRCOG supports: Policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place; increased state financial support for loan and grant programs for low- and moderate-income housing; and policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|--|-----------------------|-------------------------------|----------|--------------------|---|--|
| SB 19-180 | Eviction Legal Defense Fund - The bill creates the eviction legal defense fund (fund). The state court administrator will award up to a total of \$750,000 in grants from the fund to qualifying nonprofit organizations (organizations) that provide legal advice, counseling, and representation for, and on behalf of, indigent clients who are experiencing an eviction or are at immediate risk of an eviction. The bill lists permissible uses of grant money awarded from the fund. Organizations that receive a grant from the fund are required to report to the state court administrator certain information about services provided by the organization. The state court administrator is required to evaluate the use of grants from the fund every 5 years and submit that evaluation to the general assembly. The bill includes a legislative declaration. | Winter/ Mc Cluskie | Awaiting Governor's Signature | Support | FN | According to the Legal Services Corporation, low-income Americans received inadequate or no legal help with 86 percent of their civil legal problems. This situation is similar in Colorado. A 2017 study by Colorado Coalition for the Homeless and Colorado Center on Law and Policy, shows that fewer than 1 percent of tenants in Denver County were represented by an attorney during an eviction proceeding, while 90 percent of landlords were represented. The very few tenants able to retain an attorney were much more likely to remain in their residences. Eviction is extremely destabilizing for individuals, families and communities, especially given the affordable housing crisis. Renters who are evicted are often pushed into substandard housing and experience poorer health outcomes and more poverty. In addition, housing instability for older adult tenants can lead to financial and health problems resulting in premature entry into long term care, putting more pressure on the Medicaid budget. | DRCOG supports: the principle that renters and homeowners have appropriate protections from discrimination and displacement; policies should emphasize the rights of residents and minimize disparities in treatment under the law; and policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place. |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|---|---|--------------------------------|----------|--------------------|--|---|
| SB 19-225 | Authorize Local Governments To Stabilize Rent - The bill repeals existing statutory language prohibiting counties or municipalities from enacting any ordinance or resolution that would control rent on either private residential property or a private residential housing unit. The bill authorizes local governments to enact and enforce any ordinance, resolution, agreement, deed restriction, or other measure that would stabilize rent on private residential property. | Gonzales & Rodriguez/ Lontine & Gonzalez-Gutierrez | Senate Floor (bill is lost) | Support | FN | This bill is permissive, as it restores local government authority to promote housing solutions tailored to the needs of the community. It removes the state preemption on local governments controlling rents on private property. It also removes the prohibition on denying an application for a development permit if a developer declines to enter into an agreement to limit rent. It is an opportunity to clarify that local governments have the authority not only to partner with private entities for affordable housing, but perhaps even if developers must provide a number of affordable units in order to develop projects. This clarification is necessary following the Supreme Court decision Town of Telluride vs. Thirty-Four Venture where the court held broadly that these types of ordinances violate state statute. The Colorado Municipal League supports this bill. CCI hasn't taken a position. | DRCOG supports: policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities |

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 5-3-19

| Bill No. | Short Title/Bill Summary | Sponsors | Status | Position | *FN | Staff Comments | Legislative Policy |
|---------------------------|---|-----------------|-------------------------------|----------|--------------------|--|--------------------|
| OTHER BILL | | | | | | | |
| HB 191239 | Census Outreach Grant Program - In the division of local government (division) the bill creates the 2020 census outreach grant program (grant program) in the department of local affairs (department) to provide grants to local governments, intergovernmental agencies, councils of government, housing authorities, school districts, and nonprofit organizations (eligible recipients) to support the accurate counting of the population of the state for the 2020 census. For the 2019-20 fiscal year, the bill (as introduced) directed the General Assembly to appropriate \$12 million to the department to award grants to eligible recipients for the purposes of the grant program. In addition, the department may solicit, accept, and expend gifts, grants, or donations from private or public sources for the purposes of the grant program. As amended, the bill appropriates \$6 million. Councils of government and Area Agencies on Aging would be eligible to receive grants. | Tipper/ Caraveo | Awaiting Governor's Signature | Support | FN | The 2020 Census will impact all of us for a whole decade. Colorado's future prosperity depends on an accurate count, as many federal programs rely on census data for their calculations. The 2020 Census will be the basis for over \$13 billion in federal funds allocated to Colorado annually. It will determine if Colorado gets an eighth Congressional district. There are reasons to be concerned that a complete, accurate count cannot be achieved without Colorado providing resources to ensure a complete count. The 2020 Census has been underfunded, under-tested, and behind schedule. The new internet-based application raises additional concerns. An incomplete census means fewer federal dollars for everything from health care to transportation to services for older adults. If Colorado does not have an accurate count, we give our funding to other states. The Colorado Fiscal Institute found 25% of Coloradans are part of "hard-to-count" groups. The bill provides for grants to local communities for outreach and education. DRCOG staff and lobbyists were successful in getting the sponsors to agree to add references to aging and older adults over 60 in as a hard-to- | No specific policy |

ATTACH L

To: Chair and Members of the Board of Directors

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

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|-----------------|---------------|
| May 15, 2019 | Informational | 21 |

SUBJECT

May administrative modifications to the *2018-2021 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

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

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

The May 2019 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2018-2021 TIP Administrative Modifications (May 2019)

ADDITIONAL INFORMATION

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

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

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

Date: May 15, 2019

SUMMARY

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

PROJECTS TO BE MODIFIED

- **2007-133: R4 Bridge On-System Pool**
 - Add pool project
- **2008-076: Region 1 FASTER Pool**
 - Add pool projects
- **2008-081: North I-25: Front Range EIS**
 - Shift funding years
- **2016-074: SH-157/Foothills Pkwy Bike/Ped Underpass at Colorado**
 - Add funding

Add projects selected from the 2019 CDOT consolidated call for capital transit projects.

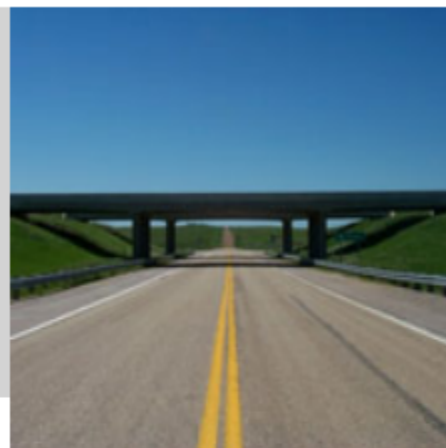
- **New Project: Transit Capital Program (State SB 228)**
 - Add pool project and funding
- **2008-106: R4 FASTER Transit Pool**
 - Add pool projects and funding
- **2012-107: Enhanced Mobility for Elderly and Disabled (FTA 5310)**
 - Add pool projects
- **2018-004: Transit Capital Program (FTA 5339)**
 - Add project and funding

2007-133: Add one pool project using available funding**Existing**Title: **Region 4 Bridge On-System Pool**Project Type: **Bridge**TIP-ID: **2007-133**STIP-ID: **SR46598**

Open to Public:

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

Pool funds Region 4 On-System bridge projects.

**Affected County(ies)**

Boulder

Weld

Performance Measures

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

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

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------------|------------------------------------|---------------|----------------------|---------------------|---------------|----------------------|---------------------|---------------|
| SH-119 (FY18) | Boulder East, Niwot Rd to Hover St | \$263 | SH-7 (FY19) | 28th St to US-287 | \$613 | | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal (BR) | | \$5,815 | \$3,634 | \$5,446 | \$0 | | | |
| State | | \$0 | \$0 | \$0 | \$0 | | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | | |
| Total | \$2,565 | \$5,815 | \$3,634 | \$5,446 | \$0 | \$0 | \$17,460 | |

Revised

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------|------------------------------------|---------------|----------------------|---------------------|---------------|--------------------------------------|---------------------|---------------|
| SH-119 (FY18) | Boulder East, Niwot Rd to Hover St | \$263 | SH-7 (FY19) | 28th St to US-287 | \$613 | I-25 Preventative Maintenance (FY20) | | \$2 |

2008-076: Add four pool projects using available funding**Existing**Title: **Region 1 FASTER Pool**Project Type: **Safety**TIP-ID: **2008-076**STIP-ID: **SR17002**

Open to Public:

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

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



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

| Performance Measures |
|--|
| <input type="checkbox"/> Bridge Condition |
| <input type="checkbox"/> Congestion |
| <input type="checkbox"/> Freight Reliability |
| <input type="checkbox"/> Pavement Condition |
| <input type="checkbox"/> Safety |
| <input type="checkbox"/> Travel Time Reliability |

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

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|--|---|---------------|--|---|---------------|---|---|---------------|
| SH-75 and Mineral Ave | Curb ramp and B/P crossing improvements | \$200 | I-70 between MP 252 & 255 | Median Barrier | \$2,000 | SH391 (Kipling) @ 13th Ave and 13th Place | Intersection Improvements | \$660 |
| SH-95 Intersection Improvements | 64th Ave | \$851 | SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield | Traffic Signal Replacements | \$2,500 | I-25 and Plum Creek/Meadows | Signal poles, storage, and left turn lane and restriping improvements | \$2,300 |
| SH-121/72nd Ave | Right turn accel lanes | \$961 | SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave | Traffic Signal Replacements | \$2,000 | I-70 EB Aux Lanes | Ward Rd to Kipling | \$2,300 |
| SH-177 Sidewalks | Mineral Ave to Orchard Rd | \$521 | US-85 @ Dartmouth | Hampden to Florida SUR | \$2,500 | I-70: 32nd to 44th | guardrails | \$220 |
| High Line Canal Trail Underpass | Parker/Mississippi | \$3,201 | Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan | Roundabouts - design | \$500 | South Federal Blvd | safety improvements | \$300 |
| Cable Median Barrier | 104th to 168th Ave | \$2,000 | VMS for I-25 south of Denver | VMS installation | \$500 | SH2 and SH95 Traffic Signals | SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 16th, 44th, 38th, 1st | \$1,500 |
| Founders Pkwy Intersection Reconstruct | Crowfoot Valley Rd | \$1,602 | Long mast arm signal design (3 locations) | 88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2) | \$2,000 | SH83 | Mississippi to Colorado | \$3,500 |
| Wadsworth TOD left turn protection | Girton, Eastman and Yale | \$200 | Aurora Signal Package | I-70 at Tower | \$600 | SB I-225 Parker Rd Ramp | safety project | \$2,000 |
| FASTER Safety Design | | \$4,000 | SH224 @ Dahlia St. | Traffic Signal Replacement | \$450 | I-25 SB Bottleneck | restripe from I-76 to I-70 | \$1,200 |
| SH-2 Traffic Signal Upgrades | | \$440 | Ramp Metering | I-76 | \$1,500 | Aurora Signals 2019 | SH30 @ Jewell and Yale | \$500 |
| I-70-A Pecos | Roundabout Improvements | \$700 | US-285/SH-30 | Resurfacing | \$1,400 | Lakewood Safety Package 2020 | I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave | \$4,960 |
| Wadsworth | Right Turn Lane Extensions | \$1,621 | North Signal Replacement Package | SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston | \$1,000 | I-70 and Kipling | Traffic signal replacement and access consolidation | \$1,500 |
| US-85 | I-76 to 168th | \$1,443 | SH-40 and SH-121 | Signal Improvements | \$900 | | | |

ATTACHMENT 1

Administrative Modifications – May 2019

2018-2021 Transportation Improvement Program

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

Revised

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|--|---|---------------|---|---|---------------|--|--|---------------|
| SH-75 and Mineral Ave | Curb ramp and B/P crossing improvements | \$200 | SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 48th Ave, Wellington Ave | Traffic Signal Replacements | \$2,000 | South Federal Blvd | safety improvements | \$300 |
| SH-95 Intersection Improvements | 64th Ave | \$851 | US-85 @ Dartmouth | Hampden to Florida SUR | \$2,500 | SH2 and SH95 Traffic Signals | SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 18th, 44th, 38th, 1st | \$1,500 |
| SH-121/72nd Ave | Right turn accel lanes | \$961 | Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan | Roundabouts - design | \$500 | SH83 | Mississippi to Colorado | \$3,500 |
| SH-177 Sidewalks | Mineral Ave to Orchard Rd | \$521 | VMS for I-25 south of Denver | VMS Installation | \$500 | SB I-225 Parker Rd Ramp | safety project | \$2,000 |
| High Line Canal Trail Underpass | Parker/Mississippi | \$3,201 | Long mast arm signal design (3 locations) | 88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2) | \$2,000 | I-25 SB Bottleneck | restripe from I-76 to I-70 | \$1,200 |
| Cable Median Barrier | 104th to 168th Ave | \$2,000 | Aurora Signal Package | I-70 at Tower | \$600 | Aurora Signals 2019 | SH30 @ Jewell and Yale | \$500 |
| Founders Pkwy Intersection Reconstruct | Crowfoot Valley Rd | \$1,602 | SH224 @ Dahlia St. | Traffic Signal Replacement | \$450 | Lakewood Safety Package 2020 | I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave | \$4,980 |
| Wadsworth TOD left turn protection | Girton, Eastman and Yale | \$200 | Ramp Metering | I-76 | \$1,500 | I-70 and Kipling | Traffic signal replacement and access consolidation | \$1,500 |
| FASTER Safety Design | | \$4,000 | US-285/SH-30 | Resurfacing | \$1,400 | 6" Lane Lines Pavement Marking (2019-2021) | I-25, I-70, I-225, I-76, I-270 | \$9,100 |
| SH-2 Traffic Signal Upgrades | | \$440 | North Signal Replacement Package | SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston | \$1,000 | SH-30 and Tower Improvements | Phase 1 | \$691 |
| I-70-A Pecos | Roundabout Improvements | \$700 | SH-40 and SH-121 | Signal Improvements | \$900 | SH-30 and Tower Improvements | Phase 2 | \$719 |
| Wadsworth | Right Turn Lane Extensions | \$1,621 | SH391 (Kipling) @ 13th Ave and 13th Place | Intersection Improvements | \$660 | US-285/SH-30 Resurfacing | Dahlia to Parker | \$1,200 |
| US-85 | I-76 to 168th | \$1,443 | I-25 and Plum Creek/Meadows | Signal poles, storage, and left turn lane and restriping improvements | \$2,300 | Broadway Signal Replacement | at 62nd and 70th | \$1,000 |
| I-70 between MP 252 & 255 | Median Barrier | \$2,000 | I-70 EB Aux Lanes | Ward Rd to Kipling | \$2,300 | | | |
| SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield | Traffic Signal Replacements | \$2,500 | I-70: 32nd to 44th | guardrails | \$220 | | | |

2008-081: Shift funding years**Existing**Title: **North I-25: Front Range EIS**Project Type: **Roadway/Transit Studies**TIP-ID: **2008-081**STIP-ID: **SSP4028**

Open to Public:

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

Funds will be used to complete the Final Environmental Impact Statement, the Record of Decision for Phase I of North I-25 (MP 214 - 269), and for design and Right of Way for phase I elements. Project funding shown is for DRCOG portion only.

**Affected County(ies)**

Adams
Broomfield
Denver
Weld

Performance Measures

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

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|------|---------|-------|---------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (R P P) | | \$0 | \$1,313 | \$454 | \$1,134 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$22,317 | \$0 | \$1,313 | \$454 | \$1,134 | \$0 | \$25,218 |

Revised

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|------|---------|------|---------|----------------|---------------|
| Federal | | \$0 | \$0 | \$0 | \$0 | | |
| State (R P P) | | \$0 | \$1,767 | \$0 | \$1,134 | | |
| Local | | \$0 | \$0 | \$0 | \$0 | | |
| Total | \$22,317 | \$0 | \$1,767 | \$0 | \$1,134 | \$0 | \$25,218 |

2016-074: Add local overmatch so project can advertise

Existing

Title: **SH-157/Foothills Pkwy Bike/Ped Underpass: north and south of Colorado Ave**

TIP-ID: **2016-074**

STIP-ID:

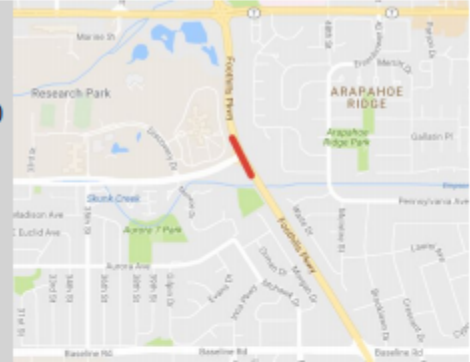
Open to Public: **2020**

Project Type: **Bicycle and Pedestrian Projects (Upgrade/Reconstruct)**

Sponsor: **Boulder**

Project Scope

This project will construct a bike/ped underpass providing a grade separated crossing of Foothills Pkwy/SH-157 near Colorado Ave, meeting AASHTO and ADA design guidelines. The project will provide wayfinding/signage features, 20 bicycle parking spaces, and connections to existing bicycle and pedestrian facilities on either side of the crossing.



| Affected Municipality(ies) | Affected County(ies) | Project Phases | | Performance Measures | |
|----------------------------|----------------------|----------------|-----------------------|--|--|
| Boulder | Boulder | Year | Phase | <input type="checkbox"/> Bridge Condition | |
| | | 2018 | Initiate Design | <input type="checkbox"/> Congestion | |
| | | 2019 | Initiate Construction | <input type="checkbox"/> Freight Reliability | |
| | | | | <input type="checkbox"/> Pavement Condition | |
| | | | | <input type="checkbox"/> Safety | |
| | | | | <input type="checkbox"/> Travel Time Reliability | |

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|-------|---------|------|------|----------------|---------------|
| Federal (CMAQ) | | \$160 | \$2,640 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| Local | | \$40 | \$660 | \$0 | \$0 | | |
| Total | \$500 | \$200 | \$3,300 | \$0 | \$0 | \$0 | \$4,000 |

Revised

| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding |
|---------------------|---------------|-------|---------|------|------|----------------|---------------|
| Federal (CMAQ) | | \$160 | \$2,640 | \$0 | \$0 | | |
| State | | \$0 | \$0 | \$0 | \$0 | | |
| Local | | \$40 | \$1,534 | \$0 | \$0 | | |
| Total | \$500 | \$200 | \$4,174 | \$0 | \$0 | \$0 | \$4,874 |

New Project: Add new project to reflect transit projects selected for funding with State SB-228 from CDOT calls for projects. Project adds one pool project and associated funding

New Project

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

Project Type: **Transit Operational Improvements**

TIP-ID: **Request**

STIP-ID:

Open to Public:

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.

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------------|----------------------------|---------------|----------------------|---------------------|---------------|----------------------|---------------------|---------------|
| VIA | Vehicle Replacement (FY20) | \$87 | | | | | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | |
| State (SB 228) | | \$0 | \$0 | \$87 | \$0 | | | |
| Local | | \$0 | \$0 | \$22 | \$0 | | | |
| Total | | \$0 | \$0 | \$109 | \$0 | \$0 | \$109 | |

2008-106: Add two pool projects and associated funding from recent CDOT call for projects
Existing

Title: **Region 4 FASTER Transit Pool**Project Type: **Transit Operational Improvements**TIP-ID: **2008-106**STIP-ID: **SR47005**

Open to Public:

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

Pool contains transit-related projects based on the FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 4 (DRCOG-TIP area only).



| Affected County(ies) |
|----------------------|
| Boulder |
| Weld |

Performance Measures

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

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

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------------|------------------------|---------------|----------------------|---------------------|---------------|----------------------|---------------------|---------------|
| VIA | Bus Replacement (FY18) | \$490 | | | | | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | |
| State (Faster-T) | | \$490 | \$0 | \$0 | \$0 | | | |
| Local | | \$123 | \$0 | \$0 | \$0 | | | |
| Total | \$5,374 | \$613 | \$0 | \$0 | \$0 | \$0 | \$5,987 | |

Revised

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------------|------------------------|---------------|----------------------|---------------------|---------------|----------------------|---------------------|---------------|
| VIA | Bus Replacement (FY18) | \$490 | Boulder | Electric bus (FY20) | \$332 | VIA | Study (FY20) | \$160 |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal | | \$0 | \$0 | \$0 | \$0 | | | |
| State (Faster-T) | | \$490 | \$0 | \$492 | \$0 | | | |
| Local | | \$123 | \$0 | \$40 | \$0 | | | |
| Total | \$5,374 | \$613 | \$0 | \$532 | \$0 | \$0 | \$6,519 | |

2012-107: Add eight pool projects using available funding from recent CDOT call for projects

Existing

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

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-107**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

Project Scope

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



Affected County(ies)

Regional

Performance Measures

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

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

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|-------------------------|--|---------------|-----------------------|--|---------------|-------------------------|--|---------------|
| Via (Boulder) | Accessible Minivan Replacements (FY17 Small Urban) | \$82 | Via | Mobility Management (FY19 Small Urban) | \$285 | Seniors Resource Center | Mobility Management (FY19 Large urban) | \$248 |
| SRC (Arapahoe Co) | Cutaway Replacements (FY17 Large Urban) | \$124 | Via | Operating (FY19 Small Urban) | \$255 | Seniors Resource Center | Operating (FY19 Large Urban) | \$273 |
| SRC (Adams Co) | Cutaway and Sedan Replacements (FY17 Large Urban) | \$153 | Continuum of Colorado | Operating (FY18) | \$60 | DRMAC | Mobility Management (FY19 Large Urban) | \$250 |
| Via Mobility Services | Bus replacement (FY19 Small Urban) | \$105 | Via | Operating (FY19 Small Urban) | \$168 | Douglas County | Mobility Management (FY19 Large Urban) | \$375 |
| Easter Seals | Minivan replacement (FY19 Large Urban) | \$38 | Via | Mobility Management (FY19 Small Urban) | \$418 | Continuum of Colorado | Operating (FY19 Large Urban) | \$90 |
| Seniors Resource Center | Bus Replacement (FY19 Large Urban) | \$408 | Via | Mobility Management (FY19 Large Urban) | \$227 | | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal (5310) | | \$4,013 | \$4,093 | \$4,175 | \$4,259 | | | |
| State | | \$0 | \$0 | \$0 | \$0 | | | |
| Local | | \$1,003 | \$1,023 | \$1,044 | \$1,065 | | | |
| Total | \$6,433 | \$5,016 | \$5,116 | \$5,219 | \$5,324 | \$0 | \$27,108 | |

Revised

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|-------------------------|--|---------------|-------------------------|--|---------------|-----------------------|--|---------------|
| Via (Boulder) | Accessible Minivan Replacements (FY17 Small Urban) | \$82 | Via | Operating (FY19 Small Urban) | \$168 | Easter Seals Colorado | Vehicle Replacement (FY20 Large Urban) | \$55 |
| SRC (Arapahoe Co) | Cutaway Replacements (FY17 Large Urban) | \$124 | Via | Mobility Management (FY19 Small Urban) | \$418 | SRC | Vehicle Replacement (FY20 Large Urban) | \$42 |
| SRC (Adams Co) | Cutaway and Sedan Replacements (FY17 Large Urban) | \$153 | Via | Mobility Management (FY19 Large Urban) | \$227 | SRC | Bus Replacement (FY20 Large Urban) | \$72 |
| Via Mobility Services | Bus replacement (FY19 Small Urban) | \$105 | Seniors Resource Center | Mobility Management (FY19 Large urban) | \$248 | SRC | Equipment/Technology Upgrades (FY20 Large Urban) | \$36 |
| Easter Seals | Minivan replacement (FY19 Large Urban) | \$38 | Seniors Resource Center | Operating (FY19 Large Urban) | \$273 | SRC | Bus Replacement (FY20 Large Urban) | \$124 |
| Seniors Resource Center | Bus Replacement (FY19 Large Urban) | \$408 | DRMAC | Mobility Management (FY19 Large Urban) | \$250 | VIA | Bus Replacement (FY20 Small Urban) | \$38 |
| Via | Mobility Management (FY19 Small Urban) | \$285 | Douglas County | Mobility Management (FY19 Large Urban) | \$375 | VIA | Bus Replacement (FY20 Small Urban) | \$59 |
| Via | Operating (FY19 Small Urban) | \$255 | Continuum of Colorado | Operating (FY19 Large Urban) | \$90 | | | |
| Continuum of Colorado | Operating (FY18) | \$60 | Continuum of Colorado | Vehicle Replacement (FY20 Large Urban) | \$68 | | | |

2018-004: Add one pool project and associated funding from recent CDOT call for projects

Existing

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

Project Type: **Transit Vehicles**

TIP-ID: **2018-004**

STIP-ID:

Open to Public:

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

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

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------------|--|---------------|----------------------|------------------------------------|---------------|----------------------|--|---------------|
| Via | Electric Charging Station (FY17 Small Urban) | \$120 | Via | Bus Replacement (FY19 Small Urban) | \$402 | Via | Bus Replacement (FY19 Low or No Emissions) | \$209 |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal (5339) | | \$120 | \$611 | \$0 | \$0 | | | |
| State | | \$0 | \$0 | \$0 | \$0 | | | |
| Local | | \$30 | \$153 | \$0 | \$0 | | | |
| Total | \$0 | \$150 | \$764 | \$0 | \$0 | \$0 | \$914 | |

Revised

| Facility Name | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) | Facility Name (Cont) | Start-At and End-At | Cost (1,000s) |
|---------------------|--|---------------|----------------------|--|---------------|----------------------|---------------------|---------------|
| Via | Electric Charging Station (FY17 Small Urban) | \$120 | Via | Bus Replacement (FY19 Low or No Emissions) | \$209 | | | |
| Via | Bus Replacement (FY19 Small Urban) | \$402 | Boulder | Bus Replacement (FY20 Small Urban) | \$312 | | | |
| Amounts in \$1,000s | Prior Funding | FY18 | FY19 | FY20 | FY21 | Future Funding | Total Funding | |
| Federal (5339) | | \$120 | \$611 | \$312 | \$0 | | | |
| State | | \$0 | \$0 | \$0 | \$0 | | | |
| Local | | \$30 | \$153 | \$78 | \$0 | | | |
| Total | \$0 | \$150 | \$764 | \$390 | \$0 | \$0 | \$1,304 | |

ATTACH M

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 # |
|----------------|--------------------|---------------|
| April 17, 2019 | Informational Item | 22 |

SUBJECT

Regional Planning and Development (RPD) scorecard item report.

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.

This report highlights three RPD scorecard objectives, *Maximize Strategic Resource Investment*, and an associated measure, *On-Hold/Cancelled projects*; *Improve Process* and an associated measure, *Documented Workflows*; and *Improve Collaboration with Communities* and an associated measure, *DRDC* (DRCOG Regional Data Consortium) *Meeting Attendance*. These three objectives and measures demonstrate that by focusing efforts on a few specific issues or opportunities, substantial improvements can be achieved compared to focusing on many issues or opportunities at once.

On hold projects – In 2017, we decided that we have too many projects in play at any given time and that we don't have enough resources to work on them all. We had already started using Trello to manage our project portfolio, so we added this measure to count the number of projects each quarter that we had already committed to but had to postpone due to resources. Our goal was to learn to accept only the projects that we could reasonably accomplish. The decline in the number of on-hold projects shows that we have developed some awareness in this area and are investing our time and effort more productively.

Documented workflows – In 2016, we decided to turn our wiki page into a table of contents for our work and start consolidating our documentation there. We've doubled the number of documented workflows that we have, which makes it easier for us to maintain consistency when performing our operational processes.

Data Consortium meeting attendance – In the summer of 2018, our meeting attendance was at an all-time high (and we've been recording data since 2009). We attributed this success to the curation of more interesting content, building stronger relationships with our community, and offering remote call-in options. We noticed a

decline in attendance after DRCOG changed locations. Thanks to these measurements, we can take action to address this decline and try to get our record-breaking numbers back.

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

Regional Planning & Development Scorecard report

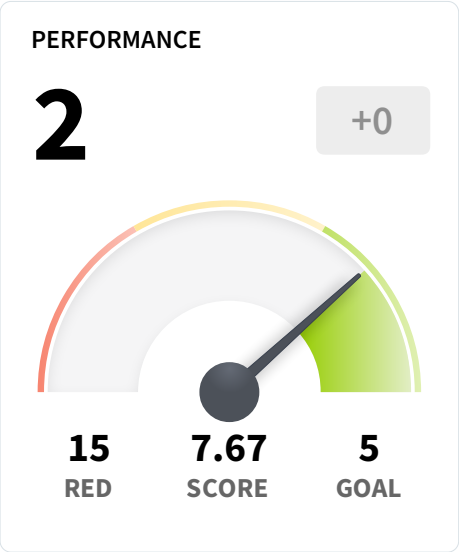
ADDITIONAL INFORMATION

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.

Objective: Maximize Strategic Resource Investment

Measure: On Hold/Cancelled Projects

Quarter 1, 2019



Description

Number of projects we started but then put on hold or cancelled during the quarter.
Source: Trello Board
Calendar: Quarterly

Details

| | | | |
|-----------|------------------|---------------|-----------|
| Type | Weight | Scoring Type | Calendar |
| Measure | 33.33% | Goal/Red Flag | Quarterly |
| Data Type | Aggregation Type | | |
| Standard | Last Value | | |

Series

| | | | |
|--------------|--------|---------------------|---------------------|
| Actual Value | Update | Red Flag | Goal |
| Type: Manual | | Update Type: Manual | Update Type: Manual |
| | | Value: 15 | Value: 5 |

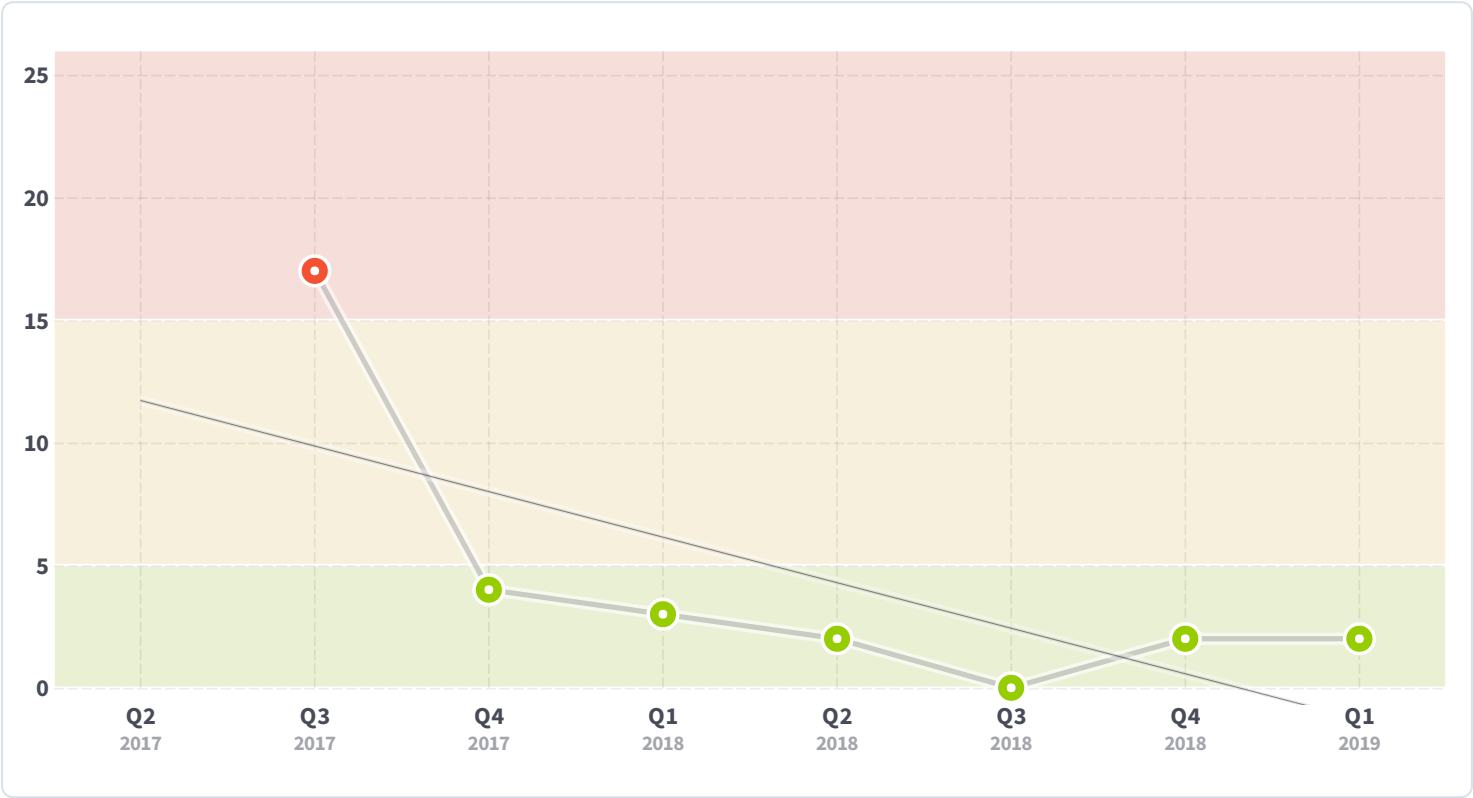
Owners

Ashley Summers

Updaters

Ashley Summers (+Thresholds)

HISTORICAL PERFORMANCE

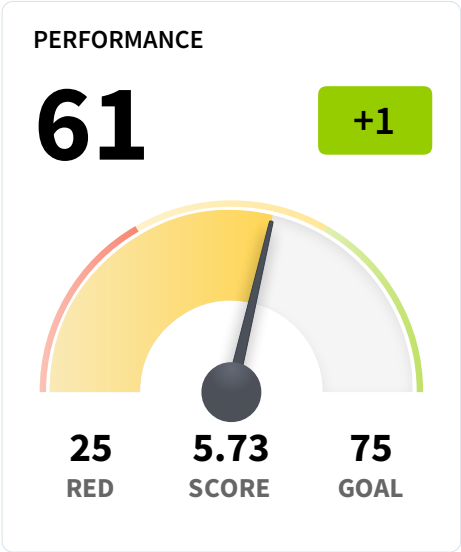


| PERIOD | SCORE | ACTUAL | RED FLAG | GOAL |
|---------|-------|--------|----------|------|
| Q2 2017 | | | 15 | 5 |
| Q3 2017 | 2.67 | 17 | 15 | 5 |
| Q4 2017 | 7 | 4 | 15 | 5 |
| Q1 2018 | 7.33 | 3 | 15 | 5 |
| Q2 2018 | 7.67 | 2 | 15 | 5 |
| Q3 2018 | 8.33 | 0 | 15 | 5 |
| Q4 2018 | 7.67 | 2 | 15 | 5 |
| Q1 2019 | 7.67 | 2 | 15 | 5 |

Objective: Improve Process

Measure: Documented Workflows

Quarter 1, 2019



Description
A count of documented workflows as recorded in the Wiki.

Owners: Andy, Josh, Neetu, Jenny

Details

| | | | |
|-----------|------------------|---------------|-----------|
| Type | Weight | Scoring Type | Calendar |
| Measure | 50% | Goal/Red Flag | Quarterly |
| Data Type | Aggregation Type | | |
| Standard | Last Value | | |

Series

| | | | |
|--------------|--------|---------------------|---------------------|
| Actual Value | Update | Red Flag | Goal |
| Type: Manual | | Update Type: Manual | Update Type: Manual |
| | | Value: 25 | Value: 75 |

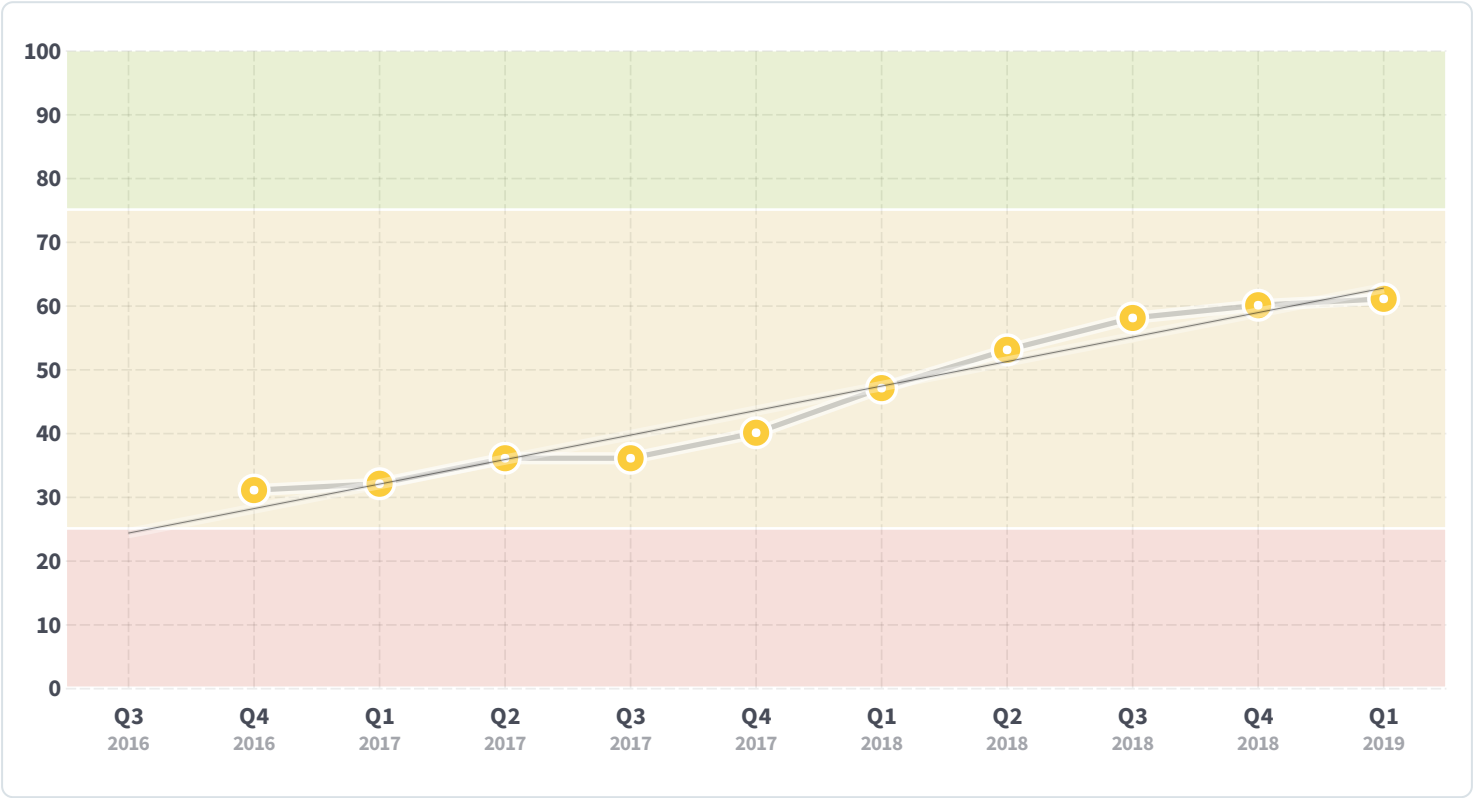
Owners

Ashley Summers

Updaters

Ashley Summers (+Thresholds)

HISTORICAL PERFORMANCE

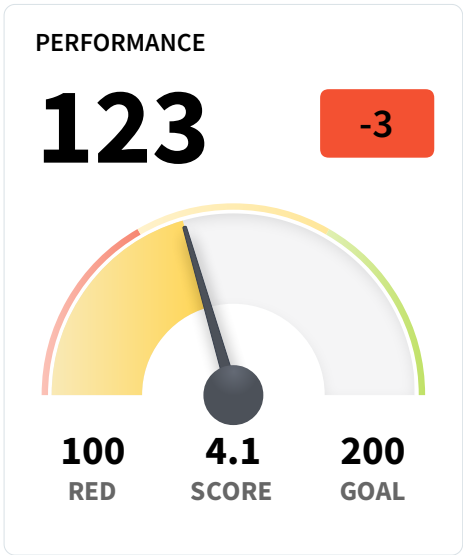


| PERIOD | SCORE | ACTUAL | RED FLAG | GOAL |
|---------|-------|--------|----------|------|
| Q3 2016 | | | 25 | 75 |
| Q4 2016 | 3.73 | 31 | 25 | 75 |
| Q1 2017 | 3.8 | 32 | 25 | 75 |
| Q2 2017 | 4.07 | 36 | 25 | 75 |
| Q3 2017 | 4.07 | 36 | 25 | 75 |
| Q4 2017 | 4.33 | 40 | 25 | 75 |
| Q1 2018 | 4.8 | 47 | 25 | 75 |
| Q2 2018 | 5.2 | 53 | 25 | 75 |
| Q3 2018 | 5.53 | 58 | 25 | 75 |
| Q4 2018 | 5.67 | 60 | 25 | 75 |
| Q1 2019 | 5.73 | 61 | 25 | 75 |

Objective: Improve Collaboration with Communities

Measure: DRDC Meeting attendance

2018



Description
Number in attendance at DRCOG Regional Data Consortium meetings
Yearly in Q1

Details

| Type | Weight | Scoring Type | Calendar |
|-----------|------------------|---------------|----------|
| Measure | 25% | Goal/Red Flag | Yearly |
| Data Type | Aggregation Type | | |
| Standard | Sum | | |

Series

| Actual Value | Update | Red Flag | Goal |
|--------------|--------|-----------------------------------|-----------------------------------|
| Type: Manual | | Update Type: Manual Value: 100 | Update Type: Manual Value: 200 |

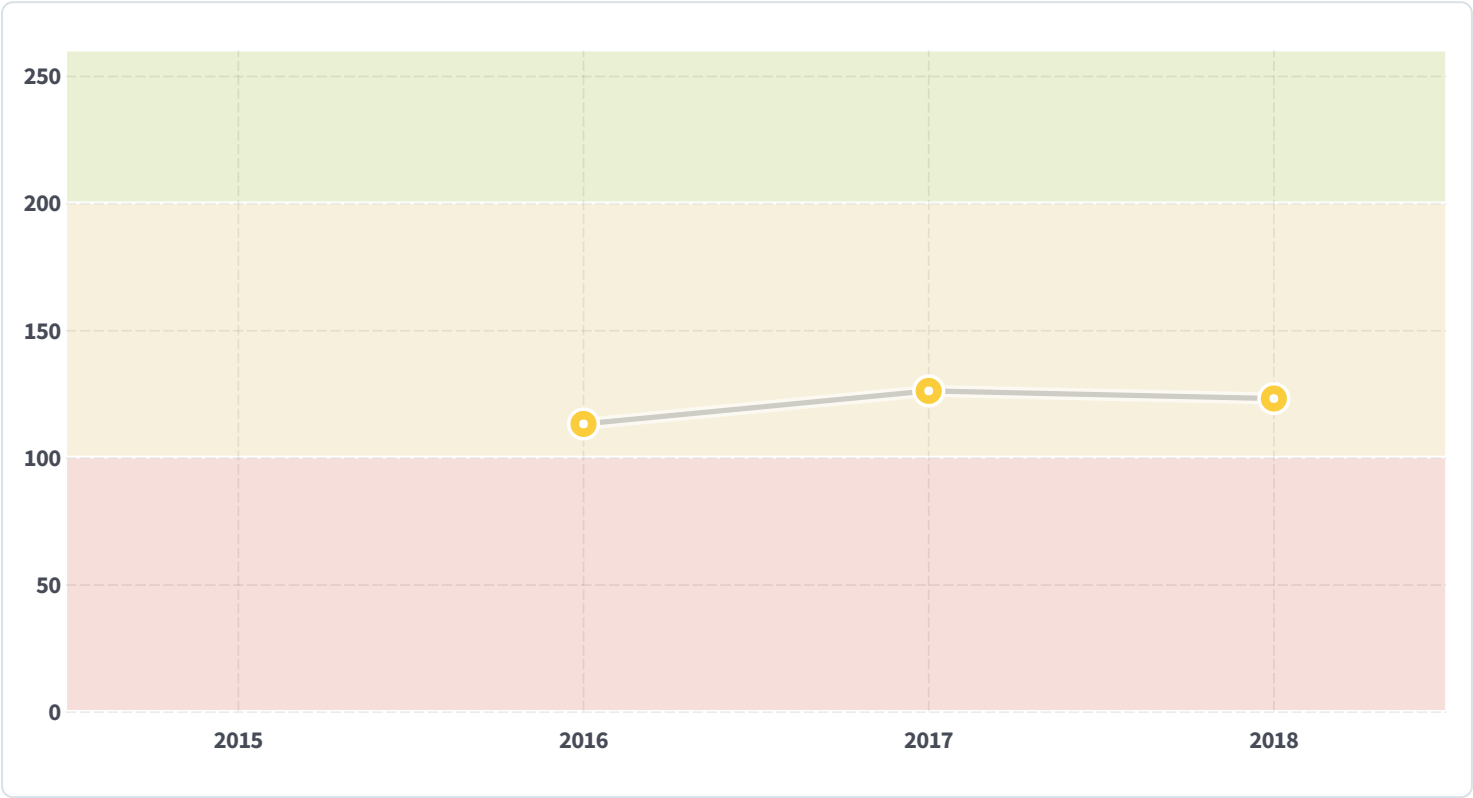
Owners

Ashley Summers

Updaters

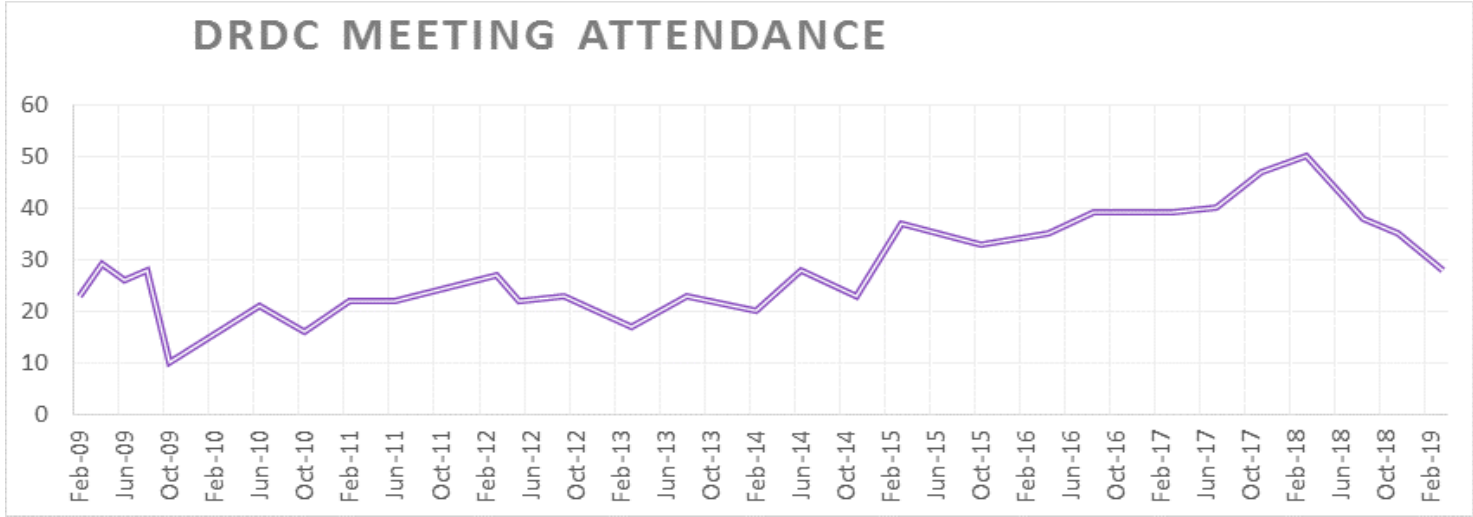
Ashley Summers (+Thresholds)

HISTORICAL PERFORMANCE



| PERIOD | SCORE | ACTUAL | RED FLAG | GOAL |
|--------|-------|--------|----------|------|
| 2015 | | | 100 | 200 |
| 2016 | 3.77 | 113 | 100 | 200 |
| 2017 | 4.2 | 126 | 100 | 200 |
| 2018 | 4.1 | 123 | 100 | 200 |

The graph below shows the results of periodic tracking for DRDC meeting attendance following each meeting. While these scores are updated annually in QuickScore, shown in the above graph, the line graph below is used to monitor attendance on-going and to respond more quickly when attendance is lower than expected.



ATTACH N

To: Chair and Members of the Board of Directors

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

| Meeting Date | Agenda Category | Agenda Item # |
|--------------|--------------------|---------------|
| May 15, 2019 | Informational Item | 23 |

SUBJECT

Providing the first *Denver Region Data Brief*, “Household growth and housing demand”

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

In 2017 and 2018, regional stakeholders and the Board provided input on programs and initiatives that better coordinate local and regional planning for growth. This is the first data briefing under the pilot phase of the Regional Growth Initiative. Additional briefings will be provided to the Board over the coming months.

To support local and regional decision-making, DRCOG staff maintains and analyzes various data sets. The regional data briefing series will highlight insights from some of these data sets. This briefing’s sources include the Department of Local Affairs’ State Demography Office forecast of household growth and the U.S. Census Bureau’s American Community Survey information on housing units.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Denver Region Data Brief, “Household growth and housing demand”

ADDITIONAL INFORMATION

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

DENVER REGION DATA BRIEF

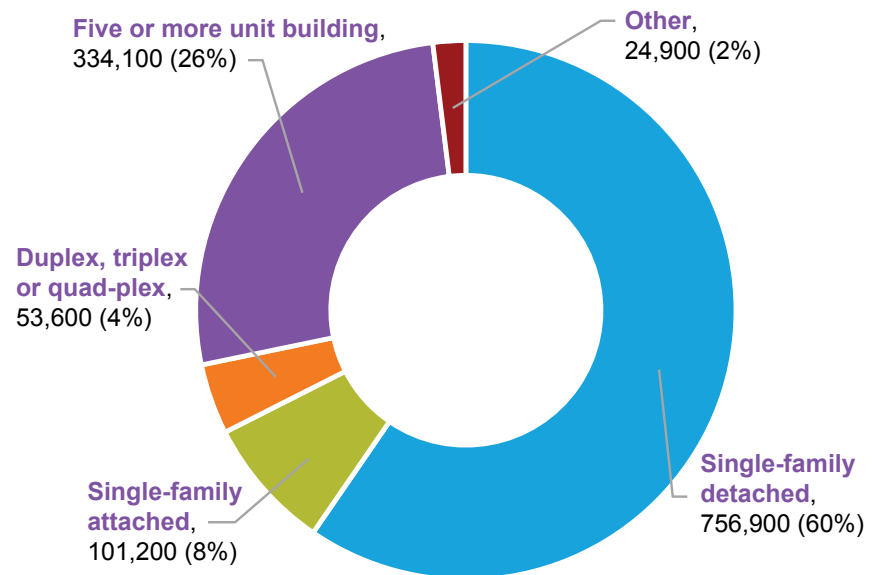
Household growth and housing demand

May 2019

HOUSING, HOUSEHOLDS AND FORECASTING DEMAND

Single-family, detached homes make up the majority of the region's current housing supply. Yet, with the most significant household growth in 2017-2050 forecast to be among older adults and households without children, meeting new housing demand by building housing in the same proportions as the existing housing supply may not be responsive to this demographic shift. The term "household" describes people living together in a housing unit. A household may or may not be a family – and the term may describe an individual if they live alone. Households need housing units. A forecast of over 600,000 more households by 2050 corresponds to an equal increase of demand for housing units in the region.

Number of housing units by structure type, 2017



Data Source: "Table B25024: Units in structure" 2013-2017 American Community Survey Five-Year Estimates. U.S. Census Bureau.

Just the numbers

- Based on forecast household growth, demand for housing will increase to 600,000 new units for 2017-2050.
- 82% (about 500,000) of the increased demand for housing 2017-2050 will be from households without children.
- Over half (about 320,000) of all forecast household growth will be among households headed by older adults.



Age of generations in 2050

| GENERATION | AGE RANGE |
|--------------|-----------|
| Baby boom | 86–104 |
| Generation X | 70–85 |
| Millennial | 54–69 |
| Generation Z | ?–53 |

Adapted from Pew Research Center
<https://www.pewresearch.org/fact-tank/2019/01/17/where-millennials-end-and-generation-z-begins/>



IN PRACTICE: MEETING DEMAND WITH A MIX OF HOUSING TYPES

One way communities are seeking to diversify their local housing stock is through what some architects and planners are calling “missing middle housing.” This includes single-family attached homes, duplexes, triplexes, quadplexes, accessory dwelling units and single-family detached homes on smaller lots arranged around a shared courtyards or alleys. Commonly constructed before the 1940s, many local zoning codes have since restricted these types of homes and established minimum lot or house sizes.

SIGNIFICANT DIFFERENCES, 2017-2050

Not all households have the same needs, preferences or means. Their housing type choices may differ based on age, size, income and the presence of children. Planners, officials and developers can use Colorado’s State Demography Office forecasts to anticipate the needs of households in 2017-

2050. Older adults will account for more than half the forecast household growth with nearly 320,000 more older adult-headed households in 2050 than in 2017. Although some of the forecast growth will be attributed to older adults relocating to the region, baby boomers who are already residents of the region are aging into older adulthood in numbers greater than their predecessors. Gen Xers and the eldest millennials will be 65 or older by 2050, sustaining the growth among the older adult population. Aging households will drive two overlapping trends to affect the demand for housing in the region. The first is the forecast for an increase of more than 225,000 single-person households by 2050. The second is the forecast for about 500,000 more households without children by 2050.

Between 2017 and 2050, additional households by type and age of head

| Growth among households with... | 18-24 | 25-44 | 45-64 | 65-PLUS | TOTAL |
|--------------------------------------|--------------|---------------|----------------|----------------|----------------|
| more than one adult with children | 1,400 | 34,500 | 45,600 | 9,800 | 91,400 |
| more than one adult with no children | 4,300 | 18,200 | 92,100 | 160,700 | 275,400 |
| one adult with children | 600 | 6,700 | 7,000 | 1,000 | 15,300 |
| one adult with no children | 2,700 | 17,500 | 58,100 | 147,900 | 226,300 |
| Total growth | 9,100 | 76,900 | 203,000 | 319,400 | 608,400 |

Data source: “Household projections” Colorado Department of Local Affairs, State Demography Office. <https://demography.dola.colorado.gov/housing-and-households/data/household-projections/>. Accessed December 2018.

The Denver Regional Council of Governments is a forum where local governments collaborate to make the region a great place to live, work and play. To support decision-making, DRCOG staff maintains and analyzes various data sets. This briefing is an opportunity to highlight insights from the data sets.

Questions? Ideas for topics? Contact Andy Taylor at ataylor@drcog.org. For more data, visit data.drcog.org.

