

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, April 18, 2018

6:30 – 9:40 p.m.

1290 Broadway

First Floor Independence Pass 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

STRATEGIC INFORMATIONAL BRIEFING

5. 6:35 Presentation on Mobility Choice
(Attachment A) Douglas W. Rex, Executive Director
6. 6:50 Report of the Chair
 - Report on Regional Transportation Committee
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
7. 6:55 Report of the Executive Director
8. 7:00 Public Comment

Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

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

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



CONSENT AGENDA

9. 7:15 Move to Approve Consent Agenda
- Minutes of March 21, 2018
(Attachment B)

ACTION AGENDA

10. 7:20 Discussion of appointments to the Finance & Budget and Performance & Engagement committees
(Attachment C) Nominating Committee
11. 7:30 Discussion of appointments to the Regional Transportation Committee
(Attachment D) Douglas W. Rex, Executive Director
12. 7:40 Discussion of amendments to the Metro Vision Plan
(Attachment E) Brad Calvert, Director, Regional Planning & Development
13. 7:55 Discussion of amendments to the 2040 Fiscally Constrained Regional Transportation Plan and associated air quality conformity document
(Attachment F), Jacob Riger, Long Range Transportation Planning Manager
14. 8:10 Discussion of amendments to the 2018-2021 Transportation Improvement Program (TIP).
(Attachment G) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
15. 8:15 Discussion of Regional Share evaluation criteria
(Attachment H) Ron Papsdorf, Director, Transportation Planning & Operations
16. 8:30 Discussion of Regional Share project recommendation process.
(Attachment I) Ron Papsdorf, Director, Transportation Planning & Operations
17. 8:50 Discussion of federally-required performance-based planning targets (delay and travel mode share)
(Attachment J) Jacob Riger, Long Range Transportation Planning Manager, Transportation Planning & Operations
18. 9:05 Discussion of State Legislative Issues
- A. Bills on Which Positions Have Previously Been Taken
(Attachment K) Presentation by Rich Mauro, Senior Policy and Legislative Analyst (if necessary)
Rich Mauro will respond to questions and provide current status, if requested. These bills require no additional action by the Board unless individual bills are pulled from the package for reconsideration of the Board-adopted position. **To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.**

B. New Bills for Consideration and Action

(Attachment L) Presentation by Rich Mauro, Senior Policy and Legislative Analyst (if necessary)

Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. **Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.**

INFORMATIONAL BRIEFINGS

19. 9:30 Committee Reports

The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG

- A. Report on State Transportation Advisory Committee – Elise Jones
- B. Report from Metro Mayors Caucus – Herb Atchison
- C. Report from Metro Area County Commissioners– Roger Partridge
- D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
- E. Report from Regional Air Quality Council – Doug Rex
- F. Report on E-470 Authority – Ron Rakowsky
- G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEM

20. 2018-2021 Transportation Improvement Program Administrative Modifications
(Attachment M) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

ADMINISTRATIVE ITEMS

21. **Next Meeting – May 16, 2018**
22. Other Matters by Members
23. 9:40 Adjourn

SPECIAL DATES TO NOTE

DRCOG Awards Event April 25, 2018

Transportation and Personal Mobility Short Course May 17, 2018

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

CALENDAR OF FUTURE MEETINGS

April 2018

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

May 2018

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

June 2018

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

*The start time for the Performance and Engagement Committee meeting is approximate, and will begin immediately following the Board work session.

ATTACH A

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 #
April 18, 2018	Strategic Information	5

SUBJECT

Briefing on the Mobility Choice Blueprint project.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The Mobility Choice Blueprint is a collaborative strategy to help the metro Denver region identify how to best prepare for and invest in the rapidly changing technology that is revolutionizing transportation mobility. A unique planning and funding partnership of CDOT, DRCOG, RTD, and the Denver Metro Chamber is creating the Mobility Choice Blueprint – a coordinated strategic direction for the evolving mobility of the region related to walking, bicycling, driving, and transit. The 2030 Blueprint plan will analyze travel trends and technologies in the region, explore and evaluate various technologies and their implications for mobility, align transportation investments of multiple public agencies, and create new planning and implementation partnerships.

The Mobility Choice Blueprint project kicked off in early 2018 with an anticipated 12-month schedule. At the April Board meeting, staff from HDR, the lead consultant, will provide an overview of the Mobility Choice Blueprint project, process, and schedule. This is the first of several Mobility Choice briefings to be provided at regular intervals to DRCOG’s committees and Board.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Consultant presentation

ADDITIONAL INFORMATION

If you need additional information Douglas W. Rex, Executive Director, at 303 480-6701 or drex@drcoq.org; or Jacob Riger, Long Range Transportation Planning Manager, at 303 480-6751 or jriger@drcoq.org

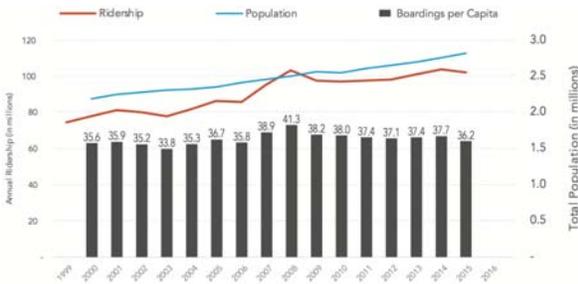


MOBILITY CHOICE
BLUEPRINT

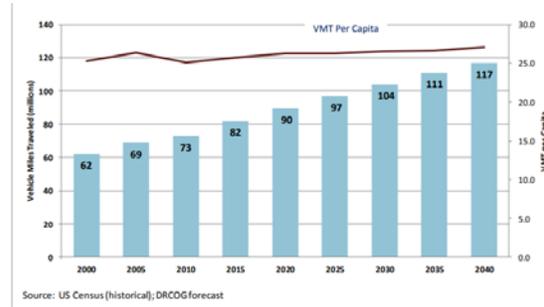
WHY ARE WE HERE?

RAPIDLY CHANGING TRENDS

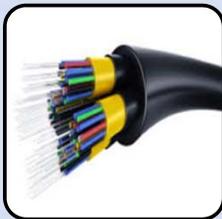
Denver population and regional transit ridership



Denver region weekday vehicle miles traveled per capita



TECHNOLOGY TRENDS



Enabling Technologies

- Fiber Optics
- High-Speed Cellular
- Computer processing power (Artificial Intelligence)



Safety

- Connected vehicles
- Self-Driving Vehicles
- Pedestrian Warning System



Monitoring and Detection

- Radar
- Lidar
- Cameras
- AI Image Processing
- RFID



Operational Optimization

- Managed Lanes
- Transit Signal Priority
- Adaptive Signal Harmonization
- Microtransit
- Platooning



Mode/Travel Demand Change

- Ridesharing
- Dynamic Tolling
- Bike Sharing

OUR MOBILITY FUTURE

As a unified metropolitan region, how might we enable more accessible and effective transportation mobility choices to enhance the quality of our social, cultural, and economic life now and in the future?



**HOW ARE WE PLANNING FOR OUR
MOBILITY FUTURE?**

UNIFIED VISION

A partnership of public and private organizations focused on changing how we move – and making the Denver metro area a better place to work and live.



7

**WHAT IS THE MOBILITY CHOICE
BLUEPRINT?**

A COMPREHENSIVE STRATEGY

How to best invest in and incorporate the rapidly changing technology that is revolutionizing transportation mobility options into implementable policies, programs, and projects.



MOBILITY CHOICE
BLUEPRINT

9

WHAT WILL THE BLUEPRINT ADDRESS?

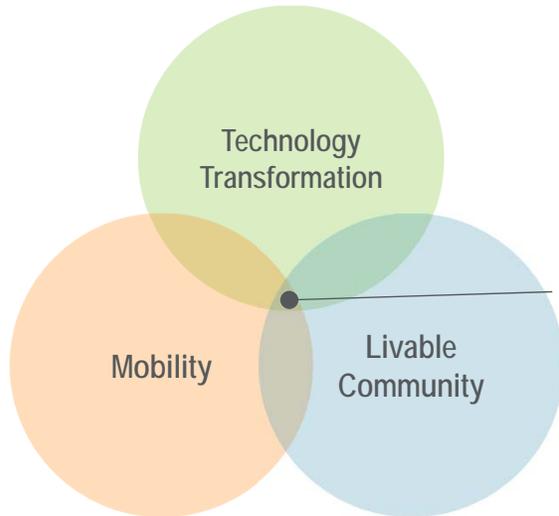
This process will:

- Analyze travel trends and technologies in the Denver metro area
- Get ideas from local residents and organizations about how technology can help create a livable community
- Explore & evaluate different combinations and types of technologies and how they increase mobility
- Find ways that regional public agencies and the private sector can work together to fund and implement technologies
- Align transportation investments of multiple public agencies strategically



10

STRATEGY COMPONENTS



Technology Transformation

- On Demand
- Shared
- Electric
- Driverless
- Connected

Mobility

- Policy
- Programs
- Pilot Projects
- Funding

Livable Community

- Health and Wellness
- Social Equity
- Environmental
- Urban Form
- Economic Vitality



WHAT WILL DEFINE THE BLUEPRINT?

A comprehensive Blueprint will mean analyzing several new multimodal technologies and assessing different ways to make them available to the public. Multiple scenarios will be evaluated and tested based on what the community and the thought leaders have said is important about the future of mobility.



Access to More Things



Air Quality



Travel Options



Proximity to Transit & Bike/Ped Options

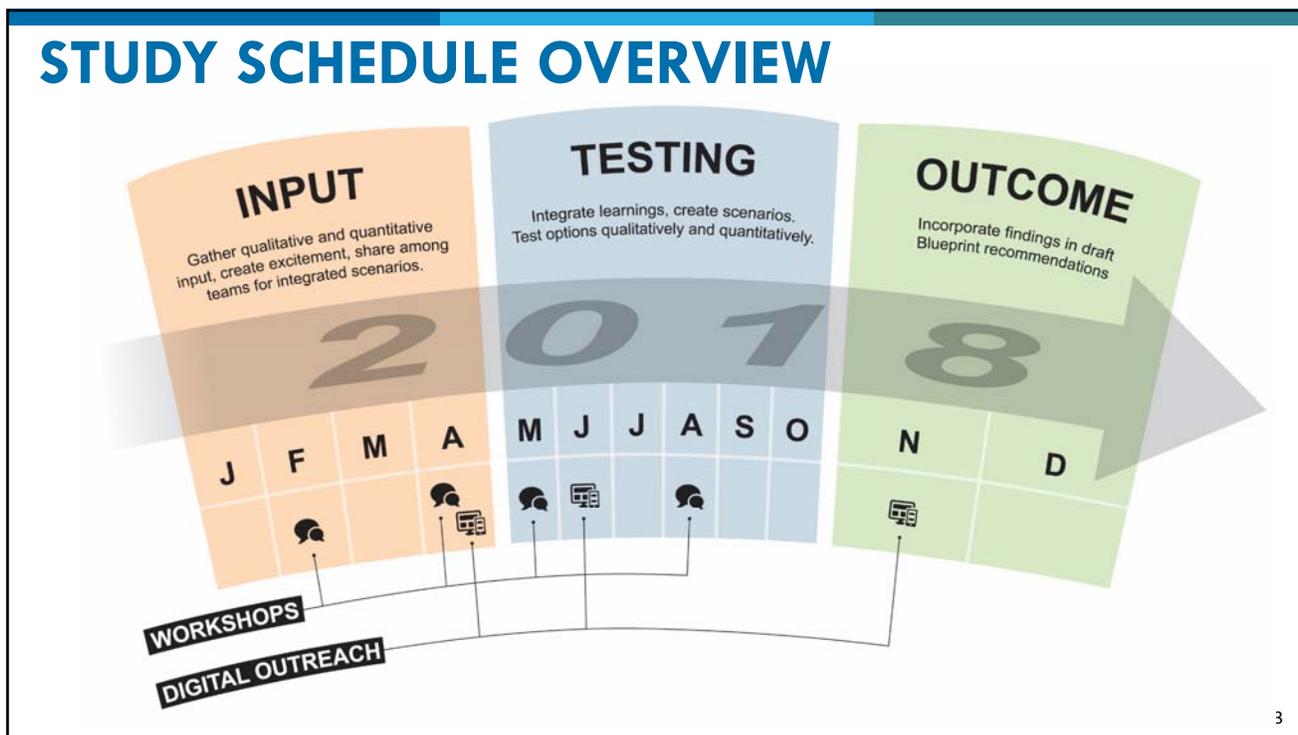


Congestion



Travel Reliability





PUBLIC OUTREACH UNDERWAY!

Which Mile High Traveler Are You?

Take the first online quiz today to help us shape the future of mobility in the Denver Metro Area

#MileHighMobility

www.mobilitychoiceblueprintquiz.com

Happy to be Hands-free Rider

YOU ARE Mindful, Driven, Relaxed

SHARE YOUR RESULTS

WHAT YOU MIGHT SAY

14

WHAT ARE THE EXPECTATIONS FOR THE BLUEPRINT?



Collaboration of CDOT, RTD, and DRCOG policies, programs, and transportation investments



Pilot projects with private sector partners and continued participation of the business community



Identifying potential for efficient technology-leveraged investments



ATTACH B

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, MARCH 21, 2018

Members/Alternates Present

Herb Atchison, Chair	City of Westminster
Eva Henry	Adams County
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Randy Wheelock	Clear Creek County
Crissy Fanganello	City and County of Denver
Kevin Flynn	City and County of Denver
Roger Partridge	Douglas County
Bob Fifer	City of Arvada
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Anne Justen	Town of Bow Mar
Lynn Baca	City of Brighton
Tammy Maurer	City of Centennial
Laura Christman	City of Cherry Hills Village
Richard Champion	Town of Columbine Valley
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Lynette Kelsey	Town of Georgetown
Scott Norquist	City of Glendale
Jim Dale	City of Golden
Ron Rakowsky	City of Greenwood Village
Stephanie Walton	City of Lafayette
Karina Elrod	City of Littleton
Jacob Lofgren	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Colleen Whitlow	Town of Mead
Jordan Sauers	City of Northglenn
John Diak	Town of Parker
Roberta Mooney (Alternate)	City of Sheridan
Rita Dozal	Town of Superior
Bud Starker	City of Wheat Ridge
Deborah Perkins-Smith	Colorado Department of Transportation

Others Present: Douglas W Rex, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Bryan Weimer, Arapahoe County; John Firouzi, Arvada; Mac Callison, Aurora; Brad Boland, Castle

Rock; Maria D'Andrea, Commerce City; Janice Finch, Denver; Jamie Hartig, Douglas County; Kevin Forgett, Kent Moorman, Thornton; Tim Kirby, Michael P. Lewis, Amy Ford, Wes Maurer, CDOT; Sal Pace, Pueblo County; Jennifer Cassell, Ed Bowditch & Cassell; and DRCOG staff.

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

The Chair noted a modification to the agenda, moving item 12 to just after item 5.

Move to approve agenda

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

Public Hearing

Brad Calvert, Director of Regional Planning & Development, provided an overview of the proposed amendments to the Metro Vision Plan. Jacob Riger, Long Range Transportation Planning Manager, provided an overview of the proposed amendments to the 2040 Fiscally Constrained Regional Transportation Plan. No members of the public provided comment during the public hearing. Director Teter, Commerce City, read a statement supporting interchange improvements on US-85 at 104th and 120th avenues, and asking for consideration of a possible interchange at 112th.

The Chair noted action on the proposed amendments is scheduled for the April 18 meeting.

Presentation on Smart Mobility Plan

Mike Lewis, Amy Ford and Wes Maurer, CDOT staff, provided information on CDOT's Smart Mobility Plan. Staff will continue to coordinate with CDOT on the Plan.

Report of the Chair

- Director Diak reported the P&E Committee elected David Beacom as vice chair for the coming year. The group discussed nominations for the John V. Christensen and Distinguished Service awards; and selected recipients. The group also discussed the upcoming Board workshop.
- Director Stolzmann reported the Finance and Budget Committee approved contracts to help seniors with transportation and improve health outcomes, and received a report on the AAA Audit.
- Directors Jones and Partridge were unanimously reappointed to represent DRCOG on the State Transportation Advisory Committee.
- Directors Rakowsky and Roth were unanimously reappointed to represent DRCOG on the E-470 Highway Authority.

Report of the Executive Director

- Doug Rex reminded members to register for the annual awards event. An informational flyer was at member's seats. He noted Governor Hickenlooper is scheduled to deliver the keynote speech.
- Bike to Work Day is June 27. Over 36,000 riders are expected. An open house for Bike to Work Day organizers is scheduled for April 10.
- Mr. Rex reminded directors to sign up for the Aging and Disability Resources and Transportation and mobility short courses.
- Reported that Celeste Stragand, Communications & Marketing, was recognized at the 40 under 40 event sponsored by the Denver Business Journal.
- A Small Communities Hot Topics forum will be held here at DRCOG on May 30. The topic is Regional Economics 101. Additional information will be coming soon.
- DRCOG held a Day at the Capitol on March 9. He noted more than 35 legislators stopped by for coffee and bagels.
- Mr. Rex noted he has a new twitter account. He asked Directors to follow him.
- Mr. Rex introduced the new Transportation Planning & Operations Director, Ron Papsdorf.

Chair Atchison noted there is a new alternate member for Jefferson County, Tina Francone. He also noted a new DRCOG member, the Town of Firestone. Drew Peterson and Bobbi Sindelar are the director and alternate representing Firestone.

Public comment

No members of the public offered comment.

Move to approve consent agenda

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

Items on the consent agenda included:

- Minutes of the February 21, 2018 meeting

Discussion of solicitation of interest to serve on Performance and Engagement, Finance and Budget, and Regional Transportation committees

Members were asked to contact Connie Garcia to express interest in serving on any of the committees. Members whose terms are expiring will be contacted separately.

Discussion of State Legislative Issues

Rich Mauro noted there are several transportation related bills proposed in the legislature. Ed Bowditch, DRCOG's state lobbyist, provided members an update on the proposed bills. Director Atchison provided additional details.

New bills:

Rich Mauro reported staff recommends a position of oppose for both new bills included in the meeting packet.

Director Jones **moved** a position of oppose on SB 18-181 and SB 18-196. The motion was **seconded** and **passed** unanimously.

Mr. Mauro discussed an unintended consequence of the mandatory reporter law. The issue is related to attorneys providing services to older adults being considered mandatory reporters, which may cause a breach of client/attorney privilege. He noted staff will work to try to effect a change to the law to remedy the issue.

Mr. Mauro brought member's attention to a handout at the tables related to Board support for the Southwest Chief and Front Range Passenger Rail Commission's funding request before the legislature. Pueblo County Commissioner Sal Pace provided background for the request.

Director Brockett **moved** to support the Southwest Chief and Front Range Passenger Rail Commission's \$2.9 million funding request for beginning Phase 1 of the project. The motion was **seconded** and **passed** unanimously.

Mickey Ferrell, DRCOG's federal lobbyist, briefed members on HR 5198, a federal bill that could potentially change how the membership of an MPO works. Currently if an entity wants to break off from an MPO it requires a vote of 75% of its members and approval of the Governor. The proposed bill would drop the votes required to 50%. The proposed bill would also change the structure of MPOs to mandate membership. If the larger MPO were split, the state transportation authority would provide oversight on funding decisions. The bill was introduced by Colorado Congressman Ken Buck. Mr. Ferrell noted that no bill summary has been produced.

Director Rakowsky asked if any jurisdictions within Congressional District 4 (Congressman Buck's district) were aware of the reason the bill was introduced. Members expressed concern about the message being conveyed by this bill being introduced from a Colorado representative, as well as the consequences of the changes. Mr. Farrell noted he has been in contact with staff in the Congressman's office to discuss the impetus for the bill. Mr. Rex noted the bill will be discussed at the next Statewide MPO meeting on Friday. Staff and DRCOG's lobbyist will continue to work with Congressman Buck's staff and monitor the bill, and will notify the Board of any developments.

2020-2023 Transportation Improvement Program Regional Share Criteria

Doug Rex briefed members on the proposed regional share criteria. Determining the regional share criteria is one of two major decisions left before a call for projects can be issued. The concept is based on the applicant using qualitative responses, though

appropriate quantitative evidence to support the claims of project benefits is also necessary. There are four sections for the applicant to provide qualitative responses and quantitative evidence to the project's benefits. Each section will be scored individually and comparatively to other regional share applications received. The four sections are: regional significance of the project; Board-approved TIP focus areas; consistency and contributions to transportation-focused Metro Vision objectives; and leveraging of non-regional share funds (overmatch). This will be brought to the Board for action at the April meeting.

Members expressed interest in seeing a list of a project's funding partners; and having a higher percentage of the weighting go to Metro Vision objectives. A comment was made that funding decisions should be data-driven.

Committee Reports

State Transportation Advisory Committee – Director Jones reported the STAC received a presentation from the Olympic Exploratory Committee; discussed performance measure targets; continued work on the development program list; and is working to update the model traffic code. The group also received an update on the budget.

Metro Mayors Caucus – Director Atchison reported a group called Colorado Concern is proposing a specific ownership tax on vehicle registrations that the Caucus is opposing. They are continuing to work with the group on their concerns. The group is also working with a Colorado coalition on a transportation-related bill.

Metro Area County Commissioners – Director Jones reported the MACC received a presentation from the Olympic Exploratory Committee.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the ACA received a presentation from a contractor providing mental health help to seniors. There are new assisted living regulations being proposed that were a result of more than 3 years of work by a committee. The Colorado Association of Assisted Living Facilities are opposed to the regulations, stating the proposed changes will close Medicaid facilities in Colorado. Staff disagrees with their position, noting the proposed regulations will create a safer environment for residents. Ms. Warren noted Senior Day at the Capitol was a success.

Regional Air Quality Council – Doug Rex reported that Ken Lloyd has agreed to stay on as Executive Director until the end of the year. A subcommittee is beginning work on a transition plan and strategic planning. They plan to bring a new Executive Director on by late summer.

E-470 Authority – No report was provided.

Report on FasTracks – No report was provided.

Next meeting – **April 18, 2018**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 9:21 p.m.

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

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

Meeting Date	Agenda Category	Agenda Item #
April 18, 2018	Action	10

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 Bob Roth, Aurora; Kevin Flynn, Denver; Roger Partridge, Douglas County; Steve Conklin, Edgewater; Ron Rakowsky, Greenwood Village (Chair); and Rita Dozal, Superior; 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

Jeff Baker, Arapahoe County
Elise Jones, Boulder County
Kevin Flynn, City & County of Denver
Roger Partridge, Douglas County
Libby Szabo, Jefferson County
Bob Fifer, Arvada
Jacob Lofgren, Lochbuie
Joan Peck, Longmont
Rita Dozal, Superior
Jessica Sandgren, Thornton

Performance and Engagement Committee

Eva Henry, Adams County
Crissy Fanganello, City & County of Denver
George Teal, Castle Rock
Steve Conklin, Edgewater
Ron Rakowsky, Greenwood Village
Dana Gutwein, Lakewood

PREVIOUS DISCUSSIONS/ACTIONS

N/A

Nominating Committee Report

April 18, 2018

Page 2

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 303-280-6701 or drex@drcoq.org; or Connie Garcia, Executive Assistant/Board Coordinator at 303-480-6701 or cgarcia@drcoq.org.

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 18, 2018	Action	11

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 3 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 Chairman and Vice Chairman, 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
 - Bob Roth

- Current alternates of RTC are:
 - George Teal
 - Steve O'Dorisio

Appointment of Members and Alternates to the Regional Transportation Committee

April 18, 2018

Page 2

- Laura Christman
- Joan Peck
- Colleen Whitlow

Director Rakowsky has expressed interest in continuing as a member of the committee. Directors Beacom, Dale, Partridge, Shaw and Teal expressed interest in serving as a member.

Currently designated alternates that expressed interest in continuing are Directors Teal and Christman.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

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

ATTACHMENT

Current Regional Transportation Committee Description

ADDITIONAL INFORMATION

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

REGIONAL TRANSPORTATION COMMITTEE

Type: Standing Committee

Authority: Memorandum of Agreement between DRCOG, the Colorado Department of Transportation, and the Regional Transportation District, dated July 10, 2001.
Modified by the three agencies, June 17, 2008
Revised September 21, 2016

MEMBERSHIP

Sixteen members as follows:

Denver Regional Council of Governments - Board chair and vice chair, and two designees from the Board, and the Executive Director.

Colorado Department of Transportation - Three metro area Transportation Commissioners and the Executive Director.

Regional Transportation District - Three Board members and the General Manager.

Other Members - Three members appointed by the Committee chair upon unanimous recommendation of the Executive Directors of DRCOG, CDOT and the General Manager of RTD. The DRCOG Executive Director will consult with the Committee chair prior to the three agency executives forming a recommendation.

USE OF ALTERNATES

It is the clear goal of the Committee to minimize use of alternates. However, recognizing that there will be times when it is inevitable that members cannot attend, alternates will be allowed on the following basis:

- Each agency shall designate annually, in writing to the chair, standing alternates (board members/commissioners and staff).
- No more than two staff (members or designated alternates) from each agency can vote on any given issue.
- The appropriate level of staff that can be designated as alternates are:
 - DRCOG: Division Directors
 - CDOT: Regional Transportation Directors or equivalent or above
 - RTD: Senior Managers of planning and development or above
- No alternates are permitted for the Other Members.
- No proxies are permitted.
- The new Immediate Past Chair of DRCOG shall serve as an alternate until the DRCOG Board acts to designate new alternates after the February Board elections.

RESPONSIBILITIES

Through the Regional Transportation Committee, DRCOG, as the Metropolitan Planning Organization (MPO), administers the urban transportation planning process for the region in accordance with *The Prospectus - Transportation Planning in the Denver Region* and applicable federal regulations. Accordingly, the responsibilities of the Regional Transportation Committee shall include:

- Overall direction of current work activities established by the Unified Planning Work Program.
- Review and approval of items to be submitted to the DRCOG Board of Directors, as the MPO policy body, for adoption.
- Approval of plans, programs, documents and annual endorsements related to surface transportation as outlined in the Memorandum of Agreement. Should the DRCOG Board approve a policy action that differs from the Regional Transportation Committee's recommendation, the action shall be referred back to the Committee for reconsideration.

QUORUM

Twelve members, or designated alternates.

VOTING

Twelve votes are required to carry any action.

OTHER

DRCOG representatives will attend a briefing with the DRCOG Executive Director immediately prior to the regularly scheduled RTC meeting.

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 #
April 18, 2018	Action	12

SUBJECT

This action concerns amendments to the Metro Vision plan.

PROPOSED ACTION/RECOMMENDATIONS

Motion to approve staff recommended amendments to the Metro Vision plan.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG adopted [Metro Vision](#) in January 2017. A regional plan that is dynamic and flexible has been a long-standing principle within Metro Vision. DRCOG routinely offers an opportunity for stakeholders, project sponsors, and staff to amend the plan as needed.

DRCOG issued a call for proposed amendments in October 2017 and received several amendment requests related to urban centers designated in the plan; staff is also proposing updates to a plan performance measure. The proposed amendments to Metro Vision were the subject a public hearing held on March 21, 2018. A summary of proposed amendments, and preliminary staff recommendations, can be found [here](#).

No comments from the public were received at the public hearing or during the preceding 30-day public review period.

Final staff recommended amendments

DRCOG staff recommends the following changes to a plan performance measure, and the associated baseline measurement and target.

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Share of the region's housing and employment near rapid transit stations or high-frequency transit stops	Housing: 29.7 14.0 percent (2014)	35.0 20.0 percent
	Employment: 48.4 32.3 percent (2014)	60.0 45.0 percent

Staff further recommends the expansion of three urban centers currently recognized in Metro Vision (see summary table below). Proposed boundary adjustments and justification for amended boundaries were provided by member governments and reviewed by an evaluation panel comprised 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)
Denver	East Colfax Main Street	Existing	559 999
Douglas County	Highlands Ranch Town Center	Emerging	165 985
Englewood	CityCenter	Emerging	62 487

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve staff recommended amendments to the Metro Vision plan.

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2018

A RESOLUTION AMENDING THE METRO VISION PLAN

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 adopted a document titled *Metro Vision* that established broad outcomes, objectives and initiatives to make life better for the region's residents; and

WHEREAS, the Denver Regional Council of Governments held a public hearing on March 21, 2018 to consider proposed amendments to *Metro Vision*

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 _____, 2018 at Denver, Colorado.

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

ATTEST:

Douglas W. Rex, Executive Director



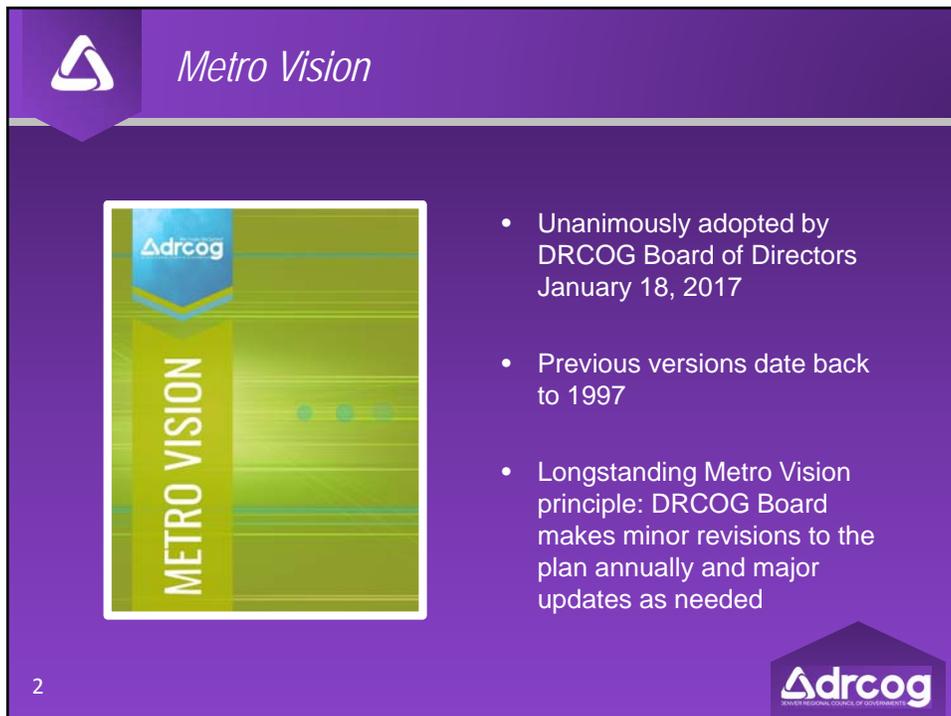
Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS



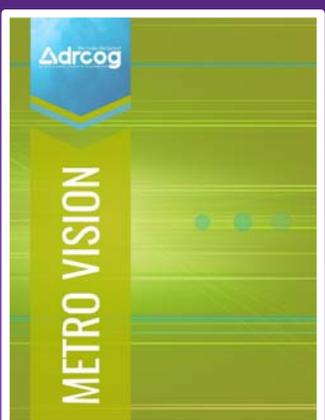
2018 Metro Vision Plan Amendments

Presented by:
Brad Calvert
April 18, 2018

Board of Directors
April 18, 2018



 *Metro Vision*



- Unanimously adopted by DRCOG Board of Directors January 18, 2017
- Previous versions date back to 1997
- Longstanding Metro Vision principle: DRCOG Board makes minor revisions to the plan annually and major updates as needed

2



 Performance measure amendment...

...as recommended by DRCOG staff

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Share of the region's housing and employment near <u>rapid transit stations</u> or <u>high-frequency transit stops</u>	Housing: 29.7 <u>14.0</u> percent (2014)	35.0 <u>20.0</u> percent
	Employment: 48.4 <u>32.3</u> percent (2014)	60.0 <u>45.0</u> percent

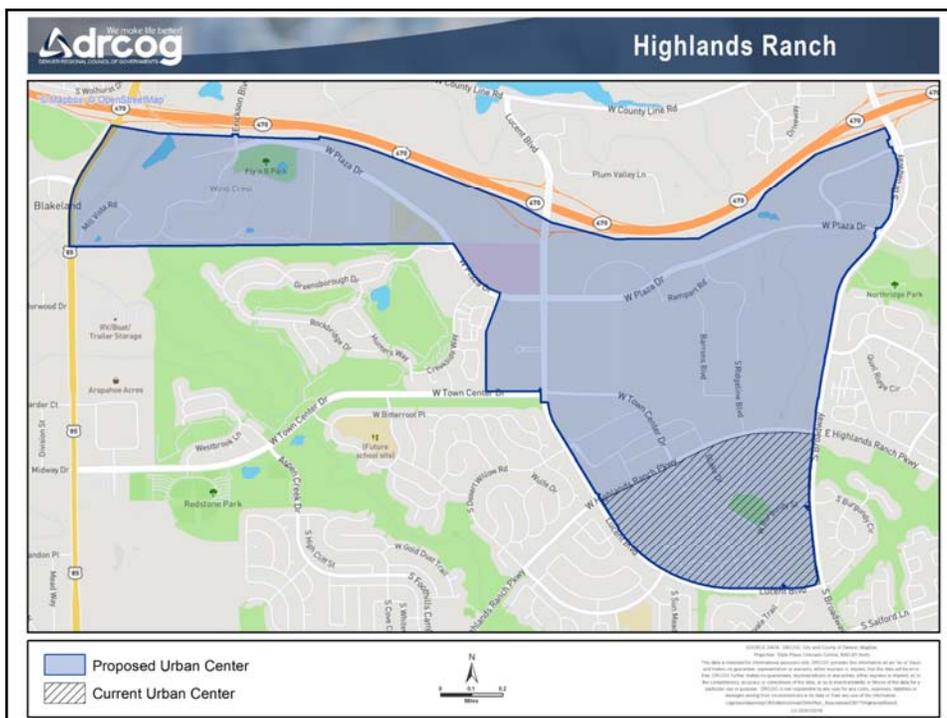


 Urban center amendments...

...as recommended by DRCOG staff

Amendment Sponsor	Urban Center	Classification	Area (Acres)
Denver	East Colfax Main Street	Existing	559 999
Douglas County	Highlands Ranch Town Center	Emerging	165 985
Englewood	CityCenter	Emerging	62 487







ATTACH F

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 18, 2018	Action	13

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

[March 26, 2018](#) – TAC recommended approval.

April 17, 2018 – RTC will act on a recommendation.

SUMMARY

DRCOG adopted the [2040 MVRTP](#) in April 2017. With a focus on implementation, DRCOG routinely offers an opportunity for stakeholders, project sponsors, and staff to amend the plan as needed. DRCOG issued a call for proposed amendments in October 2017 and received several project amendment requests; staff is also proposing updates to the 2040 MVRTP. The proposed amendments and updates were the subject of the March 21 public hearing and include the following documents:

- [Summary of proposed amendments and changes to the 2040 MVRTP](#)
- [2040 MVRTP action draft](#) (April 2018)
- [2040 MVRTP track changes revisions](#) (April 2018)
- [2040 MVRTP appendices with track changes revisions](#)
- [Denver southern subarea 8-hour ozone conformity determination](#)
- [Draft CO and PM10 conformity determination](#)

No comments from the public were received at the public hearing or during the preceding 30-day public review period. During the public hearing, Commerce City's Board member indicated support for the proposed project amendments for new interchanges on US-85 at 104th Avenue and 120th Avenue while also noting the US-85 corridor is currently undergoing a National Environmental Policy Act study process.

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.

DRCOG staff is proposing a post-public hearing revision to the ozone conformity determination document to address a recent court case involving the US Environmental Protection Agency's authority to revoke the 1997 ozone standard. The proposed revision notes that the 2040 FCRTTP meets the motor vehicle emission budgets for both the current 2008 ozone standard and the 1997 ozone standard. This revision was approved by RTC. Additionally, the document has been updated to reflect EPA's finding of adequacy for the emissions budgets associated with the 2008 ozone standard. Both revisions are shown in Attachment 1.

PREVIOUS DISCUSSIONS/ACTIONS

[December 20, 2017](#) – approved the 2040 MVRTTP fiscally constrained roadway capacity projects and rapid transit networks to be modeled for air quality conformity.

PROPOSED MOTION

Move to approve the amended/updated 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. Track changes revisions to the Denver Southern Subarea 8-Hour Ozone Conformity Determination document
3. 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, Long Range Transportation Planning Manager, at 303 480-6751 or jriger@drcog.org

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2018

A RESOLUTION TO ADOPT THE 2040 METRO VISION REGIONAL TRANSPORTATION PLAN AS AMENDED AND UPDATED, 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 and updated by the Denver Regional Council of Governments in cooperation with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, the amended/updated *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 updated financial plan of the amended/updated *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/updated *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 AMENDED/UPDATED 2040 METRO VISION REGIONAL TRANSPORTATION PLAN AS AMENDED AND UPDATED, AND THE ASSOCIATED DRCOG CO AND PM-10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

Resolution No. _____, 2018

Page 2

WHEREAS, a public hearing before the Denver Regional Council of Governments was held on March 21, 2018 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/updated *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 and updated. This amended/updated 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 _____, 2018 at Denver, Colorado.

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

ATTEST:

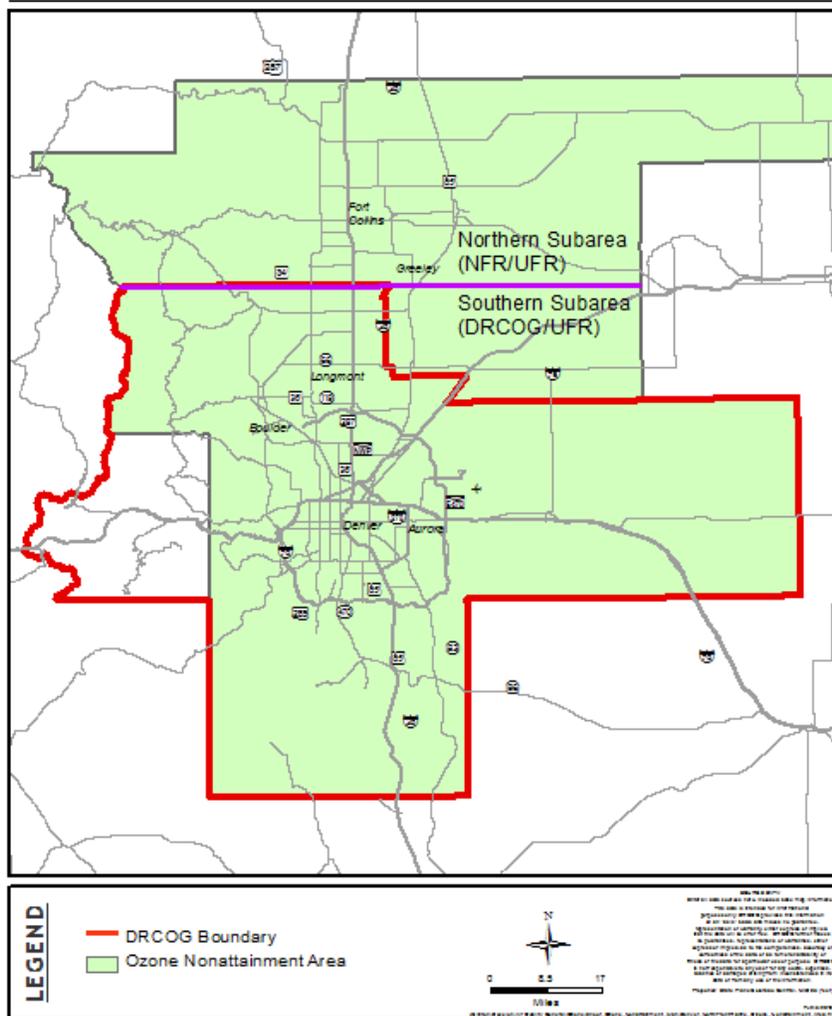
Douglas W. Rex, Executive Director

ATTACHMENT 1

Due to the reclassification to a Moderate nonattainment area in 2016, additional planning requirements were triggered including the requirement to submit updated MVEBs for the 2017 attainment year. Following the same approach as under the 1997 ozone NAAQS, the Moderate Area Ozone SIP set new MVEBs for the northern and southern subareas found in Table 1. The new budgets are significantly lower than the MVEBs for the 1997 ozone NAAQS. By meeting the new budgets, the DM/NFR nonattainment area also demonstrates conformity with the 2008 SIP MVEBs (1997 ozone standard). These budgets were submitted to EPA in May 2017 as part of the SIP package for the 2008 Ozone NAAQS. EPA found these budgets adequate on March 16, 2018 (83 FR11751) with an effective date of April 2, 2018. This determination is based on final EPA action occurring.

Figure 1

Denver Metro/North Front Range Ozone Nonattainment Area and Subareas



Emission Test Results

The results of the Denver Southern Subarea emissions tests by year are reported in Table 4. The emissions estimates were generated by APCD using the transportation inputs from DRCOG's travel demand models and the MOVES emissions model. The 8-hour ozone conformity analysis was performed and is reported for the years 2020, 2030, and 2040, which meet the requirements for the staging years specified in 40 CFR 93.118. The test results do not indicate any failures in the reporting years of the program or plan that would lead to a finding of non-conformity for the 2016 SIP Budgets (2008 Ozone Standard) or the 2008 SIP Budgets (1997 Ozone Standard). Therefore, conformity is demonstrated for the Denver Southern Subarea.

Table 4

8-Hour Ozone Conformity for Denver Southern Subarea (Emission Tons per Day)

	2008 SIP Budgets (1997 Ozone Standard)	2016 SIP Budgets (2008 Ozone Standard)	2040 RTP Modeling			
			2020 Emissions	2030 Emissions	2040 Emissions	Pass/Fail
Volatile Organic Compounds (VOC)	89.7	47	40	27	21	Pass all tests
Oxides of Nitrogen (NOx)	102.4	61	46	24	16	Pass all tests

Summary of 8-hour Ozone Conformity Findings for the Denver Southern Subarea

Based on the quantitative conformity analysis, the DRCOG staff has determined conformity is demonstrated for the DRCOG 2040 MVRTP, UFR 2040 RTP, and the regionally significant projects funded in the DRCOG 2018-2021 TIP and 2018-2021 STIP within the Denver Southern Subarea associated with the 2008 8-hour ozone standard for the Denver Southern Subarea. Appendix C of this conformity determination includes more information on the transportation and demographic assumptions used in this emissions analysis.

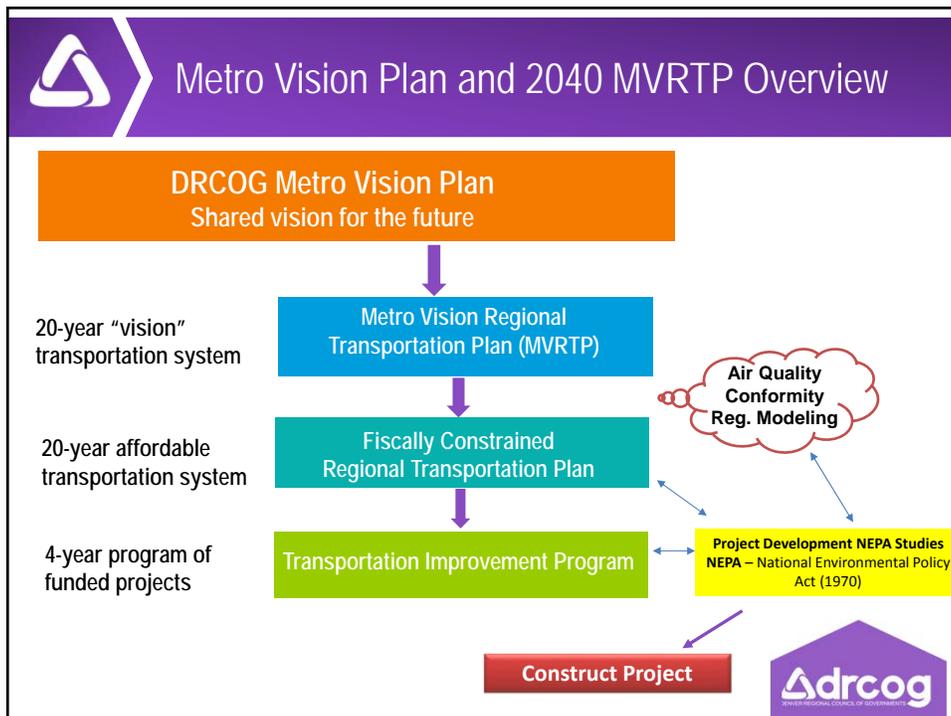
Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Amendments & Updates to:

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

Presented by:
Jacob Riger
April 18, 2018

Board of Directors
April 18, 2018



2040 MVRTP Overview

- Helps implement Metro Vision
- Meets federal requirements
- Presents region's vision for multimodal transportation system
- Identifies 2040 "fiscally constrained" (cost feasible) system & project investments
- Identifies major roadway capacity & rapid transit projects
- Is updated every four years and amended more frequently

Requested Project Amendments

Agency	Project/Segment Description	Current 2040 MVRTP Status	Proposed Model Network Change
CDOT R1	I-25: Castle Rock to DRCOG South Boundary	N/A	<ul style="list-style-type: none"> Add 1 toll express lane in each direction Add to 2020-2029 AQ stage
CDOT R1	I-25: 84th Avenue to Thornton Parkway: Add 1 NB GP Lane	N/A	<ul style="list-style-type: none"> Add 1 NB general purpose lane Add to 2020-2029 AQ stage
CDOT R1	US-85: 104th Avenue & 120th Avenue New Interchanges	N/A	<ul style="list-style-type: none"> Add 2 interchanges (104th, 120th) Add to 2020-2029 AQ stage
CDOT R4	I-25: SH-66 to WCR 38 (DRCOG North Boundary): Add 1 Toll Express Lane in each Direction	2035-2040 AQ stage	Advance to 2020-2029 AQ stage
Denver	Widen 2-4 Lanes: <ul style="list-style-type: none"> 38th Avenue: Brighton Boulevard to Walnut Street Washington Street: Elk Place to 52nd Avenue 	2025-2034 AQ stage 2015-2024 AQ stage	Remove from 2040 MVRTP
Denver International Airport	Pena Boulevard: E-470 and Jackson Gap Street: <ul style="list-style-type: none"> Widen 6 to 8 Lanes Relocate Westbound Off-Ramp to Gun Club Road Add Eastbound On-Ramp from Gun Club Road 	N/A	Add new locally-funded projects to 2020-2029 AQ stage
Douglas County	Widen 4 to 6 Lanes: <ul style="list-style-type: none"> US-85: Highlands Ranch Parkway to Blakeland Road US-85: Blakeland Road to County Line Road 	2015-2024 AQ stage 2025-2034 AQ stage	Combine into one project and advance to 2020-2029 AQ stage
Douglas County	New Locally Derived Funded Project: <ul style="list-style-type: none"> Waterton Road: SH-121 to Campfire Drive: Widen 2 to 4 Lanes 	N/A	Add to 2020-2029 AQ stage
Jefferson County	Quincy Avenue: C-470 and Simms Street: Widen 2 to 4 Lanes	2015-2024 AQ stage	Remove from 2040 MVRTP

Requested Project Amendments

3 Types of Amendments

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

Staff-Initiated Updates

- Fully integrate amendments into text, maps, and tables
- Update the financial plan (Chapter 5) to include the additional revenues and expenditures associated with project amendments
- Include federally required and Board-adopted 2018 safety targets
- Include current data (travel and land use models, Census data, other DRCOG data)
- Update text to address current events and other relevant information since adoption (April 2017)
- Create new style format and graphic design to make the 2040 MVRTP more attractive and user-friendly

Public Review Period & Public Hearing

- 30 day public comment period
 - ✓ Notification: website, social media, email blast, postcards, newspaper, etc.
- March 21, 2018 public hearing
 - ✓ Capstone of public comment period
 - ✓ Usually held one month before Board action




Comments Received & Document Revisions

- Comments received
 - None received during 30 day public comment period
 - One comment received during public hearing
 - Board member from Commerce City supports north US-85 project amendments, though noted corridor is under NEPA study
- Post-public hearing revisions to ozone conformity document:
 - 2040 FCRTTP meets emissions budgets for both 2008 and 1997 ozone standards (TAC approved revision)
 - Confirmation of EPA finding of adequacy for 2008 ozone standard emissions budgets (after, but consistent with, TAC action)





Documents for Public Review

- Summary of proposed amendments and changes to the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP)
- 2040 MVRTP public hearing draft document
- 2040 MVRTP track changes revisions document
- 2040 MVRTP appendices with track changes revisions
- Denver southern subarea 8-hour ozone conformity determination
- Draft CO and PM10 conformity determination



Air Quality Conformity

- Applies to 2040 Fiscally Constrained RTP
- Must address ozone, carbon monoxide, and PM-10 pollutants
- Proposed amendments included in the regional travel model transportation networks
- Air quality conformity is regional (entire FC RTP), not based on individual projects
- Amended 2040 FC RTP passed pollutant emission tests for regional air quality conformity





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 #
April 18, 2018	Action	14

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

[March 26, 2018](#) – TAC recommended approval.

April 17, 2018 – RTC will act on a recommendation.

SUMMARY

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

- **New Project** **I-25 Capacity Improvements: Castle Rock to El Paso County Line**
Add new project
- **2016-003** **Central 70**
Adjust funding years and decrease funding

The following four amendments allow CDOT Region 1 to move the Transportation Commission-assigned Regional Design Program (RDP) funds into the I-25 S PEL project. The I-25 S PEL project will be able to spend the RDP funds sooner, eliminating the chance the funds will be removed and used elsewhere due to inactivity. This will also keep the I-25 roadway capacity project (see above) on schedule.

All four of the amendments below are contingent upon one another and therefore cannot be separated out for individual action.

- **2016-057** **Region 1 RPP Pool**
Remove funding
- **2018-005** **Region 1 Design Program**
Remove funding and projects
- **2018-009** **US-85: Vasquez Blvd from I-270/E. 56th Ave to E. 62nd Operational Improvements**
Adjust funding source and years (overall funding remains the same)
- **2016-080** **I-25 S PEL: Monument to C-470**
Add funding

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt 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 at 303 480-6737 or tcottrell@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____ 2018

A RESOLUTION AMENDING THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2018 at Denver, Colorado.

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

ATTEST:

Douglas W. Rex, Executive Director

New Project: Add new project

New Project

Title: **I-25 Capacity Improvements: Castle Rock to El Paso County Line** Project Type: **Roadway Capacity**
 TIP-ID: **Request** STIP-ID: Open to Public: **2021** Sponsor: **CDOT Region 1**

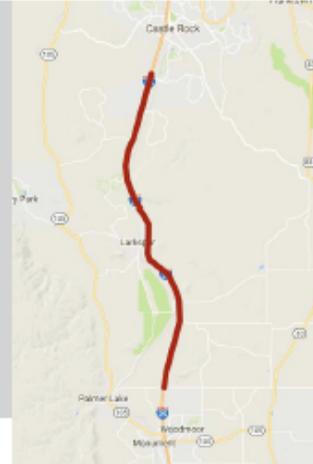
Project Scope

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

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

Affected County(ies)

Douglas



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (INFRA)		\$0	\$65,000	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (SB267)		\$30,000	\$195,000	\$0	\$0		
Local		\$0	\$10,000	\$0	\$0		
Total	\$0	\$30,000	\$270,000	\$0	\$0	\$0	\$300,000

ATTACHMENT C-1

2016-003: Decrease overall funding to reflect financial close funding levels. The TIFIA loan increased due to receiving a better loan rate. The TIFIA loan and Private Activity Bonds are being secured by, and the responsibility of, the Developer.

Existing

Title: **Central 70**

Project Type: **Roadway Reconstruction**

TIP-ID: **2016-003**

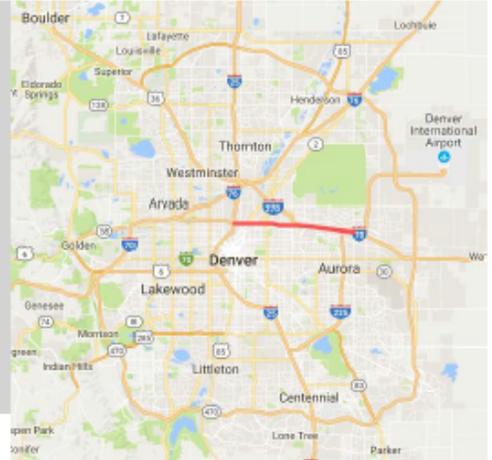
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Replace the I-70 Viaduct, including the addition of one managed lane in each direction from I-25 to Chambers Rd.



Affected Municipality(ies)	Affected County(ies)
Denver	Denver

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$3,000	\$16,000	\$12,500	\$12,500		
Federal (TIFIA)		\$404,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$141,000	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$0	\$0	\$158,845		
State (SB 228)		\$51,338	\$7,000	\$35,283	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$233,889	\$599,338	\$23,000	\$47,783	\$171,345	\$132,000	\$1,207,355

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$3,000	\$16,000	\$12,500	\$12,500		
Federal (TIFIA)		\$416,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$119,862	\$0	\$0	\$0		
State (FASTER-B)		\$168,845	\$16,000	\$46,000	\$60,000		
State (SB 228)		\$51,338	\$7,000	\$35,283	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$233,889	\$759,045	\$39,000	\$93,783	\$72,500	\$0	\$1,198,217

2016-057: Reduce FY 2019 funding and transfer to the US-85/Vasquez project (2018-009)

Existing

Title: **Region 1 RPP Pool**

Project Type: **Other**

TIP-ID: **2016-057**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



Affected County(ies)

- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Small projects/consultants/clo seouts		\$15,000	I-70	PPSL	\$4,000	Regionwide ADA Ramps (Preconstruction)		\$3,000
I-70	Tower to Colfax	\$2,600	C470	Study	\$1,000	Brighton Blvd/42nd Culvert		\$2,500
C470 West	PEL	\$2,100	I-270	Interchange Study (TIP ID 2016-047)	\$1,000	I-25 near Orchard	Emergency repairs	\$400
120th Ave Connection	Broomfield TIP ID 2007-029	\$1,400	I-25 N	Post-PEL	\$2,000	I-70 System-Level Traffic Study	E-470 to Strasburg	\$500

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$7,800	\$13,300	\$16,800	\$16,800		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$7,800	\$13,300	\$16,800	\$16,800	\$0	\$54,700

Revised

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

2018-005: Remove pool projects and FY 2018 funding. Funding is transferred to the I-25 S PEL project (2016-080)

Existing

Title: **Region 1 Design Program**

Project Type: **Other**

TIP-ID: **2018-005**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



Affected County(ies)

- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
I-225	I-25 to Yosemite		US-285	Richmond Hill to Shaffer's Crossing	\$0			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (RDP)		\$1,250	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$1,250	\$0	\$0	\$0	\$0	\$1,250

Revised

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

2018-009: Remove FY 2018 RDP funding (and transfer to the I-25 S PEL project) and add FY 2019 RPP funding (from the CDOT Region 1 RPP Pool). Overall funding remains unchanged

Existing

Title: **US-85: Vasquez Blvd from I-270/E. 56th Ave to E. 62nd Ave Operational Improvements**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2018-009**

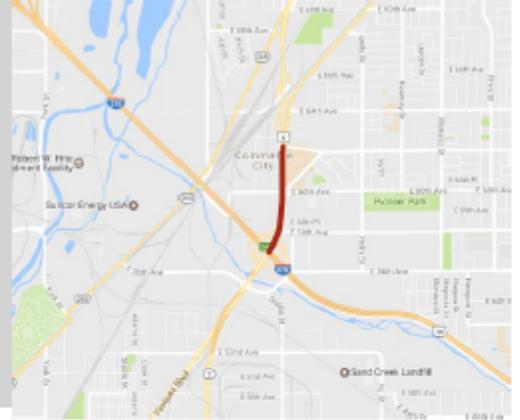
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Geometric and operational improvements to Vasquez, including intersection at 60th and interchange at I-270.



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

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$4,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (RDP)		\$1,750	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$5,750	\$0	\$0	\$0	\$0	\$5,750

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$4,000	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$1,750	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$4,000	\$1,750	\$0	\$0	\$0	\$5,750

2016-080: Add FY 2018 RDP funding transferred from the Region 1 Design Program and US-85/Vasquez project

Existing

Title: **I-25 S PEL: Monument to C-470**

Project Type: **Roadway/Transit Studies**

TIP-ID: **2016-080**

STIP-ID:

Open to Public:

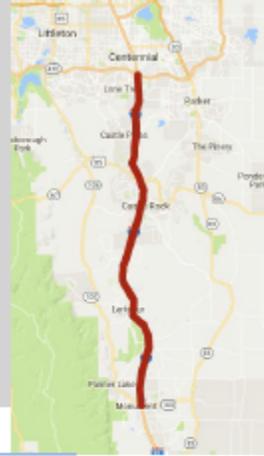
Sponsor: **CDOT Region 1**

Project Scope

Conduct PEL, NEPA, and preconstruction activities on I-25 between Monument and C-470.

Affected County(ies)

Douglas



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$1,000	\$0		
State (RMP)		\$19,000	\$0	\$0	\$0		
State (TCC)		\$4,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$5,250	\$23,000	\$0	\$1,000	\$0	\$0	\$29,250

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	\$0	\$1,000	\$0		
State (RDP)		\$3,000	\$0	\$0	\$0		
State (RMP)		\$19,000	\$0	\$0	\$0		
State (TCC)		\$4,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$5,250	\$26,000	\$0	\$1,000	\$0	\$0	\$32,250

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 #
April 18, 2018	Action	15

SUBJECT

Discussion of TIP Regional Share evaluation criteria.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the TIP Regional Share evaluation criteria to be included in the 2020-2023 TIP Policy document.

ACTION BY OTHERS

N/A

SUMMARY

At the March 21 Board meeting, directors discussed the Regional Share evaluation criteria. As a reminder, the Regional Share evaluation criteria concept is more open-ended than in previous TIP cycles. The concept is based on the applicant using qualitative responses, though applicants must provide the appropriate quantitative evidence to support their claims of project benefits. As an outcome of that discussion, Directors requested the TIP Policy Work Group (TPWG) explore increasing the 20% weighting proposal for Part 2-C, *Consistency and Contributions to Transportation-focused Metro Vision Objectives*.

The TPWG met on March 26 and discussed not only the weighting, but other adjustments as well. Attachment 1 contains the Regional Share evaluation criteria presented to the March 21 Board, with track changes recommended by the TPWG on March 26. The following outlines the TPWG discussions and suggested text adjustments:

- Board comment on Weighting: If the weighting in Part 2-C were to increase from its current 20%, how should the other weightings be adjusted?
 - TPWG discussion: The TPWG felt the weighting for Part 2-C should remain at 20%. They noted the TIP Focus Areas (Part 2-B) are also directly taken from the Metro Vision Objectives. When the proposed weighting from the TIP Focus Areas and the Metro Vision Objectives are combined, the total weighting equals 50% for Metro Vision-related criteria.
- Part 1, #12: As suggested at the March 21 Board, the TPWG agreed applicants should be requested to list out each funding partner, their contribution amount, and percent to the overall total.
- Part 2-A, #7: The TPWG recommended listing partnership examples to emphasize and strengthen the bond to multiple municipality and/or subregional partnerships.
- Part 2-B: Expand the section title to emphasize the connection to Metro Vision.

At the April 4 Board Work Session, Directors were given the opportunity to discuss, comment, and make any additional suggestions. Based on discussion, those present agreed to forward Attachment 1, as presented, for action at tonight's meeting.

PREVIOUS DISCUSSIONS/ACTIONS

[March 21, 2018](#)

PROPOSED MOTION

Move to approve TIP Regional Share evaluation criteria to be included in the 2020-2023 TIP Policy document.

ATTACHMENT

1. Draft Regional Share Evaluation Criteria

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303 480-6701 or drex@drkog.org; or Ron Papsdorf, Director, Transportation Planning and Operations at 303 480-6747 or rpapsdorf@drkog.org

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 18, 2018)

Project/Program/Study Application and Evaluation Criteria Instructions

- Sponsors of applications must complete the *base information* (Part 1), provide responses to the *evaluation questions* (Part 2), and provide back-up *data calculation estimates* (Part 3).
- DRCOG staff will review submitted applications for eligibility and score. A project review panel will review and rank *projects/programs/studies* that request funding.
- Sponsors will be allowed to make presentations to the project review panel to assist in the final recommendation to the DRCOG Board.

Part 1: Base Information

(actual application form structure will look different)

All sponsors are required to submit foundational information for their *project/program/study* (**hereafter referred to as project**) including a problem statement, project description, and concurrence documentation from CDOT and/or RTD, if applicable. Each proposed project will be reviewed to determine eligibility under federal requirements and consistency with regional policies prior to being considered for Regional Share funding. Part 1 is not given a score.

1. Name of Project: _____
2. Project start and end points, or geographic area (include map):

3. Project Sponsor: _____
4. Facility Owner/Operator: _____
If Owner/Operator is different from project sponsor, attach applicable concurrence documentation.
5. What planning document(s) identifies this project: _____
6. Identify the project's key elements. Applicants will provide the benefit information in the evaluation in relation to the key elements checked. (check all that apply):
 - Rapid Transit Capacity (2040 Fiscally Constrained Regional Transportation Plan)
 - Transit other: _____
 - Bicycle facility
 - Pedestrian facility
 - Safety improvements
 - Roadway Capacity or Managed Lanes (2040 FC RTP)
 - Roadway Operational
 - Grade Separation
 - Roadway
 - Railway
 - Bicycle
 - Pedestrian
 - Roadway Pavement reconstruction/rehab
 - Bridge replace/reconstruct/rehab

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
 (April 18, 2018)

- ___ Study
- ___ Design
- ___ Other: _____

7. **Problem statement:** What specific Metro Vision-related regional problem or issue will the transportation project address? _____
8. Define the scope and **specific elements** of the project: _____
9. What is the current status of the proposed project? _____
10. Would a smaller funding amount than requested be acceptable, while maintaining the original intent of the project?) _____
 If yes, define smaller meaningful limits, size, service level, phases, or scopes, along with the cost for each: _____
11. Total amount of DRCOG Regional Share funding request: \$_____ (no greater than \$20 million and not to exceed 50% of the total project cost)
12. Total amount of funding provided by other sources/funding partners (private, local, state, Subregion, or federal), with documentation. Please list each funding partner, contribution amount, and percent of each contribution to the overall total project cost: \$ _____
13. Total Project Cost: \$_____
14. Year by year breakdown of funding request and project phase to be initiated:

	FY 2020	FY 2021	FY 2022	FY 2023	Total
DRCOG Request					
Match					
Total Funding					
Phase to be Initiated					

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 18, 2018)

Part 2: Evaluation Criteria, Questions, and Scoring

(actual application form structure will look different)

This part includes four sections (A-D) for the applicant to provide qualitative and quantitative responses for the project review panel to use for scoring projects. Each section will be scored using a scale of High-Medium-Low, as compared to other applications received. Each section is weighted as indicated.

A. Regional significance of proposed project (weight 40%)

Provide responses to the following questions:

1. Why is this project **regionally important**? _____
2. Does the proposed project **cross and/or benefit multiple municipalities**? _____
3. Does the proposed project cross and benefit another subregion? _____
4. How will the proposed project address the **specific transportation problem** described in the problem statement submitted in Part 1, # 7? _____
5. One foundation of a sustainable and resilient economy is physical infrastructure and transportation. How will the completed project allow people and businesses to thrive and prosper?? _____
6. How will connectivity to **different travel modes** be improved by the proposed project?

7. Describe funding and/or project **partnerships** (other subregions, regional agencies, municipalities, private, etc.) established in association with this project:

High: The project will significantly address a clearly demonstrated major regional problem and benefit people and businesses from multiple subregions.

Medium: The project will either moderately address a major problem or significantly address a moderate level regional problem.

Low: The project will address a minor regional problem.

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 18, 2018)

B. Board-approved Metro Vision TIP Focus Areas (weight 30%)

The DRCOG Board of Directors approved three Focus Areas for the 2020-2023 TIP to address.

Provide qualitative and quantitative (derived from Part 3) responses to the following items:

1. Describe how the project will **improve mobility infrastructure and services for vulnerable populations (including improved transportation access to health services)**. Provide quantitative evidence of benefits.

a. Description:

b. Quantified Benefits (e.g., reference Part 3): _____

2. Describe how the project will **increase reliability of existing multimodal transportation network**. Provide quantitative evidence of benefits.

a. Description:

b. Quantified Benefits (e.g., reference Part 3): _____

3. Describe how the project will **improve transportation safety and security**. Provide quantitative evidence of benefits.

a. Description:

b. Quantified Benefits (e.g., reference Part 3): _____

GUIDANCE: Applicants must provide current-condition data and after-project estimates based on the applicable elements of the project from Part 3 to clearly show quantifiable benefits and a positive return on investment. DRCOG staff can provide assistance.

High: The project will significantly improve the safety and/or security, significantly increase the reliability of the transportation network and would benefit a large number and variety of users (including vulnerable populations*).

Medium: The project will moderately improve the safety and/or security, moderately increase the reliability of the transportation network and would benefit a moderate number and variety of users (including vulnerable populations*).

Low: The project will minimally improve the safety and/or security, minimally increase the reliability of the transportation network and would benefit a limited number and variety of users (including vulnerable populations*).

**Vulnerable populations include: Individuals with disabilities, persons over age 65, and low-income, minority, or linguistically-challenged persons.*

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 18, 2018)

C. Consistency and Contributions to Transportation-focused Metro Vision Objectives (weight 20%)

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives, and initiatives established by the DRCOG Board to make life better for the region's residents. The degree to which the outcomes, objectives, and initiatives identified in Metro Vision apply in individual communities will vary. Metro Vision has historically informed other DRCOG planning processes such as the TIP.

Provide qualitative and quantitative (derived from Part 3) responses to the following items on how the proposed project contributes to transportation-focused objectives in the adopted Metro Vision plan.

1. Describe how the project will help **contain urban development in locations designated for urban growth and services.** (see [MV objective 2](#))
 - a. Will it help focus and facilitate future growth in locations where urban-level infrastructure already exists or areas where plans for infrastructure and service expansion are in place? Y/N
 - b. Describe, including supporting quantitative analysis: _____

2. Describe how the project will help **increase housing and employment in urban centers.** (see [MV objective 3](#))
 - a. Will it help establish a network of clear and direct multimodal connections within and between urban centers, or other key destinations? Y/N
 - b. Describe, including supporting quantitative analysis: _____

3. Describe how the project will help **improve or expand the region's multimodal transportation system, services, and connections.** (see [MV objective 4](#))
 - a. Will it help increase mobility choices within and beyond the region for people, goods, or services? Y/N
 - b. Describe, including supporting quantitative analysis: _____

4. Describe how the project **may help improve air quality and reduce greenhouse gas emissions.** (see [MV objective 6a](#))
 - a. Will it help reduce ground-level ozone, greenhouse gas emissions, carbon monoxide, particulate matter, or other air pollutants? Y/N
 - b. Describe, including supporting quantitative analysis: _____

5. Describe how the project will help **connect people to natural resource or recreational areas.** (see [MV objective 7b](#))
 - a. Will it help complete missing links in the regional trail and greenways network or improve other multimodal connections that increase accessibility to our region's open space assets? Y/N
 - b. Describe, including supporting quantitative analysis: _____

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 18, 2018)

6. Describe how the project will help **increase access to amenities that support healthy, active choices.** (see [MV objective 10](#))
 - a. Will it expand opportunities for residents to lead healthy and active lifestyles? Y/N
 - b. Describe, including supporting quantitative analysis: _____

7. Describe how the project may help **improve access to opportunity.** (see [MV objective 13](#))
 - a. Will it help reduce critical health, education, income, and opportunity disparities by promoting reliable transportation connections to key destinations and other amenities? Y/N
 - b. Describe, including supporting quantitative analysis: _____

8. Describe how the project may help **improve the region's competitive position.** (see [MV objective 14](#))
 - a. Will it help support and contribute to the growth of the region's economic health and vitality? Y/N
 - b. Describe, including supporting quantitative analysis: _____

GUIDANCE: Applicants must provide existing-condition data and after-project estimates of level of benefits associated with each applicable measure from Part 3 to clearly show quantifiable benefits and a positive return on investment. DRCOG staff can provide assistance.

High: The project will significantly address Metro Vision transportation-related objectives and is determined to be in the top third of applications based on the magnitude of benefits.

Medium: The project will moderately address Metro Vision transportation-related objectives and is determined to be in the middle third of applications based on the magnitude of benefits.

Low: The project will slightly or not at all address Metro Vision transportation-related objectives and is determined to be in the bottom third of applications based on the magnitude of benefits.

D. Leveraging of non-Regional Share funds (“overmatch”) (weight 10%)

Scores are assigned based on the percent of outside funding sources (non-Regional Share).

80%+ outside funding: **High**

60-79%: **Medium**

59% and below: **Low**

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
 (April 18, 2018)

Part 3: Project Data – Calculations and Estimates (not scored)

(actual application form structure will look different)

Based on the key elements identified in Part 1, complete the appropriate sections below to estimate the usage or benefit values for consideration in the evaluation criteria of Part 2. The quantitative outcomes in Part 3 can be used in the narrative responses of Part 2. Part 3 is not scored. Additional calculations can be included in #9 below.

Current data should be obtained by the applicant, from the facility “owner” or service operator (e.g., CDOT, RTD, local government), or from recent studies (e.g., PELs or NEPA). Upon request, DRCOG staff can use the regional travel model to develop estimates for certain types of large-scale projects, and can also provide other assistance. Results should be provided for the opening year (full completion or operation) and estimated for the year 2040, if significant growth above the regionwide growth rate is anticipated. All assumptions must be explicit and documented by the applicant.

The sections below relate to either:

Use of a facility or service	e.g., transit ridership, traffic volumes, bicycle/pedestrian users
Operational outcomes of the facility or service	e.g., crashes, fatalities, serious injuries, incidents, travel delay, pavement/bridge condition, reduction of trips by single occupant vehicle (SOV) vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions
Socioeconomic/Land Use	e.g., households, population, employment, density, accessibility, vulnerable populations

1. Transit Use: *(DRCOG will provide table of current RTD route ridership & station boardings for reference)*

- a) Current ridership weekday boardings: _____
- b) 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- =====
- d) Estimated additional daily transit boardings (when completed): ____ *(provide support documentation, e.g. from RTD)*
- e) number of the additional transit boardings previously using a different transit route: ____ *(e.g., use 25% or other value if justified)*
- f) number of the additional transit boardings previously using other non-SOV modes (walk, bicycle, HOV): ____ *(e.g., 25% or other value if justified HOV, walk, bicycle)*
 d – e – f = ____ *SOV one-way trips reduced per day (year of opening);*
- g) x 9 miles = ____ **VMT reduced per day (year of opening); 2040 weekday estimate:** _____ *(Values other than the default 9 miles must be justified by sponsor. E.g. 15 miles for regional service or 6 miles for local service)*
- h) x 0.95 lbs. = ____ **pounds GHG emissions reduced; 2040 weekday estimate:** _____
- i) If values would be distinctly greater for weekends, describe the magnitude of difference:

2. Bicycle Use: *(DRCOG will provide table of current example bicycle use on facilities for reference)*

- a) Current weekday bicyclists: _____
- b) 2020 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
- =====
- d) Estimated additional weekday one-way bicycle trips (when completed): _____ ;

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 18, 2018)

- e) number diverting from a different bicycling route: ___ (e.g., 50% or other value if justified)
- f) $d - e =$ ___ Initial trips reduced;
- g) X percentage of initial trips reduced replacing an SOV trip: ___ (e.g., 30% or other value if justified) = ___ **SOV trips reduced per day** (year of opening);
- h) $x 2 \text{ miles} =$ ___ **VMT reduced per day; 2040 weekday estimate:** ___ (*Values other than 2 miles must be justified by sponsor*)
- i) $x 0.95 \text{ lbs.} =$ ___ **pounds GHG emissions reduced; 2040 weekday estimate:** ___
- j) If values would be distinctly greater for weekends, describe the magnitude of difference:

3. Pedestrian Use: *(DRCOG will provide table of current example pedestrian use on facilities for reference)*

- a) Current weekday pedestrians (include users of all non-pedaled devices): _____
- b) 2020 Population within 1/2 mile _____ + Employment within 1/2 mile _____ = _____
- c) 2040 Population within 1 mile _____ + Employment within 1 mile _____ = _____
= = = = =
- d) Estimated additional weekday pedestrian one-way trips: _____; 2040 weekday estimate: _____
- e) number diverting from a different walking route: ___ (e.g., 50% or other value if justified)
- f) $d - e =$ ___ Initial trips reduced;
- g) X percentage of initial trips replacing an SOV trip: ___ (e.g., 30% or other value if justified) = ___ **SOV trips reduced per day**;
- h) $x 0.4 \text{ miles} =$ ___ **VMT reduced per day; 2040 weekday estimate:** ___ (*Values other than 0.4 miles must be justified by sponsor*)
- i) $x 0.95 \text{ lbs.} =$ ___ **pounds GHG emissions reduced; 2040 weekday estimate:** ___
- j) If values would be distinctly greater for weekends, describe the magnitude of difference:

4. Vulnerable Populations (use current Census data):

- a) Persons over age 65 within 1 mile: ___
- b) Minority persons within 1 mile: ___
- c) Low-Income households within 1 mile: ___
- d) Linguistically-challenged persons within 1 mile: ___
- e) Individuals with disabilities within 1 mile: ___
- f) Households without a motor vehicle within 1 mile: ___
- g) Children ages 6-17 within 1 mile: ___
- h) Health service facilities served by project: _____

5. Travel Delay (Operational and Congestion Reduction):

Sponsor must use industry standard Highway Capacity Manual (HCM) based software programs and procedures as a basis to calculate estimated weekday travel delay benefits. DRCOG staff may be able to use the regional travel model to develop estimates for certain types of large-scale projects.

- a) Current ADT (average daily traffic volume) on applicable segments: _____
- b) 2040 ADT estimate: _____
= = = = =
- c) Current weekday vehicle hours of delay (VHD): ___
- d) Calculated future (after project) weekday vehicle hours of delay: ___
- e) $c - d =$ Reduced VHD: ___
- f) $e x 1.4 =$ **Reduced person hours of delay:** ___ (*Value higher than 1.4 due to high transit ridership must be justified by sponsor*)

ATTACHMENT 1
DRAFT Regional Share Evaluation Criteria
(April 18, 2018)

- g) After project **peak hour congested average travel time reduction** per vehicle (includes persons, transit passengers, freight, and service equipment carried by vehicles): ____ If applicable, denote unique travel time reduction for certain types of vehicles: _____
- h) If values would be distinctly different for weekend days or special events, describe the magnitude of difference:

6. Traffic Crash Reduction:

Sponsor must use industry accepted crash reduction factor (CRF) or accident modification factor (AMF) practices (e.g., NCHRP Project 17-25, NCHRP Report 617, or DiExSys methodology).

Provide the current (most recent 5-year period of data for crashes involving motor vehicles, bicyclists, and pedestrians) for:

- a) Fatal crashes: ____
- b) serious injury crashes: ____
- c) minor injury crashes: ____
- d) property damage only crashes: ____
- =====
- e) Estimated reduction in crashes per five-year period applicable to the project scope:
 - **Fatal crashes reduced:** ____
 - Serious injury crashes reduced: ____
 - Other injury crashes reduced: ____
 - Property damage only crashes reduced: ____

7. Facility Condition:

Sponsor must use a current industry-accepted pavement condition method or system and calculate the average condition across all sections of pavement being replaced or modified. Applicants will rate as “excellent”, “good”, “fair”, and “poor”.

Roadway Pavement:

- a) Current roadway pavement condition: _____; Describe current pavement issues and how the project will address them: _____
- b) Average Daily User Volume: _____

Bicycle/Pedestrian/Other Facility:

- a) Describe current condition issues and how the project will address them: _____
- b) Average Daily User Volume: _____

8. Bridge Improvements:

- a) Current bridge structural condition (from CDOT): _____; Describe current condition issues and how the project will address them: _____
- b) Other functional obsolescence issues to be addressed by project: _____
- c) Average Daily User Volume: _____

9. Other beneficial variables identified for specific types of projects and calculated by the sponsor:

- a) _____
- b) _____

10. Disbenefits or negative impacts identified for specific types of projects:

- a) Increase in VMT? Y/N? If yes, describe scale of expected increase: _____
- b) Negative impact on vulnerable populations: _____
- c) _____

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 #
April 18, 2018	Action	16

SUBJECT

Discussion of method for scoring, recommending, and approving TIP Regional Share project applications.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the method for scoring, recommending, and approving TIP Regional Share project applications to be included in the 2020-2023 TIP Policy document.

ACTION BY OTHERS

N/A

SUMMARY

At the April 4 Board Work Session, based on a TIP Policy Work Group recommendation, Directors discussed the concepts of how the Regional Share project scoring, recommendation, and approval method could work. The notion is to have an impartial system in place to review and recommend Regional Share projects to the DRCOG Board for inclusion into the draft TIP. The process must be viewed by Directors as authentic, objective, and having integrity so project recommendations considered by the Board are the output of a bona fide process. It is important to note the process will have to be conducted in a relatively short period of time (one to two months).

An outline of the process is described below:

1. All Regional Share project applications are submitted by the subregions, CDOT, and RTD directly to DRCOG staff.
2. DRCOG staff will review and score all eligible applications.
3. Scores from DRCOG staff will be presented to the Review Panel. The Review Panel shall consist of one technical/non-DRCOG Director representative from each of the eight subregional forums, one CDOT representative, one RTD representative, and a maximum of five other regional subject matter experts.
4. The Review Panel will discuss and identify the top scoring projects representing a minimum of 150% of available funds (unfunded projects are placed on a waiting list in rank order by score). Sponsors for those top projects will be invited to present their projects to the Review Panel.
 - For example, if \$20 million is available for the Regional Share allocation, the panel will identify the top projects totaling a minimum of \$30 million.
5. The Review Panel will make project recommendations for the allocated Regional Share amount.
6. The panel's list of recommended projects will go through the DRCOG MPO transportation committee process (TAC, RTC, and Board).

PREVIOUS DISCUSSIONS/ACTIONS

[April 4, 2018](#) – Board Work Session

PROPOSED MOTION

Move to approve the method for scoring, recommending, and approving TIP Regional Share project applications to be included in the 2020-2023 TIP Policy document.

ATTACHMENT

1. 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 Ron Papsdorf, Director, Transportation Planning and Operations at 303 480-6747 or rpapsdorf@drcog.org

Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

2020-2023 Transportation Improvement Program (TIP)

Regional Share Application Process

Presented by:
Ron Papsdorf
Director, Transportation Planning and Operations

Board of Directors
April 18, 2018

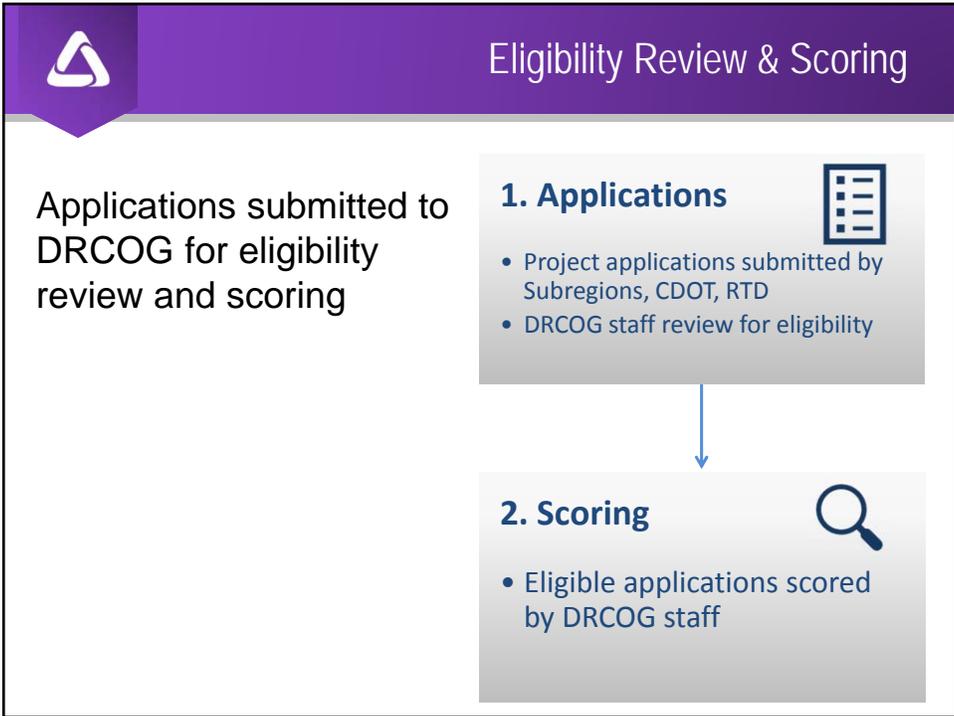
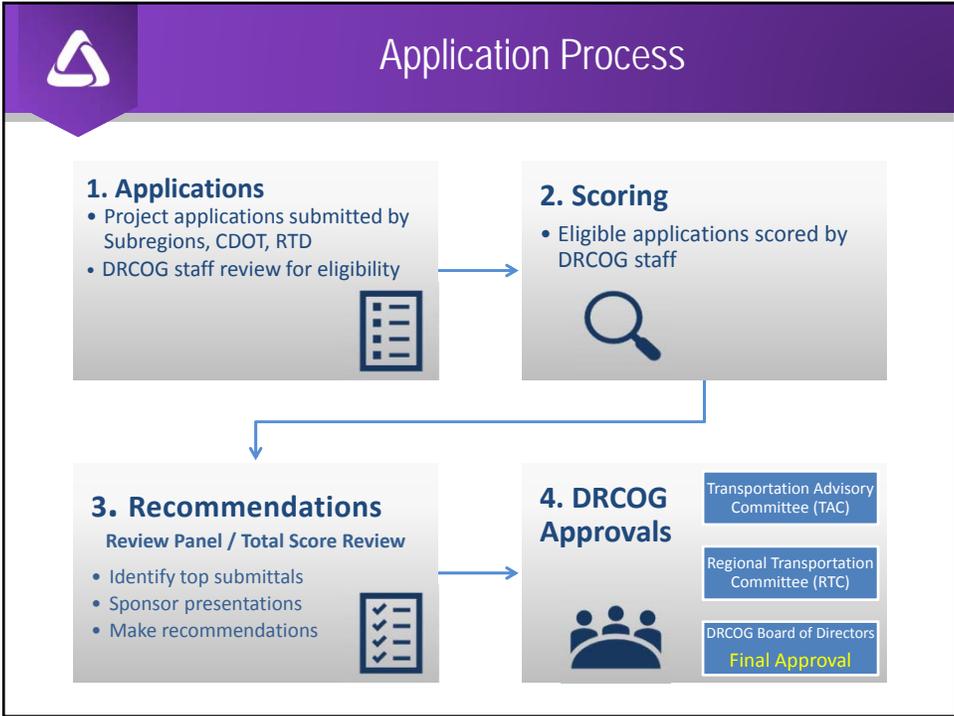
Regional Share Process Concepts

Concepts for the review and recommendation of Regional Share applications

Impartial	Authentic
Objective	Integrity

Process concepts

Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS





Recommendations & Approvals

- Scores presented to Review Panel
 - Projects discussed and identified
 - Sponsor presentations
 - Recommendations
- Approvals through MPO process, beginning with TAC

3. Recommendations

Review Panel / Total Score Review

- Identify top submittals



- Make recommendations



4. DRCOG Approvals



Transportation Advisory Committee (TAC)

Regional Transportation Committee (RTC)

DRCOG Board of Directors
Final Approval



Review Panel Representation

TIP Project Review Panel

1 technical/non-DRCOG Director from each of the eight Subregional Forums

1 CDOT and 1 RTD representative

A maximum of 5 regional subject matter experts

QUESTIONS/COMMENTS

ATTACH J

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 #
April 18, 2018	Action	17

SUBJECT

This item concerns setting Peak Hour of Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) Travel targets as part of the performance-based planning requirements of the *Fixing America’s Surface Transportation* (FAST Act).

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the targets shown below.

ACTION BY OTHERS

[March 26, 2018](#) – TAC recommended approval.
April 17, 2018 – RTC will act on a recommendation.

SUMMARY

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

In conjunction with CDOT, DRCOG must set targets for annual hours of peak hour excessive delay (PHED) per capita and non-single occupancy vehicle (SOV) travel for the Denver-Aurora Urbanized Area. For both targets there must be a 2-year proposed target (2020) and a 4-year proposed target (2022).

PHED – Significant population growth in the DRCOG region will result in an increase of vehicles using the regional transportation system. With additional vehicles using the system, DRCOG and CDOT both forecast an increase in hours of delay. In Metro Vision, there is a related performance measure target addressing daily person delay per capita by 2040. DRCOG and CDOT staff propose the following 2-year and 4-year targets:

PHED	Target
• 2-year	52 hrs.
• 4-year	54 hrs.

Non-SOV – In Metro Vision, DRCOG has established a 2040 performance measure target of 35% for non-single occupant vehicle mode share to work. As per the American Community Survey, the Non-SOV travel in 2016 was 23.8%. Staff considered three options for setting the Non-SOV target and are recommending “Metro Vision from 2021”. This results in holding the line until 2020 and then a yearly incremental increase

that moves towards hitting the DRCOG Metro Vision 2040 target of 35%. DRCOG and CDOT staff would like to propose the following 2-year and 4-year targets:

Non-SOV	Target
• 2-year	24%
• 4-year	25%

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the proposed targets for Peak Hour of Excessive Delay (PHED) and Non-Single Occupancy Vehicle (SOV) Travel targets as part of the performance-based planning requirements of the *Fixing America's Surface Transportation* (FAST Act).

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, Long Range Transportation Planning Manager, at 303 480-6751 or jriger@drcog.org

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2018

A RESOLUTION ADOPTING 2020 AND 2022 TARGETS FOR THE PEAK HOUR EXCESSIVE DELAY MEASURE AND THE NON-SINGLE OCCUPANCY VEHICLE TRAVEL MEASURE FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AND THE COLORADO DEPARTMENT OF TRANSPORTATION AS PART OF THE PERFORMANCE-BASED PLANNING REQUIRMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT.

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

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

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

WHEREAS, federal statutes require the Colorado Department of Transportation and the Denver Regional Council of Governments to collectively establish a single, unified 2-year target and 4-year target for the Peak Hour Excessive Delay (PHED) measure and the Non-Single Occupancy Vehicle (SOV) Travel measure for the Denver-Aurora Urbanized Area; and

WHEREAS, the PHED and Non-SOV targets were prepared jointly by the Denver Regional Council of Governments and the Colorado Department of Transportation; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the 2020 and 2022 targets for PHED and Non-SOV.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the following 2-year and 4-year targets for PHED and Non-SOV:

A RESOLUTION ADOPTING 2020 AND 2022 TARGETS FOR THE PEAK HOUR EXCESSIVE DELAY MEASURE AND THE NON-SINGLE OCCUPANCY VEHICLE TRAVEL MEASURE FOR THE DENVER REGIONAL COUNCIL OF GOVERNMENTS AND THE COLORADO DEPARTMENT OF TRANSPORTATION AS PART OF THE PERFORMANCE-BASED PLANNING REQUIREMENTS OF THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT.

Resolution No. _____, 2018

Page 2

PHED	Target
• 2020	52 hrs.
• 2022	54 hrs.

Non-SOV	Target
• 2020	24%
• 2022	25%

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2018
at Denver, Colorado.

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

ATTEST:

Douglas W. Rex, Executive Director





COLORADO
Department of
Transportation

National Performance Measure Target Recommendations

DRCOG Board – April 18, 2018



Overview of National Highway Performance Program (NHPP)

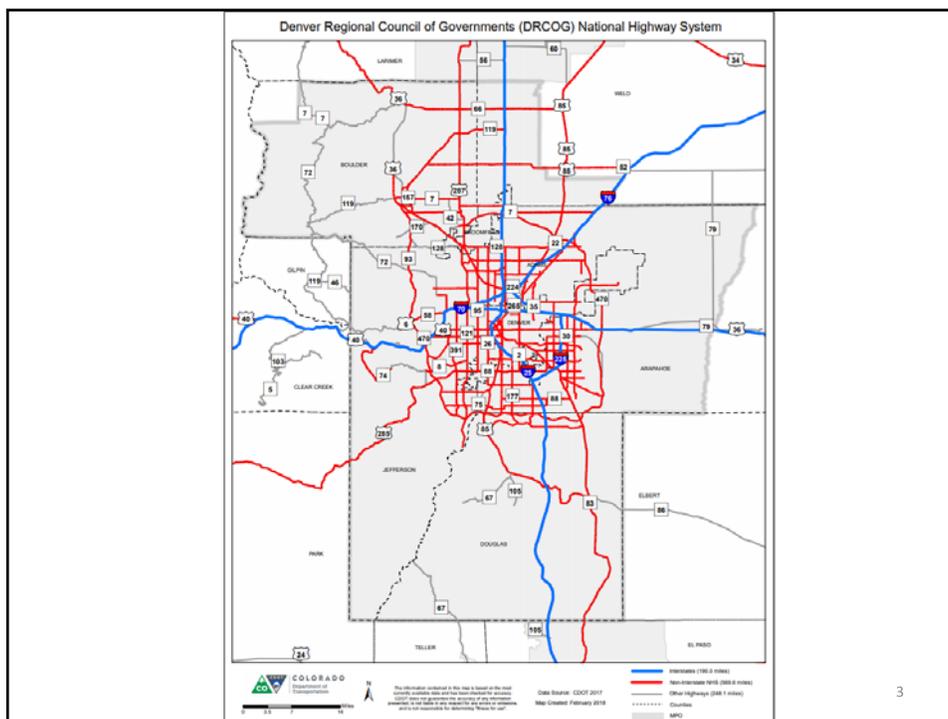
MAP-21 (2012) and the FAST Act (2015) established provisions for federal performance measures for the Interstate and National Highway System.

- Measures are established in 3 performance areas

Performance Area	State Targets Due	MPO Targets Due	Evaluation Period
Safety	8/31/2017	2/27/2018	Annual
Infrastructure Condition – Pavement and Bridge	5/20/2018	11/15/2018	Biennial
System Performance – System Reliability, Freight, and CMAQ	5/20/2018	11/15/2018	Biennial

- Safety targets were developed in August 2017
- State DOTs must set 2-year and 4-year targets for infrastructure condition and system performance by May 20, 2018

2

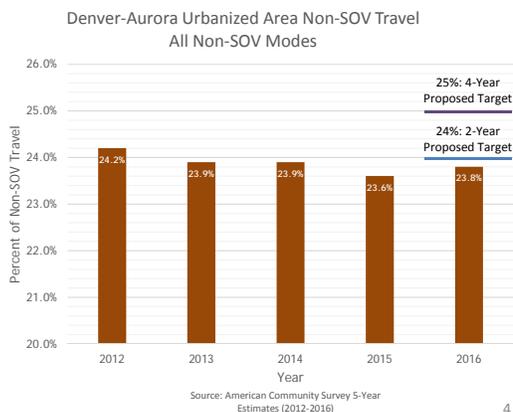
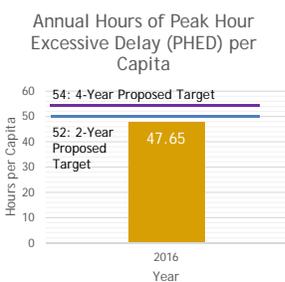


3

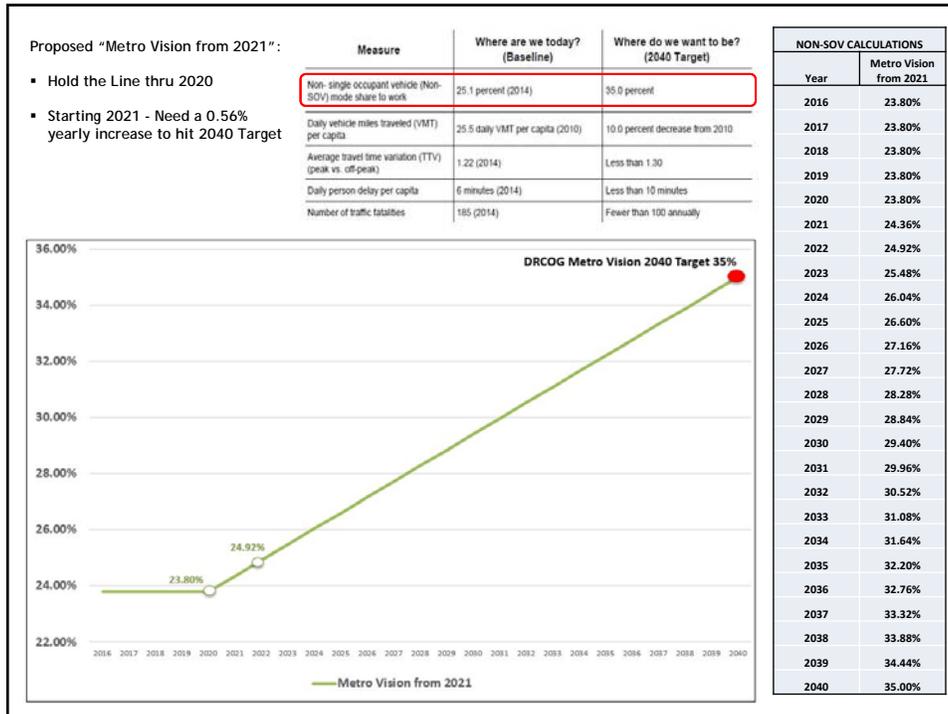


Peak Hour of Excessive Delay (PHED) and Non-SOV Travel Summary

Measure Area	Performance Measures
Measures to Assess the CMAQ Program - Traffic Congestion (Subpart G)	Peak Hour Excessive Delay (PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel



4



Next Steps

- **March 2018** - Colorado Transportation Commission workshop on Infrastructure Condition and System Performance.
- **April 2018** - Anticipate that the Colorado Transportation Commission will adopt target recommendations for Infrastructure Condition & System Performance.
- **May 20, 2018** - Deadline for submitting statewide targets for Infrastructure Condition and System Performance to FHWA. Includes the unified targets for PHED and Non-SOV metrics
- **October 1, 2018** - CDOT reports baseline performance for Infrastructure Condition and System Performance to FHWA.
- **November 15, 2018** - Deadline for MPOs to support the statewide target or develop their own targets for Infrastructure Condition and System Performance

ATTACH K

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 18, 2018	Action	18

SUBJECT

This item concerns updates to the status of bills previously acted on by the Board at its March meeting.

PROPOSED ACTION/RECOMMENDATIONS

At the discretion of the Board.

ACTION BY OTHERS

N/A

SUMMARY

The attached matrix updates the status of all bills previously acted upon by the Board as of April 11.

Staff will provide more detailed updates on the bills as requested by the Board.

PREVIOUS DISCUSSIONS/ACTIONS

The Board took positions on these bills at the January, February, and March 2018 Board meetings.

PROPOSED MOTION

At the discretion of the Board.

ATTACHMENT

Status of Bills—2018 Session

ADDITIONAL INFORMATION

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
AGING BILLS							
SB18-054	<p>Cap Fee Increases Assisted Living Residences - Under current law, the State Board of Health is authorized to establish a schedule of fees for health facilities, including assisted living residences, which fees must be sufficient to meet the Department of Public Health and Environment's direct and indirect costs in regulating health facilities. With regard to most department-regulated health facilities, the board cannot increase fees by more than the inflation rate.</p> <p><u>As introduced, the bill imposed the inflation rate limitation on fees assessed against assisted living residences, effective immediately.</u></p> <p><u>As amended, the effective date of the bill is 8-1-19. This will give the department time to implement a round of fee increases before the inflation limitation takes effect.</u></p>	Crowder/ Liston	Signed by the Governor	Monitor	FN	<p>Staff was concerned the bill as introduced would inhibit the department's ability to implement Colorado's assisted living regulations. Recently updated regulations are tied to an increase in fees to fund the additional oversight the regulations will require, including hiring additional surveyors to inspect facilities. Based on that concern, DRCOG opposed this bill as introduced.</p> <p><u>With the amendment to the bill, DRCOG moved to a monitor position.</u></p>	<p>With regard to long term care facilities, DRCOG supports increases in the quality of care and consumer protections for older adults...DRCOG urges the state, when making decisions regarding funding for these programs, to structure such funding to protect the quality of care for residents and participants.</p>

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
TRANSPORTATION BILLS							
SB 18-001	Transportation Infrastructure Funding - As introduced, requires the Transportation Commission to submit a ballot question at the 11-18 general election to authorize additional TRANS bonds in a maximum of \$3.5 billion with a maximum repayment of \$5 billion; repeal the SB 17-267 requirement for lease-purchase agreements; and require 10% of state sales & use tax to be credited to the State Highway Fund to repay TRANS and fund projects. After repaying TRANS, the rest must be used only for Tier 1 projects on CDOT's 10-Year Development Program project list. At least 25% of the TRANS net proceeds must be used for projects in counties with populations of 50,000 or less and at least 10% must be used for transit or transit-related capital improvements. See below for final Senate version.	Cooke & Baumgardner/ Carver & Buck	House Transportation	Monitor	FN	DRCOG supported HB 17-1242 last session that included bonding but also a sales tax increase. It also provided a local share, local flexibility, and funding for an extensive list of locally determined mobility improvements. This bill only includes bonding for statewide projects. Also, 10% of sales & use tax translates to more than \$300 million per year that would be diverted from the General Fund. This is a significant amount of money that will be taken from other state programs, including education, health care, human services, and of particular concern to DRCOG, services to seniors. Also, the bill places severe restrictions on the use of tolling.	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.
SB 18-001 Senate Version	Transportation Infrastructure Funding - For 21 years, creates annual transfers from the General Fund to the State Highway Fund. If an initiated ballot measure authorizing state debt for transportation is not approved in 2018, the bill refers a ballot measure at the 2019 election. Conditional on approval of the 2019 measure, the bill requires the issuance of TRANS bonds worth up to \$3.5 billion. Conditional on approval of a ballot measure in either 2018 or 2019, the bill repeals executions of lease-purchase agreements under Senate Bill 17-267 for years beyond FY 2018-19.	Baumgardner & Cooke/ Buck	House Transportation	Monitor	FN	This bill provides General Fund support for transportation project construction and maintenance. The amount of funding and the purposes for which it may be used depend on the outcome of ballot measures at two statewide elections: a 2018 ballot measure that may be initiated by citizens, and, conditional on that measure not appearing or not passing, a 2019 ballot measure referred pursuant to this bill. In any case, the bill creates the following transfers from the General Fund to the State Highway Fund: \$500 million in FY 2018-19, supplanting the transfer contemplated in House Bill 18-1340, part of the Long Bill orbital package; and \$250 million annually in FY 2019-20 through FY 2038-39.	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.

* FN – Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB 18-181	4-year Motor Vehicle Emissions Inspection Cycle - The bill extends the motor vehicle emissions inspection cycle for 1982 and newer model motor vehicles from every 2 years to every 4 years and specifies that a motor vehicle does not fail an emissions inspection solely because a check-engine light is illuminated on the motor vehicle's dashboard.	Cooke & Holbert/	Senate Transportation	Oppose	FN	Since the Denver Metro/North Front Range's vehicle inspection and maintenance program is included in the Moderate Ozone State Implementation Plan (SIP), any changes to the program would need to be approved by the Environmental Protection Agency (EPA). Should this bill pass, it is unlikely that the EPA would approve the new legislation. EPA has never approved a vehicle inspection program that requires inspections less than every two years and the SIP would need to be amended to offset the increase in emissions from mobile sources.	DRCOG supports: efforts to reduce emissions from all sources sufficient to meet federal air quality standards; alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels; incentives for purchasing high fuel economy or alternative fuel vehicles or for accelerated retirement of inefficient or high-polluting personal, commercial, or fleet vehicles that are beyond repair; offering services, including incentives that encourage and facilitate the use of alternative modes of travel.
SB 18-196	Repeal Late Vehicle Registration Fee - Under current law, if the owner of a motor vehicle fails to register the vehicle when required the owner must, upon registering the vehicle and subject to a \$100 cap, pay a late fee of \$25 for each month or portion of a month for which the registration is late. The bill repeals the late fee, effective January 1, 2019.	T. Neville & Lundberg/ Ransom	House State Affairs	Oppose	FN	DRCOG supported SB 09-108 (FASTER), which instituted the late fee. Additionally, DRCOG has opposed previous bills to repeal the late fee. The fiscal note estimates the bill would reduce state revenues by \$5 million in FY 2018-19 and \$10 million for FY 2019-20. The bill also will reduce local government revenues by an estimated \$5.6 million in FY 2018-19 and \$11.4 million for FY 2019-20.	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.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HOUSING BILLS							
HB 18-1195	Tax Credit Contributions Organizations Affordable Housing - For income tax years commencing on or after January 1, 2019, but prior to January 1, 2030, the bill creates a state income tax credit for a donation of cash or securities a taxpayer makes to an eligible developer to be used solely for the costs associated with an eligible project.	D. Pabon/ Tate	House Appropriations	Monitor	FN	With the lack of affordable housing being such a major challenge throughout the state, legislators are looking for funding sources for existing and new affordable housing programs.	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.
SB 18-007	Affordable Housing Tax Credit - The bill changes the name of the existing Low-Income Housing Tax Credit to the Affordable Housing Tax Credit. It also extends the period during which the Colorado Housing And Finance Authority may allocate affordable housing tax credits from December 31, 2019, to December 31, 2024.	Guzman & Tate/ J. Becker & Duran	House Appropriations	Support	FN	This is an existing tax credit for developers of affordable housing. It has an expiration date of December 31, 2019. This bill extends the credit another five years.	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.
SB 18-010	Residential Lease Copy and Rent Receipt - The bill requires a residential landlord to provide each tenant with a copy of a written rental agreement signed by the parties and to give a tenant a contemporaneous receipt for any payment made in person with cash or a money order. For payments not made in person with cash or a money order, the landlord must provide a receipt, if the tenant requests it. The landlord may provide the tenant with an electronic copy of the agreement or the receipt unless the tenant requests a paper copy.	A. Williams & Martinez Humenik/ Exum	Signed by the Governor	Support	FN	This is the first in a series of bills we expect to be introduced this year attempting to provide protections for renters to better enable them to remain in housing they can afford. This is especially important for older adults and persons with disabilities, particularly those on fixed incomes. Keeping these people living in the community is core principle of DRCOG's Area Agency on Aging and is reflected in Metro Vision.	DRCOG supports: The principle that renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
BILLS POSTPONED INDEFINITELY							
SB 18-053	Primary Offense For No Safety Belt - Current law requires every driver of and every front-seat passenger in a motor vehicle equipped with a safety belt system to wear a fastened safety belt while the motor vehicle is being operated. The bill extends this requirement to every passenger in a motor vehicle. Current law provides that a law enforcement officer may not cite a driver of a motor vehicle for a failure to wear a safety belt unless the driver was stopped for a different alleged traffic violation. The bill repeals this limitation, allowing a law enforcement officer to stop and cite a driver solely for a failure to wear a safety belt.	Court & Young/	Postponed Indefinitely Senate State Affairs	Support	FN	Colorado is one of only 16 states without a primary seat belt law. Experience in those states shows primary seat belt laws cause seat belt usage to rise and unrestrained traffic fatalities to decline. Any unbuckled passenger can become a dangerous projectile in a crash. Making not wearing a seat belt a primary offense would make driving safer for all passengers in a car. A primary seat belt law would be expected to reduce medical and work loss costs in the state.	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.
HB 18-1054	Affordable Housing Plastic Shopping Bag Tax - The bill submits a ballot question to the voters at the November 2018 election to establish a plastic shopping bag tax, which would be imposed beginning January 1, 2019. Stores meeting certain criteria are required to collect a 25 cent tax from the customer, unless the customer is enrolled in the federal Supplemental Nutrition Assistance Program. Net tax revenue is deposited in the Housing Development Grant Fund. The Division of Housing in the Department of Local Affairs is required to use the money for the existing purposes of the fund, which is to improve, preserve, or expand the supply of affordable housing in Colorado.	Rosenthal & Court/	Postponed Indefinitely House Local Government	Monitor	FN	With the lack affordable housing being such a major challenge throughout the state, legislators are looking for funding sources for existing and new affordable housing programs. Using new sources avoids the problem of taking funding away from other existing programs.	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.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB 18-006	Recording Fee to Fund Attainable Housing - The bill allows counties to impose an increased surcharge in the amount of \$5 for documents received for recording or filing on or after January 1, 2019. The county is required to retain one dollar to be used to defray the costs of an electronic or core filing system and transmit the other \$4 for the new Statewide Attainable Housing Investment Fund. The Colorado Housing And Finance Authority is to administer the fund. Of the money transmitted to the fund, not less than 25% must be expended to support new or existing programs that provide financial assistance to persons in households with 80% of the area median income to finance, purchase, or rehabilitate single family residential homes, as well as to provide financial assistance to any nonprofit entity and political subdivision that makes loans to persons in such households to enable such persons to finance, purchase, or rehabilitate single family residential homes.	Zenzinger/ Winter	Postponed Indefinitely Senate State Affairs	Monitor	FN	Currently, each county clerk and recorder collects a surcharge of one dollar for each document received for recording or filing in his or her office. The surcharge is in addition to any other fees permitted by statute. With the lack affordable housing being such a major challenge throughout the state, legislators are looking for funding sources for existing and new affordable housing programs. Using new sources avoids the problem of taking funding away from other existing programs.	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.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
STATUS OF BILLS--2018 SESSION
As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB 18-057	<p>Use Of Criminal Records With Respect To Housing - The bill: adds to the definition of 'restrictive covenant' limitations on the transfer, rental, or lease of housing based on records of any arrest or charge that did not result in a conviction and the criminal case is not actively pending (arrest records) or criminal justice records that have been sealed or expunged; makes it an unfair housing practice to inquire about or take an adverse action based on arrest records or sealed or expunged criminal justice records; prohibits landlords from requiring an applicant to disclose any information contained in sealed criminal records; prohibits housing authorities from denying or terminating dwelling accommodations, or taking adverse action against a person, on the basis of arrest records or certain conviction records; requires a landlord to provide applicants with access to records that are used as the basis for denying a rental application; prevents certain tenant criminal records from being admitted as evidence in a civil case against a landlord that is based on the tenant's conduct.</p>	Kagan/	Postponed Indefinitely Senate State Affairs	Monitor	FN	Under current law, it is an unfair housing practice to honor or exercise, or attempt to honor or exercise, any "restrictive covenant" pertaining to housing. The bill is intended to prohibit housing discrimination based on arrest or sealed records or a case that is otherwise inactive. Under current law, the definition of "restrictive covenant" means any specification limiting the transfer, rental, or lease of any housing because of disability, race, creed, color, religion, sex, sexual orientation, marital status, familial status, national origin, or ancestry. This bill adds to existing law any record of arrest or charge that did not result in a conviction. It also adds landlords to the law that prohibits employers, educational institutions, state and local government agencies, officials, and employees, in any application or interview or in any other way, from requiring an applicant to disclose any information contained in sealed records.	DRCOG supports: The principle that renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.

* FN = Fiscal Note

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 #
April 18, 2018	Action	18

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the Board adopt positions on bills presented, at the Board's discretion.

ACTION BY OTHERS

N/A

SUMMARY

The attachment summarizes the bills introduced since the March Board meeting relative to the Board adopted Policy Statement on State Legislative Issues. The bills are presented with staff comments and staff-recommended positions.

Any bills of interest introduced after April 11 will be emailed to Board members by the Monday before the meeting with staff recommendations for review at the meeting (per current Board policy).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt positions on bills presented at the Board's discretion.

ATTACHMENT

New Bills—2018 Session

ADDITIONAL INFORMATION

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS
 NEW BILLS--2018 SESSION
 As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recomm. Position	*FN	Staff Comments	Legislative Policy
TRANSPORTATION BILL							
<u>SB 18-1340</u>	<p>Transfers Of Money For State's Infrastructure - Joint Budget Committee. For the 2018-19 fiscal year, the bill transfers:</p> <ul style="list-style-type: none"> \$71,431,345 from the general fund to the capital construction fund; \$15,206,760 from the general fund to the information technology capital account of the capital construction fund; \$500,000 from the general fund exempt account to the capital construction fund; \$30 million from the general fund to the controlled maintenance trust fund; \$150,000 from the preservation grant program account of the state historical fund for historical property rehabilitation in the capitol complex; and \$495,000,000 from the general fund to the state highway fund if Senate Bill 18-001 does not pass. Of this amount, 25% is allocated to counties, 25% is allocated to municipalities, and 15% is allocated to the multimodal transportation options fund created in the bill. 	Hamner/ Lambert	Conference Committee	Board Direction Requested	<u>FN</u>	This bill makes FY 2018-19 transfers for capital construction, controlled maintenance, and information technology projects listed in the 2018 Long Bill. The bill also makes transfers to the Controlled Maintenance Trust Fund and to the State Highway Fund. The transfer to the State Highway Fund is conditional upon whether Senate Bill 18-001 is adopted. If SB 18-001 is not adopted, the bill also transfers \$495 million in FY 2018-19 from the General Fund to the State Highway Fund. The House version of the bill provided an allocation of those funds 25 percent, or about \$123.8 million, to counties, 25 percent to municipalities, and 15 percent, or about \$74.3 million, allocated to the Multimodal Transportation Options Fund created under the bill. This fiscal note assumed that the remaining \$173.1 million will stay in the State Highway Fund for use by CDOT.	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.

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS
 NEW BILLS--2018 SESSION
 As of 3-14-18

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recomm. Position	*FN	Staff Comments	Legislative Policy
AGING BILL							
HB 18-1315	Manufactured Home Sales Tax Exemption - The bill entirely exempts qualified manufactured homes (MHs) from the state sales and use tax. Under current law, 48% of the purchase price of a new manufactured home constructed in compliance with the federal National Manufactured Housing Construction and Safety Standards Act of 1974 is exempt from state sales and use tax.	McLachlan & J.Becker/ Kefalas & Lundberg	House Appropriation	Support	FN	MHs provide a critical source of unsubsidized affordable housing for roughly 100,000 working Colorado families. The average sales price of a new MH in Colorado in 2016 was \$66,100 and the nationwide median income for MH households in 2015 was \$30,000. The state sales tax significantly raises the final price for the families that traditionally purchase them. All MH owners pay property taxes annually in the same manner as conventional homeowners. This bill would NOT affect local revenues.	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.

* FN = Fiscal Note

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 18, 2018	Informational	20

SUBJECT

April 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 April 2018 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

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

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: **April 2018 Administrative Modifications to the 2018-2021 Transportation Improvement Program**
Date: April 18, 2018

SUMMARY

- Per the [Policy on Transportation Improvement Program \(TIP\) Preparation](#) covering the [2018-2021 TIP](#), administrative modifications are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the [DRCOG 2018-2021 TIP web page](#).
- The TIP Notification List includes the members of the DRCOG Regional Transportation Committee and Transportation Advisory Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. The notification via email is sent when Administrative Modifications have been made to the 2018-2021 TIP. If you wish to be removed from the TIP Notification List, please contact Mark Northrop at (303) 480-6771 or via e-mail at mnorthrop@drcog.org.
- 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.

PROJECT TO BE MODIFIED

- **2001-154: US-85: Cook Ranch Rd to Meadows Pkwy Widening**
 - Add funding and revise scope
- **2007-089: Station Area Master Plan/Urban Center Studies Pool**
 - Remove pool project
- **2008-076: Region 1 FASTER Pool**
 - Add pool project
- **2012-064: Regional TDM Program: Way to Go**
 - Add funding
- **2016-078: US-85 Corridor Improvements: I-76 to 124th Ave**
 - Add funding

2001-154: Add FASTER funding to FY 2018 for one new traffic signal and two traffic signal replacements. Revise scope based on anticipated approval of the April 2018 Regional Transportation Plan amendments (see Board action items)

Existing

Title: **US-85: Cook Ranch Rd to Meadows Pkwy Widening**

Project Type: **Roadway Capacity**

TIP-ID: **2001-154**

STIP-ID: **SDR5055**

Open to Public: **2020**

Sponsor: **CDOT Region 1**

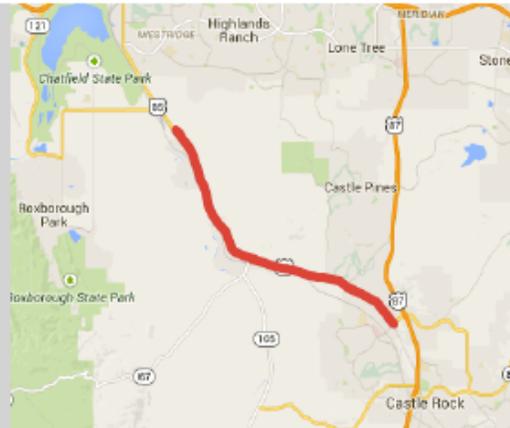
Project Scope

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

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

- MP 191.75 to Louviers Ave; 2025*
- Daniels Park Rd. to SH-67 (Sedalia); 2021
- Castlegate to Daniels Park Rd; 2026
- Meadows Pkwy. to Castlegate; 2024**

- * Pending RTP amendment to update to 1st stage (2019)
- ** Pending RTP amendment to update to 2nd stage (2026)



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

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$6,100	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$11,800	\$3,500	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$68,898	\$17,900	\$3,500	\$0	\$0	\$37,300	\$127,598

Highlighted text to be removed.

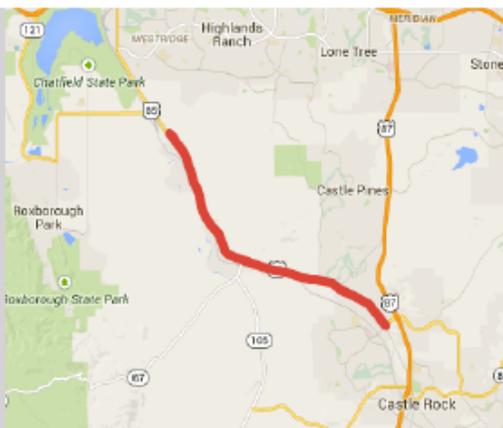
Revised

Project Scope

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

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

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



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

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

2007-089: Remove study from pool due to Aurora cancelling study and returning funds. Total funding remains unchanged; study funding remains in pool for future reprogramming

Existing

Title: **Station Area Master Plan/Urban Center Studies Pool**

Project Type: **Station Area/Urban Center Studies**

TIP-ID: **2007-089**

STIP-ID: **N/A**

Open to Public:

Sponsor: **DRCOG**

Project Scope

Pool funds for future station area master plans and/or urban center planning studies.



Affected County(ies)

Regional

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)
Aurora	Aurora City Center Train/Traffic and Transportation Network Study (FY17)	\$200	Denver	North Capitol Hill/Colfax Urban Center Study (FY17)	\$50			
Longmont	Main Street Corridor Plan (FY17)	\$200	Boulder County	SH-7 Arterial BRT Station Design, Connectivity, and ROW Needs (FY17)	\$180			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$1,210	\$600	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$303	\$150	\$0	\$0		
Total	\$937	\$1,513	\$750	\$0	\$0	\$0	\$3,200

Highlighted study to be removed.

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Longmont	Main Street Corridor Plan (FY17)	\$200	Denver	North Capitol Hill/Colfax Urban Center Study (FY17)	\$50	Boulder County	SH-7 Arterial BRT Station Design, Connectivity, and ROW Needs (FY17)	\$180

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$1,210	\$600	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$303	\$150	\$0	\$0		
Total	\$937	\$1,513	\$750	\$0	\$0	\$0	\$3,200

2008-076: Add pool project using unallocated pool funds

Existing

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



Affected County(ies)

- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-75 and Mineral Ave	Curb ramp and B/P crossing improvements	\$200	FASTER Safety Design		\$4,000	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000
SH-95 Intersection Improvements	64th Ave	\$851	SH-2 Traffic Signal Upgrades		\$440	US-85 @ Dartmouth	Hampden to Florida SUR	\$1,800
SH-121/72nd Ave	Right turn accel lanes	\$981	I-70-A Pecos	Roundabout Improvements	\$700	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Wadsworth	Right Turn Lane Extensions	\$1,621	VMS for I-25 south of Denver	VMS Installation	\$500
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	US-85	I-76 to 168th	\$1,443	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000
Cable Median Barrier	104th to 168th Ave	\$2,000	I-70 between MP 252 & 255	Median Barrier	\$2,000	Aurora Signal Package	I-70 at Tower	\$100
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH-287 @ Midway	Traffic Signal Replacement	\$500	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St	Traffic Signal Replacements	\$1,000			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$21,950	\$21,416	\$22,500	\$22,200		
Local		\$0	\$0	\$0	\$0		
Total	\$23,148	\$21,950	\$21,416	\$22,500	\$22,200	\$0	\$111,214

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	FASTER Safety Design		\$4,000	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 48th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000
SH-95 Intersection Improvements	64th Ave	\$851	SH-2 Traffic Signal Upgrades		\$440	US-85 @ Dartmouth	Hampden to Florida SUR	\$1,600
SH-121/72nd Ave	Right turn accel lanes	\$961	I-70-A Pecos	Roundabout Improvements	\$700	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	Wadsworth	Right Turn Lane Extensions	\$1,621	VMS for I-25 south of Denver	VMS Installation	\$500
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	US-85	I-76 to 168th	\$1,443	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000
Cable Median Barrier	104th to 168th Ave	\$2,000	I-70 between MP 252 & 255	Median Barrier	\$2,000	Aurora Signal Package	I-70 at Tower	\$100
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH-287 @ Midway	Traffic Signal Replacement	\$500	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St	Traffic Signal Replacements	\$1,000	Ramp Metering	I-76	\$1,500

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$21,950	\$21,416	\$22,500	\$22,200		
Local		\$0	\$0	\$0	\$0		
Total	\$23,148	\$21,950	\$21,416	\$22,500	\$22,200	\$0	\$111,214

2012-064: Add funding for additional advertising purposes using funds returned from a previous Way to Go contract

Existing

Title: **Regional TDM Program: Way to Go**

Project Type: **Congestion Management**

TIP-ID: **2012-064**

STIP-ID: **SST6803.069**

Open to Public:

Sponsor: **DRCOG**

Project Scope

DRCOG will partner with transportation management agencies in the region to cooperatively carry out a comprehensive and coordinated program to mitigate traffic congestion and poor air quality through reducing travel demand. As part of The Program, DRCOG will offer:

- (a) Web-accessible CarPool matching programs for individuals and employers
- (b) SchoolPool programs with web-accessible matching software
- (c) Vanpool Services with web-accessible matching software
- (d) Telework programs
- (e) Regional Bike to Work Day Coordination
- (f) Guaranteed Ride Home programs
- (g) Support, Assistance, Materials, and Collateral for DRCOG services
- (h) Regional TDM web-page, portal, and web-applications supportive of The Program
- (i) Regional TDM services telephone numbers
- (j) Customer service staff for written, telephone, or email referrals, inquiries or issues
- (k) Developing and maintaining a marketing program to efficiently and effectively meet Program goals
- (l) Conducting surveys to determine the benefits of The Program
- (m) Reporting Program outcomes
- (n) Business Outreach
- (o) Maintaining an employer outreach database for shared use
- (p) Providing training and facilitating professional development opportunities



Affected County(ies)

Regional

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$3,600	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$226	\$0	\$0	\$0		
Total	\$3,826	\$3,826	\$0	\$0	\$0	\$0	\$7,652

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$3,844	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$100	\$0	\$0	\$0		
Total	\$3,826	\$3,944	\$0	\$0	\$0	\$0	\$7,770

2016-078: Add funding for ROW acquisition

Existing

Title: **US-85 Corridor Improvements: I-76 to 124th Ave**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2016-078**

STIP-ID:

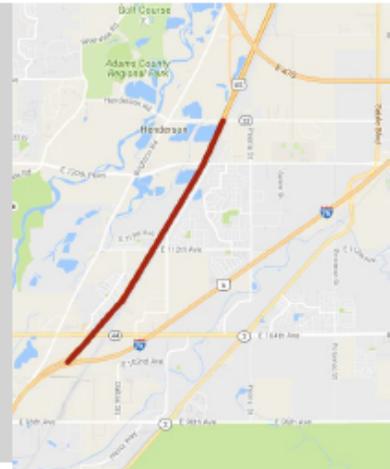
Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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

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



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

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (TCC)		\$4,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$11,000	\$4,000	\$0	\$0	\$0	\$0	\$15,000

Revised

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