

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

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, APRIL 17, 2019
6:30 – 9:55 p.m.
1001 17TH STREET
ASPEN-BIRCH CONFERENCE ROOM

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. Move to Approve Agenda

PUBLIC HEARING

5. 6:35 Public Hearing on amendments to the Metro Vision Plan and the Metro Vision Regional Transportation Plan
(Attachment A)
6. 6:45 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. 7:05 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. 7:25 Move to Approve Consent Agenda
- Minutes of March 20, 2019
(Attachment B)
 - Adopt a resolution amending the 2018-2021 Transportation Improvement Program (TIP)
(Attachment C) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
 - Approve eligibility requirements, criteria, and process for conducting the Human Service Transportation set-aside in the FY 2020-2023 Transportation Improvement Program (TIP)
(Attachment D) Matthew Helfant, Senior Transportation Planner, Transportation Planning & Operations

ACTION ITEMS

10. 7:30 Discussion of State Legislative Issues
- A. Bills on Which Positions Have Previously Been Taken
(Attachment E) Presentation by Rich Mauro, Senior Policy and Legislative Analyst
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 F) 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

11. 7:45 Presentation of 2020-2023 Transportation Improvement Program (TIP) Subregional Share funding allocations
(Attachment G) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
12. 9:45 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 – Bob Roth
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

13. DRCOG Scorecard report for one strategic objective and one associated performance measure
(Attachment H) Jerry Stigall, Director of Organizational Development

ADMINISTRATIVE ITEMS

14. **Next Meeting – May 15, 2019**
15. Other Matters by Members
16. 9:55 Adjourn

SPECIAL DATES TO NOTE

Board Orientation April 25, 2019

DRCOG Awards Celebration <<TBD>>

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

CALENDAR OF FUTURE MEETINGS

April 2019

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

May 2019

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

June 2019

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

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

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 17, 2019	Public Hearing	5

SUBJECT

Public hearing on proposed amendments to the Metro Vision Plan, and to the 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) and associated air quality conformity determination documents.

PROPOSED ACTION/RECOMMENDATIONS

No action at this time; this is a public hearing. The Board will act on the proposed documents at a future meeting.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG adopted the [Metro Vision Plan](#) in January 2017 and the [2040 MVRTP](#) in April 2017. With a focus on implementing both plans, DRCOG routinely offers an opportunity for stakeholders, project sponsors, and staff to amend both plans as needed. DRCOG issued a call for proposed amendments in October 2018 and received amendment requests for both plans. The proposed amendments are the subject of the April 17th [public hearing](#) and include the following documents:

- [Summary of proposed Metro Vision amendments](#)
- [Summary of proposed 2018 amendments to the 2040 MVRTP](#)
- [2040 MVRTP public hearing draft \(April 2019\)](#)
- [Denver southern subarea 8-hour ozone conformity determination](#)
- [Draft CO and PM10 conformity determination](#)
- [Updated information on emission results \(April 8, 2019 memo\)](#)

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

PREVIOUS DISCUSSIONS/ACTIONS

[February 20, 2019](#) – Approval of amended 2040 MVRTP fiscally constrained roadway capacity and rapid transit networks to model for air quality conformity.

PROPOSED MOTION

N/A

ATTACHMENTS

Staff presentation

ADDITIONAL INFORMATION

For additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; Derrick Webb (Metro Vision Plan), Planner, Regional Planning and Development, at 303-480-6728 or dwebb@drcog.org; or Jacob Riger (2040 MVRTP), Long Range Transportation Planning Manager, at 303-480-6751 or jriger@drcog.org.



Presented by:
**Derrick Webb &
Jacob Riger**

April 17, 2016

Amendments to:

Metro Vision Plan

2040 Metro Vision Regional Transportation Plan

Air quality conformity

Public Hearing Presentation

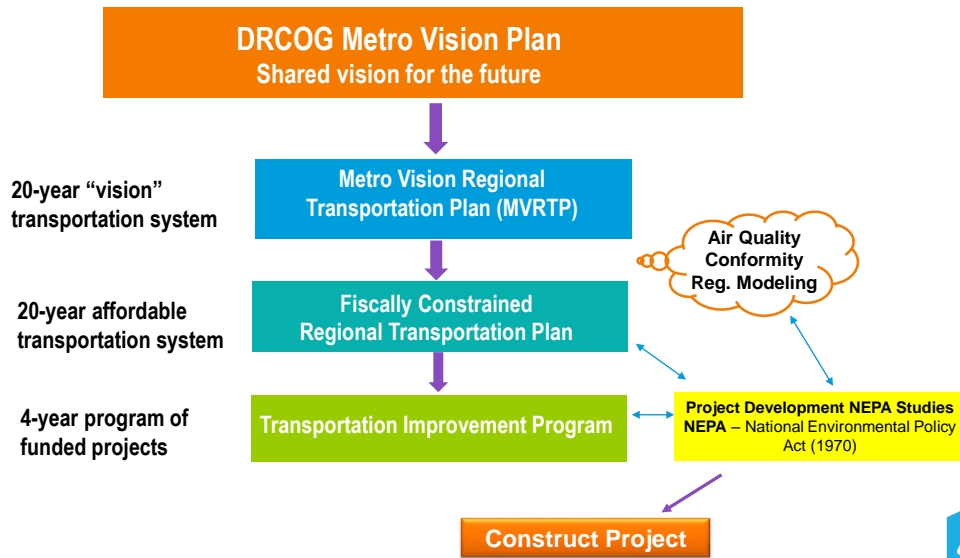


Public Hearing Documents

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



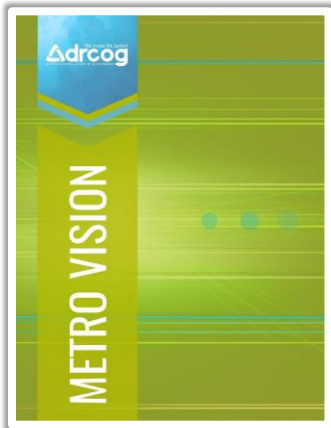
Metro Vision Plan and 2040 MVRTP Overview



METRO VISION PLAN PROPOSED AMENDMENTS



Metro Vision Plan Background



- Unanimously adopted by the DRCOG Board of Directors January 18, 2017
- Last revision: April 2018
 - Staff-initiated performance measure updates
 - Sponsor-initiated urban center amendments
- Previous versions of Metro Vision date back to 1997
- Longstanding Metro Vision principle: DRCOG Board makes minor revisions to the plan annually and major updates as needed



Staff-initiated Metro Vision Amendments – Performance Measures

Protected Open Space

Current	{	Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
		Protected open space	1,841 square miles (2014)	2,100 square miles
Proposed	{	Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
		Protected open space	<u>1,724</u> square miles (2014)	<u>1,980</u> square miles





Staff-initiated Metro Vision Amendments – Performance Measures

Housing in High-Risk Hazard Areas

Current

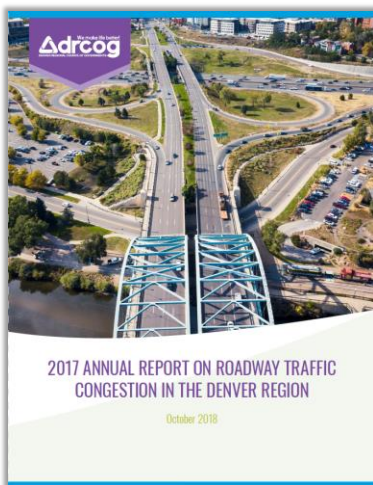
Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Share of the region's housing and employment in high-risk hazard areas	Housing: 1.2 percent (2014)	Less than 1.0 percent
	Employment: 2.9 percent (2014)	Less than 2.5 percent

Proposed

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Share of the region's housing and employment in high-risk hazard areas	Housing: <u>1.1</u> percent (2014)	Less than <u>0.9</u> percent
	Employment: 2.9 percent (2014)	Less than 2.5 percent



Staff-initiated Metro Vision Amendments – Performance Measures



- New delay data available
- New method to use delay data now used in annual congestion report





Staff-initiated Metro Vision Amendments – Performance Measures

Daily Person Delay

Current

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Daily person delay per capita	6 minutes (2014)	Less than 10 minutes

Proposed

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Daily person delay per capita	6 minutes (<u>2017</u>)	Less than <u>9</u> minutes



Sponsor-initiated Metro Vision Amendments

Urban Centers*

Boundary amendment proposals

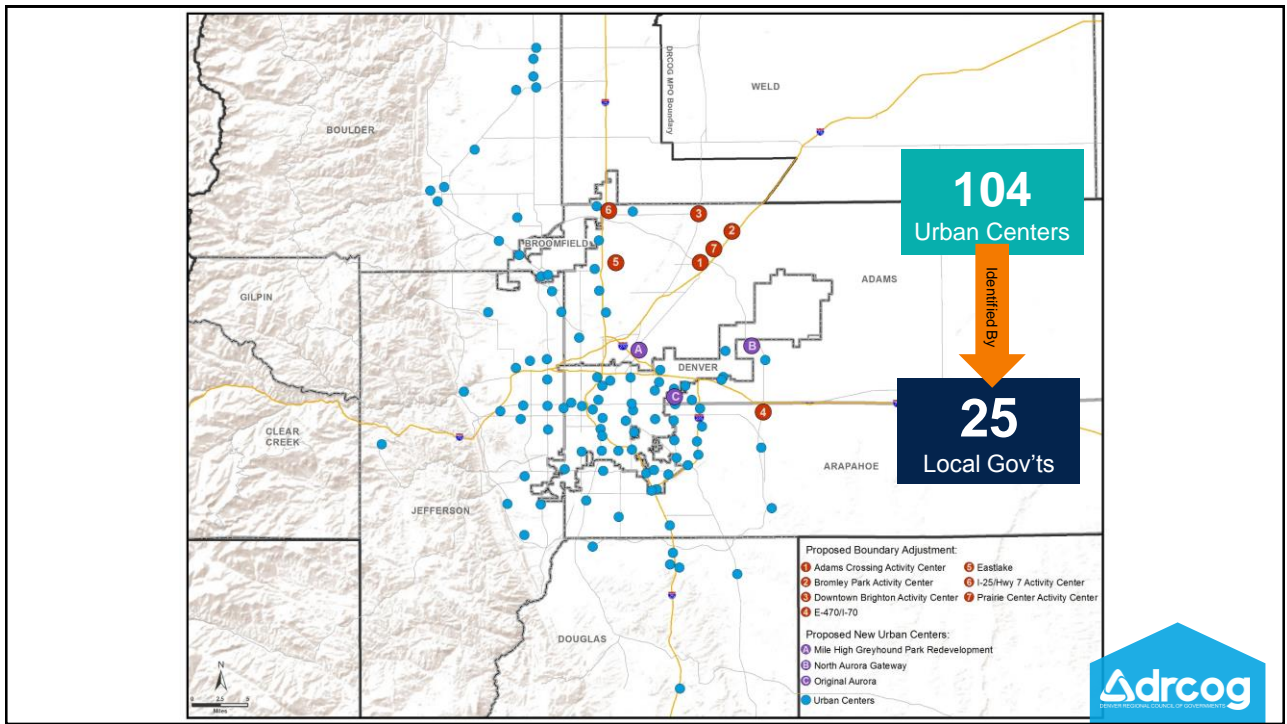
- City of Aurora – E470/I-70
- City of Brighton – Adams Crossing
- City of Brighton – Bromley Park
- City of Brighton – Downtown Brighton
- City of Brighton – Prairie Center
- City of Thornton – Eastlake
- City of Thornton – I-25/Hwy7 Activity Center

New Urban Center proposals

- City of Aurora – North Aurora Gateway
- City of Aurora – Original Aurora
- City of Commerce City – Mile High Greyhound Park

* Urban Center amendments are reviewed by DRCOG staff and an external evaluation panel





Preliminary recommendations in public review summary*

Sponsor	Urban Center	New Center or Boundary Adjustment	Panel Recommendation	DRCOG Staff Recommendation
Aurora	E470/I-70	Adjustment	Include	Include
Aurora	North Aurora Gateway	New	Not at this time	Not at this time
Aurora	Original Aurora	New	Not at this time	Not at this time
Brighton	Adams Crossing	Adjustment	Not at this time	Not at this time
Brighton	Bromley Park	Adjustment	Not at this time	Not at this time
Brighton	Downtown Brighton	Adjustment	Include	Include
Brighton	Prairie Center	Adjustment	Not at this time	Not at this time
Commerce City	Mile High Greyhound Park	New	Include	Include
Thornton	Eastlake	Adjustment	Include	Include
Thornton	I-25/Hwy7 Activity Center	Adjustment	Include	Include

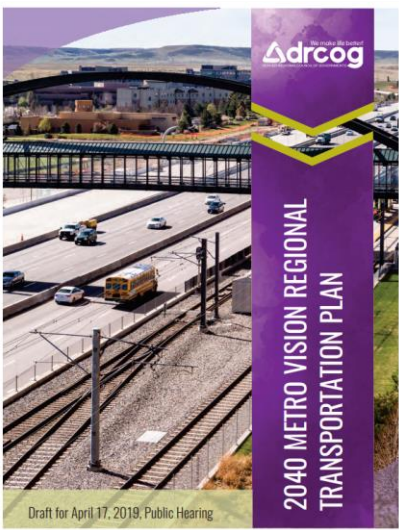
* Final recommendations will consider input received during the public review period, including this hearing



2040 MVRTP PROPOSED AMENDMENTS



2040 Metro Vision Regional Transportation Plan Overview



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





Requested Project Amendments

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



Requested Project Amendments (cont'd)

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

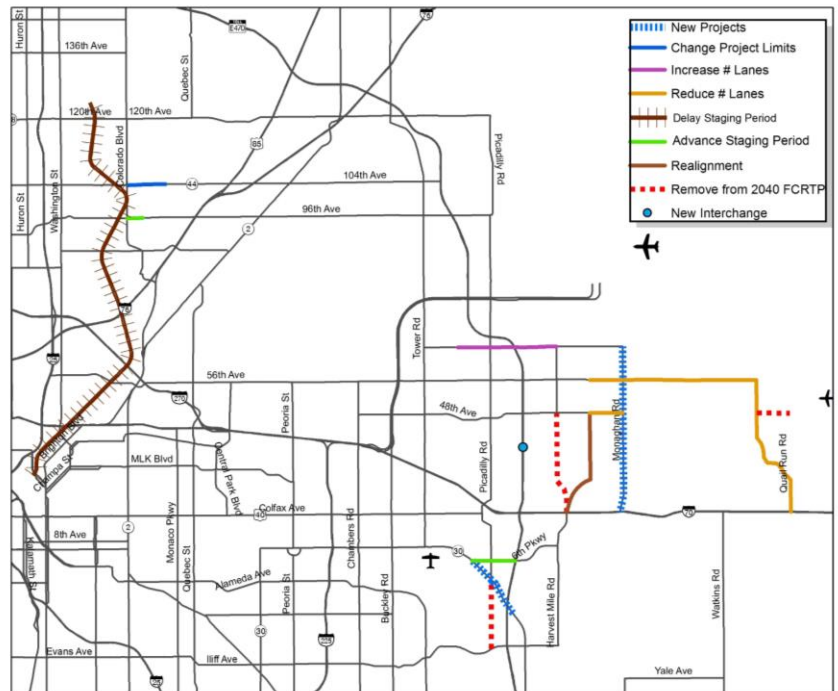




Requested Project Amendment Locations

3 Types of Amendments

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



Public Input

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

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

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

bit.ly/MVRTP

drcog
We make life better!
DENVER REGIONAL COUNCIL OF GOVERNMENTS



Air Quality Conformity

- Applies to Fiscally Constrained Regional Transportation Plan (component of overall 2040 MVRTP)
- Must address ozone, carbon monoxide, and PM-10 (particulate matter) pollutants
- Proposed amendments included in regional travel model transportation networks
- Air quality conformity is regional (entire MVRTP), not based on individual projects
- Amended 2040 MVRTP passed pollutant emission tests for regional air quality conformity



Ozone Emission Results and Update

		2017SIP Budgets	2020 Emissions	2030 Emissions	2040 Emissions	Pass/Fail
Draft Public Hearing Values	Volatile Organic Compounds (VOC)	47	43	29	22	Pass all tests
	Oxides of Nitrogen (NOx)	61	48	25	17	Pass all tests

		2017SIP Budgets	2020 Emissions	2030 Emissions	2040 Emissions	Pass/Fail
Corrected Values for Final Document	Volatile Organic Compounds (VOC)	47	43	29	22	Pass all tests
	Oxides of Nitrogen (NOx)	61	48	26	18	Pass all tests



The slide features a blurred background with light blue and green tones. A prominent blue arrow graphic points to the right, spanning across the middle of the slide. The text "THANK YOU!" is written in white, uppercase letters inside the blue arrow.

THANK YOU!

ATTACH B

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, MARCH 20, 2019

Members/Alternates Present

Bob Fifer, Chair	City of Arvada
Steve O'Dorisio (Alternate)	Adams County
Bill Holen (Alternate)	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Randy Wheelock	Clear Creek County
Nicholas Williams	City and County of Denver
Bob Roth	City of Aurora
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Lynn Baca	City of Brighton
George Teal	Town of Castle Rock
Tammy Maurer	City of Centennial
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Bill Gippe	Town of Erie
Daniel Dick	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Jim Dale	City of Golden
George Lantz (Alternate)	City of Greenwood Village
Stephanie Walton	City of Lafayette
Jacob LaBure (Alternate)	City of Lakewood
Karina Elrod	City of Littleton
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Barney Dreistadt (Alternate)	Town of Lyons
Joyce Palaszewski	Town of Mead
Paul Sutton	Town of Morrison
Julie Duran Mullica	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Sandie Hammerly	Town of Superior
Jessica Sandgren	City of Thornton
Jon Voelz (Alternate)	City of Westminster
Bud Starker	City of Wheat Ridge
Adam Zarrin	Governor's Office
Bill Van Meter	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Connie Garcia, Executive Assistant, DRCOG; Bryan Weimer, Michelle Halstead, Arapahoe County; Burt Knight, Arvada; Mac Callison, Aurora; Kim Groom, Broomfield; Jason Gray, Castle Rock; Jamie Hartig, Douglas

County; Kent Moorman, Thornton; Rebecca White, Danny Herrmann, CDOT; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell; Randle Loeb, People's Advocacy Council; Dawanta Parks, CU Denver; and DRCOG staff.

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

The Chair noted new members and alternates: Dennis Maloney, new alternate for the City of Louisville, and Dave Black, new alternate for the City of Sheridan.

Move to approve agenda

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

Public Hearing

A public hearing was held on the Public Engagement Plan. Lisa Houde, DRCOG staff, provided a brief overview of the draft plan. Comment was received from Randle Loeb, a resident of Denver. He commented he doesn't feel the plan does enough to solicit input from people of all backgrounds. Director Jones asked if staff had a response to the comment. Ms. Houde replied the plan outlines how under-represented populations will be engaged throughout the process for each project, with an annual assessment of each process. Steve Erickson asked Mr. Loeb to meet with him to discuss additional ways to reach under-represented populations.

Report of the Chair

- Director Baca was presented with an award for five years of service on the Board.
- Director Fifer reported the Regional Transportation Committee met and discussed amendments to the 2018-2021 TIP, Mobility Choice Blueprint, and TIP set-asides.
- Director Stolzmann noted the Performance and Engagement Committee did not meet.
- Director Shaw reported the Finance and Budget Committee met and approved use of electronic signatures, a maintenance contract for the Network of Care website, and elected a vice chair. Investment of funds were also discussed.
- Director Fifer announced a public hearing for proposed amendments to the *Metro Vision Plan* and the *Metro Vision 2040 Regional Transportation Plan* and associated air quality determinations.

Report of the Executive Director

- Executive Director Rex noted the April Board Work Session and Performance and Engagement Committee meetings are cancelled.
- Mr. Rex reminded directors the awards celebration is April 10.
- A Board Orientation is scheduled for Thursday, April 25 at 4 p.m.
- The Denver Region Aerial Photography Project for 2018 is finished. Mr. Rex thanked those who participated in the project.
- April 1 is National Census Day. DRCOG is hosting a webinar on April 8 regarding the importance of the census.

- DRCOG has renewed the GrantFinder license for the coming year. Fifty seats are available for member's complimentary use.
- The Spring Citizen's Academy is scheduled to begin April 4. Sixty-two applications were received.
- DRCOG is continuing its relationship with Urban Land Institute to cover some expenses for the Technical Advisory Program.
- Mr. Rex noted he presented an overview of DRCOG at Erie, Gilpin County, and Central City.
- Elise Jones has been appointed to the State Air Quality Control Commission.
- Douglas County has claimed the top spot for Healthiest County. Five other counties in Colorado were among the top 10.
- Mr. Rex introduced DRCOG's new HR Director, Randy Arnold.

Public comment

Randle Loeb, citizen, provided comment on living with equity. He noted \$1 billion should be appropriated each year for funding of affordable housing and to create opportunities for everyone to live with dignity.

Community Spotlight

Steve O'Dorisio, Adams County Commissioner, provided an overview of programs and activities in Adams County.

Bill Holen, Arapahoe County Commissioner, provided information on what's happening in Arapahoe County

The next two communities up for presentations at the May Board of Director's meeting will be the City of Aurora and the Town of Bennett.

Move to approve consent agenda

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

Items on the consent agenda included:

- Minutes of the February 20, 2019 meeting

Discussion of appointment of a member and alternate to the State Transportation Advisory Committee and the E-470 Authority Board

Directors Jones and Partridge expressed interest in continuing to serve on the State Transportation Advisory Committee. Director Roth expressed interest in continuing to serve on the E-470 Authority Board. Director Teal expressed interest in serving on the E-470 Authority Board.

Director Stolzmann **moved** to appoint Directors Jones and Partridge as member and alternate, respectively, to represent DRCOG on the State Transportation Advisory Committee, and Directors Roth and Teal as member and alternate,

respectively, to represent DRCOG on the E470 Authority Board. The motion was **seconded** and **passed** unanimously.

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

Doug Rex noted this is an annual call for interest in serving on the subject committees. The Nominating Committee will meet in April and recommend appointees for new two-year terms on the Performance and Engagement and Finance and Budget committees. Interest is also being solicited for members and alternates to participate on the Regional Transportation Committee. Two members and a minimum of four alternates will be selected.

Director Stolzmann **moved** to open solicitation of interest for serving on the Performance and Engagement, Finance and Budget, and Regional Transportation committees. The motion was **seconded** and **passed** unanimously.

Discussion of policy amendments to the 2018-2021 Transportation Improvement Program

Ron Papsdorf, Transportation Planning & Operations Director, provided an overview of the proposed amendments.

Director Teal **moved** to approve amendments to the *2018-2021 Transportation Improvement Program* as proposed. The motion was **seconded** and **passed** unanimously.

Discussion of State Legislative Issues

DRCOG's contract lobbyists, Jennifer Cassell and Ed Bowditch, provided an update on the status of the state budget and House bills 1257 and 1258. Rich Mauro provided an update on replacing the Homestead Tax Exemption in favor of a means-tested program. Members received an update on bills previously acted on and discussed those introduced since the last Board meeting.

SB 19-172 – related to protection from unlawful abandonment and confinement. The existing adult abuse statute lacks a clear definition of the crimes of unlawful abandonment and unlawful confinement, as distinguished from caretaker neglect, which makes it difficult to prosecute certain cases. Staff recommends a position of support.

Director Jones **moved** a position of support for SB 19-172. The motion was **seconded** and **passed** unanimously.

SB 19-173 – related to establishing a Colorado secure savings plan board to study the feasibility of creating a Colorado secure savings plan. This bill would establish a retirement savings plan Board to provide input to the legislature on creating a state savings plan for private sector workers whose employer does not offer such a plan. The perception is that individuals are more likely to save for retirement if the money is taken directly from their paychecks rather than leaving it up to them to save on their own. Increasing retirement savings creates more independence for older adults and saves tax dollars. Staff recommends a position of support.

Director Jones **moved** a position of support for SB 19-173. The motion was **seconded** and **passed** with 32 in favor and 3 opposed.

SB 19-180 – related to establishing an eviction defense legal fund. The bill creates an eviction legal defense fund to award grants to qualifying nonprofit organizations that provide legal advice, counseling, and representation for, and on behalf of, indigent clients who are experiencing an eviction or are at immediate risk of an eviction. Staff recommends a position of support.

Director Brockett **moved** a position of support for SB 19-180. The motion was **seconded** and **passed** with 26 in favor and 4 opposed.

HB 19-1239 – related to creating a census outreach grant program, to provide grants to local governments and others to support the accurate counting of the population of the state for the 2020 census. Staff recommends a position of support.

Director Shaw **moved** a position of support for HB 19-1239. The motion was **seconded** and **passed** unanimously.

Director Fifer noted he would like to discuss SB 19-144 – related to motorcyclists and malfunctioning traffic signals. The bill would allow a driver of a motorcycle to proceed past a malfunctioning traffic signal.

Director Teter **moved** a position of support for SB 19-144. The motion died for lack of a second.

Director Fifer moved a position of **oppose** for SB 19-144. The motion was **seconded** and **failed** with 13 votes in favor.

Doug Rex provided a brief update on the regional transportation funding options discussed at the last Board meeting. Mr. Rex noted DRCOG's legal counsel has been contacted regarding the options and recommended some language for discussion going forward. The Office of Legislative Legal Services will be asked to prepare some language for review.

Overview of TIP Set-aside programs schedule and process

Jacob Riger, Long-Range Transportation Planning Manager, provided an overview on the TIP set-aside programs, schedule for project calls, and process for selection of projects.

Committee Reports

State Transportation Advisory Committee – Ron Papsdorf reported the STAC elected a new vice-chair and received a presentation from Colorado Department of Public Health and Environment on Low- and Zero-emission vehicle standards.

Metro Mayors Caucus – The Metro Mayor's Caucus did not meet.

Metro Area County Commissioners – The Metro Area County Commissioners did not meet.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the ACA funding subcommittee reviewed and scored funding requests to make a recommendation to the full ACA. The meals on wheels program in the south metro area is looking for a kitchen to prepare meals for distribution.

Regional Air Quality Council – Doug Rex reported the RAQC held a board retreat. The RAQC is interested in preparing a balanced scorecard.

E-470 Authority – No report was provided.

Report on FasTracks – Director Van Meter reported construction on the N Line is progressing.

Next meeting – **April 17, 2019**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 8:42 p.m.

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

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 17, 2019	Consent	9

SUBJECT

2018-2021 Transportation Improvement Program (TIP) amendments.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

[March 25, 2019](#) – TAC recommended approval

[April 16, 2019](#) – RTC will act on a recommendation

SUMMARY

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

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

TIP Amendments

After project returns and challenges finding permissible uses of CMAQ funds, the RAQC has \$166,000 of unspent CMAQ funds from the local projects portion of their Air Quality Improvements Pool (TIPID 2016-002). The RAQC is proposing to repurpose these funds as shown below:

- Transfer \$120,000 to their Ozone State Implementation Plan (SIP) Modeling Study (TIPID 2016-058) to be spent on additional ozone planning, modeling, and control strategy evaluation. Additional funds are necessary due to the likelihood of an unanticipated reclassification of the Denver Metro North Front Range nonattainment area as a Serious nonattainment area for the 2008 ozone standard by January 1, 2020. This will require the associated CMAQ funds be swapped with STP-Metro funds.
- The remaining balance of \$46,000 will stay within the same Air Quality Improvements Pool but reallocated to the Advance Fleet Technology portion of the project.

➤ **2016-002 Air Quality Improvements Pool**

Transfer out \$120,000 and reclassify \$46,000 of local project savings

➤ **2016-058 Ozone State Implementation Plan (SIP) Modeling Study**

Add \$120,000 for additional planning and modeling due to nonattainment reclassification

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

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

ATTACHMENTS

1. Proposed TIP amendments
2. Draft resolution

ADDITIONAL INFORMATION

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

2016-002: Project realized \$166,000 in local project savings and returns. Transfer \$120,000 to TIPID 2016-059 for additional ozone planning and modeling (and switch funding to STP-Metro) and increase Advance Fleet Technology by \$46,000

Existing

Title: **Air Quality Improvements Pool**

TIP-ID: **2016-002**

STIP-ID:

Open to Public:

Project Type: **Air Quality Improvement Projects**

Sponsor: **R A Q C**

Project Scope

Funding for three specialized air quality improvement activities:

- 1 - Conduct a Call for Projects for local agency air quality projects, as allocated and administered by RAQC
- 2 - Advance Fleet Technology. Implements a large vehicle retrofit, repair, and replacement program targeting older, higher polluting vehicles.
- 3 - Ozone Aware. A public outreach program to increase awareness of ground-level ozone pollution



Amounts in \$1,000s	Affected County(ies)			Project Phases			
	Regional			Year	Phase		
				2018	Initiate Study		
				2019	Initiate Study		
	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,800	\$1,710	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$450	\$450	\$0	\$0		
Local (RTD)		\$0	\$90	\$0	\$0		
Total	\$3,900	\$2,250	\$2,250	\$0	\$0	\$0	\$8,400

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$1,800	\$1,590	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$450	\$450	\$0	\$0		
Local (RTD)		\$0	\$90	\$0	\$0		
Total	\$3,900	\$2,250	\$2,130	\$0	\$0	\$0	\$8,280

2016-058: Add \$120,000 (switched CMAQ to STP-Metro funding), transferred from TIPID 2016-002

Existing

Title: **Ozone State Implementation Plan (SIP) Modeling Study**

Project Type: **Air Quality Improvement Projects**

TIP-ID: **2016-058**

STIP-ID:

Open to Public: **2018**

Sponsor: **R A Q C**

Project Scope

Conduct modeling and strategy analysis to ensure that the region will be able to meet anticipated new standards by the mandated deadlines for tighter standards for ozone.

Affected County(ies)

Regional



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$125	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$31	\$0	\$0		
Total	\$600	\$0	\$156	\$0	\$0	\$0	\$756

Revised

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (STP-M)		\$0	\$245	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$61	\$0	\$0		
Total	\$600	\$0	\$306	\$0	\$0	\$0	\$906

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____ 2019

A RESOLUTION AMENDING THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

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

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

ATTEST:

Douglas W. Rex, Executive Director

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 17, 2019	Consent	9

SUBJECT

Human Services Transportation set-aside in the *FY 2020-2023 Transportation Improvement Program (TIP)*.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the draft eligibility requirements, criteria, and process for conducting the Human Services Transportation FY 2020 set-aside in the *FY 2020-2023 Transportation Improvement Program (TIP)*.

ACTION BY OTHERS

[March 25, 2019](#) – TAC recommended approval

[April 16, 2019](#) – RTC will act on a recommendation

SUMMARY

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

The HST set-aside will provide a dedicated funding source to improve mobility for vulnerable populations, including older adults, low-income individuals, veterans, and individuals with disabilities. This includes addressing identified gaps such as underfunded and underserved trips and vehicle expansion. This set-aside is intended to complement FTA 5310 and Older Americans Act/Older Coloradans Act dollars by funding identified needs that are underfunded or underserved by those sources. It is the intent of this set-aside to be coordinated with these other funding sources to reduce duplication, provide more needed trips, and help maximize the effectiveness of all three funding sources through an integrated and coordinated approach to funding human service transportation.

Accordingly, DRCOG is proposing to conduct a joint project call with CDOT's Division of Transit & Rail encompassing the following two funding sources:

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

As part of this process, CDOT and DRCOG would issue a joint call for applications using a single Notice of Funding Availability (NOFA) (Attachment 1) and a single application process through CDOT's online portal called COTRAMS. Both agencies would jointly evaluate project applications for both funding sources. Project sponsors could apply for one or both funding sources and will be encouraged to apply for projects that integrate and coordinate both funding sources to achieve better outcomes in meeting the mobility needs of vulnerable populations than could be achieved separately.

DRCOG and CDOT are proposing to fund the HST set-aside with state Funding Advancements for Surface Transportation (FASTER) transit funds as these funds are the most flexible in terms of project eligibility, ability to match federal funds, and the geographic area in which they can be spent. This arrangement would make it easier for subrecipients to access more federal funding by reducing federal local match requirements since subrecipients receiving both FTA 5310 and HST funds would be able to apply HST dollars toward the local match for FTA 5310.

Since each agency has different project funding selection approval processes, projects will be approved by each agency based on the funding source involved (DRCOG or CDOT). Projects to be funded with both agencies' funding will need to be approved by both agencies.

Attachment 1 addresses applicant and project eligibility, project evaluation, and other information associated with DRCOG's HST set-aside in addition to FTA 5310 since a single document will be used for the joint call. Criteria specific to the HST set-aside are highlighted in yellow. Note that many criteria in the document pertain to both funding sources. Awards from both funding sources would be made for the 2020 calendar year.

PREVIOUS DISCUSSIONS/ACTIONS

[March 20, 2019](#) - Board

PROPOSED MOTION

Move to approve eligibility requirements, criteria, and process for conducting the Human Service Transportation set-aside in the *FY 2020-2023 Transportation Improvement Program* (TIP).

ATTACHMENT

1. Draft *FY 2020 Notice of Funding Availability for Joint CDOT/DRCOG Call for Projects* (yellow-highlighted)

ADDITIONAL INFORMATION

If you need additional information please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Matthew Helfant, Senior Transportation Planner, at 303-480-6731 or mhelfant@drcog.org.

Notice of 2020 Funding Availability

CDOT/DRCOG Consolidated Call for Projects

Federal Transit Administration 5310 and

DRCOG 2020-2023 Transportation Improvement Program Set

Aside Funds

April 2019

PART 1 **Introduction**

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

For 2020, CDOT has over \$2.1 million available in Federal Section 5310 [Denver-Aurora](#) funds and DRCOG has \$1 million in 2020-2023 Transportation Improvement Program, Human Service Transportation (HST) set-aside funds available for transit projects within the [DRCOG MPO boundaries](#). DRCOG's HST Set Aside funds have been "swapped" for FASTER funds and maintain the eligibility criteria for FASTER funds (referred to herein as HST-FASTER Set Aside funds). Funds may be used for transit projects defined as Capital, Operating, and Mobility Management by the Federal Transit Administration (FTA) (see Part 6 for listing).

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

Applications are due to CDOT by **5:00 p.m. on Friday, April 26, 2019. Applications submitted after this deadline will not be accepted.**

Applications will be submitted through COTRAMS. Please note that it appears that there are usually fewer error messages when an applicant uses Google Chrome as their web browser. We recommend that you use Chrome when submitting your application.

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

PART 2 **Funding**

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

Funding Program	Estimated Amount Available
<i>CDOT FTA Section 5310: Seniors and Individuals with Disabilities</i> Large Urban 5310 (Denver)	\$2,183,530
<i>DRCOG HST-FASTER Set Aside Funds</i>	<i>\$1,000,000</i>
<i>Total</i>	<i>\$3,183,530</i>

PART 3 **Local Match**

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

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

DRCOG's HST-FASTER Set-Aside may be used as local match for FTA-5310 projects. Applicants must provide local match to the FASTER grant.

For proposed projects [inside the DRCOG MPO boundaries, but outside the Denver-Aurora Urbanized Area boundaries](#), applicants submitting for CDOT's *Small Urban FTA 5310* call opening March 2019 may use HST-FASTER Set-Aside funding as local match for FTA 5310 as long as applicants apply for HST-FASTER Set-Aside funding in this call also. Since both FTA 5310 calls will be conducted close together, funding decisions can be made holistically by considering both proposals together.

HST FASTER Set-Aside funds may be used as match for OAA-funded projects, and OAA funds may be used as match for FTA 5310-funded projects. However, local match (HST-FASTER or OAA) may only be used once. For example, the same OAA funds may not be used as local match for both a 5310 grant application and a HST-FASTER Set Aside grant application. Local entities may choose to overmatch, meaning their portion of the total project budget may exceed 50% for operating and 20% for capital or mobility management projects.

In-kind goods and services may be used for up to 50% of the local share. If in-kind goods and services are being used for local match, they must have direct relevance to the project being matched and were contributed from the third party. For example, volunteer driver hours may be used as part of the local match under 5310 operating if the volunteer drivers are providing service to seniors and persons with disabilities.

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

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

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

PART 4 **Application Process**

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

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

If you are **not** a current subrecipient, you are required to first complete **a new applicant questionnaire** prior to submitting an application. This questionnaire is intended to determine eligibility prior to submitting an application, as well as the agency's ability to meet DTR's threshold criteria for the grants. This questionnaire will also inform potential applicants of the requirements of this funding and indicate which funding programs might be the most appropriate. DTR and/or DRCOG may also arrange a phone call and possibly an on-site visit so that questions can be answered to make the application process more clear. If it is determined you are eligible and meet threshold criteria, you will be given a COTRAMS ID and user name so that you can apply in COTRAMS; you'll also be given COTRAMS training. Please contact Audrey Dakan (audrey.dakan@state.co.us) as soon as possible to obtain the questionnaire, since these steps take time.

For Capital Projects:

CDOT and DRCOG offer two online Capital applications through COTRAMS:

1. **Revenue Vehicles** grant requests; and
2. **Other Capital Projects** grant requests (which includes non-revenue vehicles such as service vehicles).

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

- A. Revenue Vehicles
 - 1) Vehicle replacements
 - 2) Expansion vehicles
- B. Other Capital Projects
 - 1) Facilities, equipment, engineering and environmental studies, vehicle rebuilds, and service vehicles and other

One Revenue Vehicle and one Other Capital Project application will be released to each current COTRAMS agency. If an applicant plans to submit requests for multiple revenue vehicle replacement projects, the applicant may bundle those replacement projects into one single application; requests for multiple replacement and expansion projects, though, must be submitted in two separate applications--one for replacements and one for expansions. **In order to submit multiple applications, you will need to request additional application(s) from Audrey Dakan (audrey.dakan@state.co.us).**

For Operating Projects:

CDOT and DRCOG offer three online Operating applications through COTRAMS:

1. **FTA 5310 - large urban operating for specialized transportation** – this funding is for agencies who operate specialized transit service (seniors and persons with disabilities,);
2. **FTA 5310 – large urban purchased transit services for specialized transportation** – this funding is for agencies who contract out all of their operating service.
3. **HST-FASTER Set Aside - Operating projects within the DRCOG MPO boundaries** - this funding is for agencies who operate or contract operations for transit service that focuses on vulnerable populations (seniors, persons with disabilities, veterans, low income, and other vulnerable populations).

For Mobility Management Projects:

There is one online Mobility Management application offered through COTRAMS.

PART 5 Applicant Eligibility

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

Federal Section 5310 funds:

Applicant eligibility for the FTA program is similar to that of state funds, but is limited based on each particular program.

Private nonprofit organizations are eligible applicants for most projects funded through the Section 5310 program, though public entities are eligible if (a) the public entity has been named by the State (CDOT) as the coordinating body for specialized transportation in their area; or (b) the public entity certifies there is no available private nonprofit agency providing service. For some projects, eligible applicants also include a local government authority or an operator of public transportation.

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

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

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

HST-FASTER Set Aside funds:

Applicants must meet the following criteria:

Operate open door demand response or fixed route service within the [DRCOG MPO boundaries](#).

The proposed project must be derived from the DRCOG Coordinated Transit Plan (Appendix 6 of the [DRCOG 2040 Metro Vision Regional Transportation Plan](#) and the [DRCOG AAA Four Year Plan](#) or the most recent aging plan from the Boulder County or Weld County Area Agency on Aging.

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

PART 6 Project Eligibility

HST-FASTER Set Aside funds will be prioritized for projects addressing operating assistance and rolling stock, including vehicle replacement and expansion.

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

1. Rolling stock and related activities for Section 5310-funded vehicles and/or vehicles that are used for services funded by Section 5310 or HST-FASTER Set Aside:
 - a. Acquisition of expansion or replacement buses or vans, and related procurement, testing, inspection, and acceptance costs;
 - b. Vehicle rehabilitation or overhaul;
 - c. Radios and communication equipment; and
 - d. Vehicle wheelchair lifts, ramps, and securement devices.
2. Passenger facilities related to Section 5310-funded vehicles:
 - a. Purchase and installation of benches, shelters, and other passenger amenities.
3. Support facilities and equipment for Section 5310-funded vehicles:
 - a. Extended warranties that do not exceed the industry standard;
 - b. Computer hardware and software;
 - c. Transit-related intelligent transportation systems (ITS);
 - d. Dispatch systems; and
 - e. Fare collection systems.

Eligible Mobility Management activities for FTA Section 5310 include:

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

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

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

PART 7 Threshold (Minimum) Criteria

The applicant must have the financial and managerial capability and capacity to manage any funds awarded, as well as demonstrate that it has the resources necessary to operate the project on an ongoing basis. Federal and HST-FASTER Set Aside grants will be awarded on a reimbursement basis; that is, the award recipient must first incur costs before being reimbursed by CDOT or DRCOG, after submitting sufficient documentation of such costs. Therefore, the recipient must have the financial ability and cash flow to incur and pay such costs initially. The applicant must also be willing and able to follow federal and DRCOG guidelines in procurement.

PART 8 Evaluation Criteria

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

Capital Projects will be evaluated using the following metrics:

1. For Replacement of Revenue Vehicles:

Metric 1: The vehicle's State of Good Repair (SGR) - Age, Mileage, Usage, Readiness, including how the vehicle's replacement is projected and prioritized within the agency's or Group Asset Management Plans; higher mileage vehicles will be scored higher than lower mileage units;

Metric 2: Higher scoring will be awarded to applicants that can demonstrate a good state of repair through effective, documented, formal preventive maintenance programs or Transit Asset Management programs, and to those that have and follow a capital replacement plan;

2. For Expansion of Revenue Vehicles:

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

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

3. For Facilities, Design, and Equipment:

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

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

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

Operating and Mobility Management Projects will be evaluated based on:

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

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

2. Service justification - Factors considered include:

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

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

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

PART 9 Selection Methodology

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

PART 10 Application Selection Appeals Process

All applicants will be notified of Joint funding awards, including those not awarded funding. They are provided a list of projects that were selected, as well as, for transparency purposes, comments indicating the primary reasons an application or project may have received an insufficient score. If an application is denied, the grounds therefore will be given to the applicant. Applicants not awarded funding may reapply in the future for project requests that were denied.

An applicant that is aggrieved by a grant determination may file an appeal with the DTR Transit Programming Unit Manager within 30 days of DTR publishing of the awards. The appeal shall state the nature and basis for the appeal. Any repeal related to alleged discrimination will be reviewed by the CDOT Civil Rights and Business Resource Center. A decision on the appeal shall be issued by DTR management within 30 days of the appeal. If the applicant does not accept the

decision, they may request a hearing pursuant to the provisions of Section 24-4-104, C.R.S., as amended, of the State of Colorado Administrative Procedures Act. If a hearing is requested, it will be conducted in accordance with 24-4-105 C.R.S., as amended, before an administrative law judge. The request for a hearing must be made within 60 calendar days after an applicant is notified of the Department's decision. If a subsequent hearing overturns a DTR decision, DTR will take action to modify its decision and awards, which may include revisions to other awards, if necessary, to comply with the ruling.

PART 11 Schedule

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

Phase	Application/Evaluation/Selection Milestone	Due Date
Notice & Application Development	Call for projects officially broadcast by DTR and DRCOG	4/2019
	Pre-application workshop & training for applicants	5/2019
	Applications Due to DTR and DRCOG on COTRAMS	6/2019
Review, Scoring, and Selection	Initial screening (completeness/eligibility) by DTR and DRCOG Applications evaluated by review committee DTR and DRCOG completes scoring and prepares list of recommended projects; final scores and recommendations submitted to DTR Director	8/2019
Award Discussion and Approval	DTR and DRCOG develops list of recommended projects and consults with CASTA regarding the proposed selections DTR Director finalizes awards	9/2019
Budgeting and Programming	TIP / STIP policy amendments CDOT Business Offices set up project budgets Scope of work drafting, negotiations with local agencies initiated by DTR, Regions	10/2019
Grant Agreements	DTR and DRCOG negotiate and finalize grant agreements/IGAs.	12/2019

PART 12 Nondiscrimination

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

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 9, 2019	Action	10A

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

No action requested.

ACTION BY OTHERS

N/A

SUMMARY

The attachment updates the status of all bills previously acted upon by the Board as of April 9.

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 previous 2019 Board meetings.

PROPOSED MOTION

At the discretion of the Board of Directors.

ATTACHMENT

Legislative Status Report – Status of Bills (acted on at previous Board meetings)

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--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB19-172	Protect From Unlawful Abandonment and Confinement - The bill makes it a crime to unlawfully abandon or unlawfully confine an at-risk person. The purposeful desertion of an at-risk person in a manner that endangers the safety of that person constitutes unlawful abandonment. Tying, locking up, caging, chaining, or otherwise unreasonably restricting an at-risk person's freedom of movement constitutes unlawful confinement. The bill reclassifies the at-risk adult crimes that are class 1 misdemeanors into class 6 felonies and makes unlawful abandonment and unlawful confinement class 6 felonies.	Danielson & Ginal/ Singer	Senate Appropriations	Support	FN	The existing adult abuse statute lacks a clear definition of the crimes of unlawful abandonment and unlawful confinement, as distinguished from caretaker neglect, which makes it very difficult to prosecute certain cases. DRCOG was a strong supporter of the original "at-risk adult" statute and DRCOG staff has worked closely with the bill sponsors throughout the drafting of this bill.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

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

* FN = Fiscal Note

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HB 19-1118	Time Period To Cure Lease Violation - Current law requires a landlord to provide a tenant 3 days to cure a violation for unpaid rent or any other condition or covenant of a lease agreement, other than a substantial violation, before the landlord can initiate eviction proceedings based on that unpaid rent or other violation. Current law also requires 3 days' notice prior to a tenancy being terminated for a subsequent violation of a condition or covenant of a lease agreement. The bill requires a landlord to provide a tenant 14 days notice in both cases.	Jackson & Galindo/ A. Williams	Senate Business, Labor, Technology	Support	FN	Current law does not allow sufficient time to remedy a lease violation, such as overdue rent in the case of a financial emergency. This short timeframe also reduces the effectiveness of rental assistance programs and doesn't allow adequate time to find alternative housing. The bill does not change the eviction process when a tenant's behavior endangers the safety or property of the landlord or another tenant, or when a tenant is committing a criminal offense. A tenancy may still be terminated within 3 days any time based on a substantial violation. 29 states give more notice before eviction than Colorado in the case of unpaid rent, and 37 states provide more notice in the case of other lease violations.	DRCOG supports: the principle that renters and homeowners have appropriate protections from discrimination and displacement; policies should emphasize the rights of residents and minimize disparities in treatment under the law; and policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HB 19-1170	Residential Tenants Health And Safety Act - Under current law, a warranty of habitability (warranty) is implied in every rental agreement for a residential premises, and a landlord commits a breach of the warranty if they fail to meet certain provisions in state statute. The bill adds that a breach occurs if the premises is in a condition that is materially dangerous or hazardous to the tenant's life, health, or safety and specifies timelines for remedial action. The bill adds lack of functioning appliances and presence of mold to the existing list of conditions that render a residential premises uninhabitable. The bill also provides conditions under which remedies to protect the tenant's safety and health, including alternative accommodations, withholding of rent, and termination of the lease, are available.	Jackson & Weismann/ A. Williams & Bridges	Conference Committee	Support	FN	Colorado's existing Warranty of Habitability law has a presumption in favor of landlords when it comes to retaliation, a presumption no other state has. The bill eliminates the presumption. Existing law does not provide sufficient remedies to hold landlords accountable when units are uninhabitable. The current statute requires a written notice to report uninhabitable conditions, which is an outdated and cumbersome standard for many renters throughout our state. The bill allows tenants to notify landlords through written and electronic means. It establishes what a "reasonable" timeframe is for repairs. Provide certain rights & remedies to tenants such as the option to withhold a portion of the rent in the event of an uninhabitable dwelling and the option to break a lease if uninhabitable conditions persist.	DRCOG supports: the principle that renters and homeowners have appropriate protections from discrimination and displacement; policies should emphasize the rights of residents and minimize disparities in treatment under the law; and policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2019 SESSION

As of 4-9-19

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<u>HB 19-1239</u>	Census Outreach Grant Program - In the division of local government (division) the bill creates the 2020 census outreach grant program (grant program) in the department of local affairs (department) to provide grants to local governments, intergovernmental agencies, councils of government, housing authorities, school districts, and nonprofit organizations (eligible recipients) to support the accurate counting of the population of the state for the 2020 census. For the 2019-20 fiscal year, the bill directs the general assembly to appropriate \$12 million to the department to award grants to eligible recipients for the purposes of the grant program. In addition, the department may solicit, accept, and expend gifts, grants, or donations from private or public sources for the purposes of the grant program. Councils of government and Area Agencies on Aging would be eligible to receive grants.	Tipper/ Caraveo	Senate Appropriations	Support	<u>FN</u>	The 2020 Census will impact all of us for a whole decade. Colorado's future prosperity depends on an accurate count, as many federal programs rely on census data for their calculations. The 2020 Census will be the basis for over \$13 billion in federal funds allocated to Colorado annually. It will determine if Colorado gets an eighth Congressional district. There are reasons to be concerned that a complete, accurate count cannot be achieved without Colorado providing resources to ensure a complete count. The 2020 Census has been underfunded, under-tested, and behind schedule. The new internet-based application raises additional concerns. An incomplete census means fewer federal dollars for everything from health care to transportation to services for older adults. If Colorado does not have an accurate count, we give our funding to other states. The Colorado Fiscal Institute found 25% of Coloradans are part of "hard-to-count" groups. The bill provides for grants to local communities for outreach and education. DRCOG staff and lobbyists were successful in getting the sponsors to agree to add references to aging and older adults over 60 in as a hard-to-count group.	No specific policy

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
April 17, 2019	Action	10B

SUBJECT

This item concerns adoption of positions on state legislative bills introduced since the last Board meeting.

PROPOSED ACTION/RECOMMENDATIONS

Adopt positions on bills presented.

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.

A matrix of bills of interest introduced after April 9 will be emailed to Board members by Monday, April 15 with staff comments and staff recommended positions (relative to the Board adopted Policy Statement on State Legislative Issues) for review at the meeting per current Board policy.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt positions on state legislative issues.

ATTACHMENT

Legislative Status Report – New Bills (introduced since last Board meeting)

ADDITIONAL INFORMATION

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2019 SESSION

As of 4-9-19

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recomm. Position	*FN	Staff Comments	Legislative Policy
TRANSPORTATION BILLS							
HB 19-1257	Voter Approval To Retain Revenue For Education & Transportation - Beginning with the 2018-19 fiscal year, the bill authorizes the state to annually retain and spend all state revenues in excess of the constitutional limitation on state fiscal year spending that the state would otherwise be required to refund. The bill is a referendum that will be submitted to the voters at the statewide election held on November 5, 2019, and approval of the ballot title at the election constitutes a voter-approved revenue change to the constitutional limitation on state fiscal year spending. If approved, an amount of money equal to the state revenues retained under this measure is designated as part of the general fund exempt account. The General Assembly is required to appropriate or the state treasurer is required to transfer this money to provide funding for: public schools; higher education; and roads, bridges, and transit.	Becker & McCluskie/ Court & Priola	House Appropriations	Support	FN	This ballot question requires a simple majority in both chambers to be placed on the ballot and would be known as "Proposition CC." A simple majority would be required to pass it.	DRCOG supports: Increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. DRCOG supports increased funding for programs and exploration of programs providing services to older adults, persons with disabilities, veterans and their care-givers, especially services that support individuals continuing to live independently in their homes and communities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2019 SESSION

As of 4-9-19

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

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2019 SESSION

As of 4-9-19

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recomm. Position	*FN	Staff Comments	Legislative Policy
<u>HB 19-1309</u>	<p>Mobile Home Park Act Oversight- The bill: provides protections for mobile home owners by: granting counties the power to enact certain ordinances for mobile home parks; extending the time period between the notice of nonpayment of rent and the termination of any tenancy; and extending the time a mobile home owner has to vacate a mobile home park after a court enters an eviction order.</p> <p>Creates the "Mobile Home Park Dispute Resolution and Enforcement Program" authorizing the Division of Housing to: register mobile home parks; collect a registration fee; collect and annually report on data related to disputes and violations of the act; produce and distribute educational materials concerning the act and the program; create and maintain a database of mobile home parks; create and maintain a database to manage the program; and take complaints, conduct investigations, make determinations, impose penalties, and participate in administrative dispute resolutions when there are alleged violations of the act.</p>	Hooton & McCluskie/ Fenberg	House Transportation & Local Government	Support	NA	DRCOG has supported similar bills in past years. The bill is aimed at creating and providing protections for mobile home park residents. It does this by granting counties the power to enact ordinances to enforce the Mobile Home Park Act. Home rule municipalities currently have this authority. It also creates the Mobile Home Park Dispute Resolution and Enforcement Program in the Department of Local Affairs. The program will serve as a place to receive complaints, conduct investigations and host administrative dispute resolutions when there are alleged violations of the mobile home park act.	DRCOG supports: the principle that renters and homeowners, including mobile home owners, have appropriate protections from discrimination and displacement; policies should emphasize the rights of residents and minimize disparities in treatment under the law; and policies, programs and services that preserve existing affordable housing stock, promote access to diverse housing options in diverse geographic locations, and provide consumer protections that enable older adults and persons with disabilities to age in place.

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 17, 2019	Informational Briefing	11

SUBJECT

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

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

N/A

SUMMARY

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

Through the Subregional Share call for projects, a total of 112 projects totaling approximately \$385 million were submitted for approximately \$209 million in available DRCOG-allocated Subregional Share funds from eight subregional forums.

Projects recommended for funding and a ranked order waiting list for each forum can be found in Attachment 1. A representative from each forum will make a short presentation and be available for questions at the April Board meeting. The TAC, RTC, and Board will act in May to place the Subregional Share projects into the draft 2020-2023 TIP.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. 2020-2023 draft Subregional Share recommendations, listed by each county forum
2. Link – [2020-2023 Subregional Share project applications](#)

ADDITIONAL INFORMATION

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

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

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

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

2020-2023 TIP Subregional Share Funding Recommendations

Boulder County Forum - \$15,291,000 Available

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

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

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

2020-2023 TIP Subregional Share Funding Recommendations Denver County Forum - \$50,293,000 Available							
Project Sponsor	Project Name	Subregional Share Funding Request	Total Weighted Score H=3, M=2, L=1	Project Activity	Subregional Share Funding Level	Project Highlights	Waiting List Ranking
Denver	16th St. Mall Rehabilitation	\$10,928,084	2.4	Construction	\$5,928,084	Reconstruct with new granite paver system, install bulb-outs, landscaping, realign transitway and sidewalks. Includes reduced ask of \$5,928,084 and \$5 million from Regional Commitment. <i>Total DRCOG allocation is \$20 million (\$9.072 million Regional Share and \$10.928 million Subregional Share).</i>	
Denver	Transit Speed & Reliability on Federal Blvd.	\$9,100,000	2.4	Construction	\$3,000,000	Denver will utilize treatments to improve transit speed, reliability, and amenities on Federal Blvd. with a toolbox defined within Denver Moves: Transit (2019) and RTD's Transit Priority Study (2018)	
Denver	Broadway Station and I-25 Safety & Access Improvements	\$21,200,000	2.4	Construction	\$17,364,916	Construct and extend Exposition Ave. and Bannock St. west of Broadway St. Add a new parking lot adjacent to Bannock St. Broadway St. and Lincoln St. will be reconstructed from south of Kentucky Ave. to north of Ohio St. <i>Project will be added to the existing TIP project ID 2016-021.</i>	
CDOT	I-25 and Alameda Ave. Operational Improvements: Valley Highway Phase 2.0	\$24,000,000	1.7	Construction	\$24,000,000	Construct a new/widened Alameda Bridge over the S. Platte Rlver, local street improvements to Lipan St. so that an access and signal at S. Platte River Dr. can be removed, pedestrian and bicycle facility improvements on the road, and a grade-separated S. Platte River Greenway path.	
					\$50,293,000		
Denver	Strategic Transportation Plan Update	\$4,000,000	2.4	Study		The scope of the STP is to maximize Denver Capital Improvement Program (CIP) and Bond investments and leverage outside funding sources, identify necessary policy and provide a roadmap for a comprehensive transportation system that prioritizes the movement of people via alternative modes. Analyze data and develop infrastructure networks which recognize the importance of integrating freight and goods movement needs through plans, policies, programs, and projects.	1
Denver	Broadway Station and I-25 Safety & Access Improvements	\$3,755,084	2.4	Construction		Construct and extend Exposition Ave. and Bannock St. west of Broadway St. Add a new parking lot adjacent to Bannock St. Broadway St. and Lincoln St. will be reconstructed from south of Kentucky Ave. to north of Ohio St.	2
Denver	Transit Speed & Reliability	\$6,100,000	2.4	Construction		Denver will utilize treatments to improve transit speed, reliability and amenities on 2 remaining corridors with a toolbox defined within Denver Moves: Transit (2019) and RTD's Transit Priority Study (2018)	3
Denver	N. Broadway Multimodal Improvements: 7th Ave to 16th St.	\$9,182,720	2.2	Construction		Traffic signal reconstruction, intersection corner reconstruction, vertical elements, on-street parking and loading zones, incorporation of transit improvements, pedestrian improvements with increased access to high-capacity transit, and ways to incorporate transportation network companies	4
Denver	South Platte Regional Trail Improvements	\$17,503,948	2.1	Construction		Reconstruct 12' of concrete with a 4' crusher fines side path. The goal of the project is to achieve this standard, or given site conditions, come as close to this standard as possible.	5
Denver	Buchtel Trail Multimodal Network Improvements	\$12,837,520	2.2	Construction		Construct a cycle track and pedestrian crossing improvements from University to Colorado; roadway intersection improvements at University/Buchtel, Colorado/Buchtel, Colorado/Evans, and University/Evans	6
Denver	Peoria St. Multi-Modal Improvements: 37th Ave. to 56th Ave.	\$6,588,900	2.1	Construction		Intersection crosswalk improvements, new sidewalks, new multi-use path, and pedestrian access improvements to the Light Rail Station.	7
Denver	Alameda Ave. Multimodal Improvments: Santa Fe Dr to Cherokee St.	\$7,600,000	1.9	Preconstruction		Completion of construction drawings to 100%; includes plans, specifications, final construction cost estimates, phasing, and review process timeline. Impact studies to identify potential hazards and design constraints that may potentially affect proposed construction activities and operations will also be conducted.	8
Denver	Park Ave. West Viaduct Rehab Phase 3: Wazee to I-25	\$9,600,000	1.8	Construction		Constructs expansion joints, deck repair, asphalt overlay, painting, and substructure	9
Denver	Sand Creek Regional Trail Improvements	\$7,076,800	2.1	Construction		Construct regional trail, with ROW and NEPA, to include realigning the trail, earth work, flood plain work, retaining walls, slope mitigation, landscaping and re-vegetation, concrete and asphalt paving, bridge work, concrete work, signs and markings, railings, site furnishings, re-vegetation and other appurtenances as necessary.	10
Evergreen Park & Recreation District	Evergreen Lake Trail Improvements	\$200,000	1.8	Construction		Improve an existing trail by constructing a connected, multimodal trail linkage on the north side of Evergreen Lake with an upper and lower track.	11
	Total Requested \$139,817,972						

2020-2023 TIP Subregional Share Funding Recommendations

Douglas County Forum - \$22,855,000 Available

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

2020-2023 TIP Subregional Share Funding Recommendations

Jefferson County Forum - \$32,924,000 Available

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

2020-2023 TIP Subregional Share Funding Recommendations

SW Weld County Forum - \$6,055,000 Available

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

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 17, 2019	Informational Item	13

SUBJECT

Area Agency on Aging scorecard report for one strategic objective and one associated performance measure.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

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

This report highlights a AAA scorecard objective, *Increase Services to At-Risk Populations*, and an associated measure, *Wait list – Community Transition Services*. AAA staff saw a backlog of clients waiting for services and took direct action to reduce and/or eliminate the backlog. The logic of focusing on reducing wait lists is directly associated with *Increasing Services to At-Risk Populations*. If clients are on wait lists, they are not getting access to needed services in a timely manner. This example is at the heart of strategy management in that, a problem was detected, and a remedy put in place to drastically reduce the number of clients waiting for services. The line graph included in this item shows the result of that effort.

PREVIOUS DISCUSSIONS/ACTIONS

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

PROPOSED MOTION

N/A

ATTACHMENT

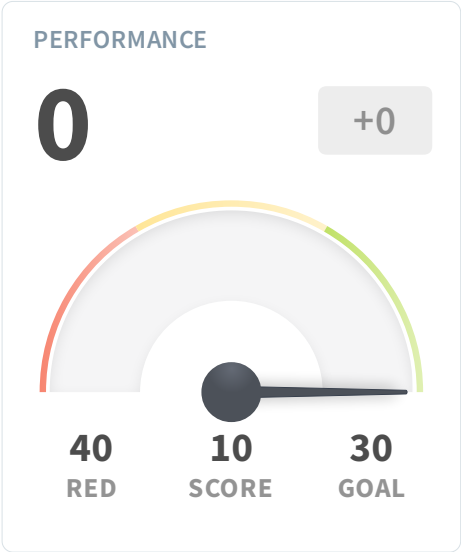
Scorecard report on Increase Services to At-Risk Populations – CTS Wait List measure.

ADDITIONAL INFORMATION

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

Waitlist - Community Transition Services

March 2019



Description

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

Details

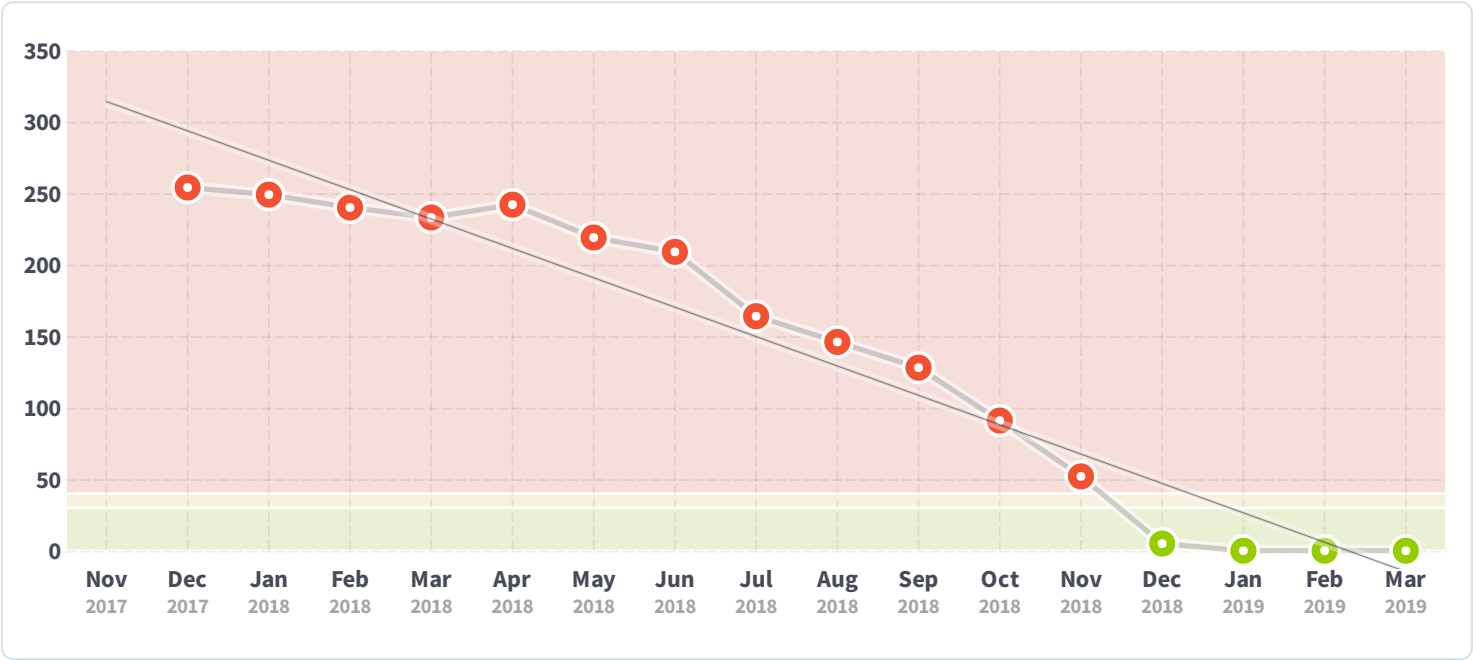
Type	Weight	Scoring Type	Calendar
Measure	25%	3 Color	Monthly

The program data we’re examining is the Community Transitions Services (CTS) program. Staff in the CTS program receive referrals from nursing homes regarding individuals (residents) who desire to live in the greater community with long-term services and supports. Upon receiving those referrals, CTS staff go out to meet the individual and provide options counseling: education on available services and supports for a successful transition to community-based living. External agencies that had roles in the CCT program were unable to staff adequately, and there was a bottleneck in the referral chain for some time clients.

DRCOG’s own efforts resulted in expanded awareness of the CCT program, and the number of referrals increased. DRCOG hired more staff in the CTS program due to the workload, and based on a negotiated rate increase. Anaya Robinson, AAA staff, specifically negotiated a rate that more than doubled the options counseling budget of the CTS program in 2018.

In some months, a small carryover of 5-10 clients will be on the waitlist from the prior month. The wait list is cleared within a few days into the following month. It's anticipated that this wait list will be at zero or close on a monthly basis.

HISTORICAL PERFORMANCE



PERIOD	SCORE	ACTUAL	WORST	RED FLAG	GOAL	BEST
Nov 2017			50	40	30	20
Dec 2017	0	254	50	40	30	20
Jan 2018	0	249	50	40	30	20
Feb 2018	0	240	50	40	30	20
Mar 2018	0	233	50	40	30	20
Apr 2018	0	242	50	40	30	20
May 2018	0	219	50	40	30	20
Jun 2018	0	209	50	40	30	20
Jul 2018	0	164	50	40	30	20
Aug 2018	0	146	50	40	30	20
Sep 2018	0	128	50	40	30	20
Oct 2018	0	91	50	40	30	20
Nov 2018	0	52	50	40	30	20
Dec 2018	10	5	50	40	30	20
Jan 2019	10	0	50	40	30	20
Feb 2019	10	0	50	40	30	20
Mar 2019	10	0	50	40	30	20