



Agenda
Board of Directors
Wednesday, April 17, 2024
6:30 p.m. – 9:00 p.m.
1001 17th St. 1st Floor, Aspen/Birch Conference Rooms
Denver, CO

Times listed with each agenda item are approximate. It is requested that all cell phones be silenced during the Board of Directors meeting. Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact the Denver Regional Council of Governments at least 48 hours in advance of the meeting. If you have difficulty using this document's content, please email access@drcog.org or call 303-455-1000.

1. 6:30 p.m. 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. 6:40 p.m. Public hearing on proposed amendments to Metro Vision and the 2050 Metro Vision Regional Transportation Plan (Attachment A) Alvan-Bidal Sanchez, Manager, Transportation Planning and Operations; and Zachary Feldman, Manager, Regional Planning and Development
6. 7:00 p.m. Report of the Chair
 - Report of the Performance and Engagement Committee
 - Report of the Finance and Budget Committee
7. 7:05 p.m. Report of the Executive Director
8. 7:10 p.m. Public comment
Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

Consent agenda

9. 7:20 p.m. Move to approve Consent agenda
A. Summary of March 20, 2024 meeting.
(Attachment B)

Strategic informational briefing

10. 7:25 p.m. Regional Transportation District Briefing
(Attachment C) Erik Davidson, Regional Transportation District

Action items

11. 7:45 p.m. Discussion of the Federal Transit Administration Section 5310 Fiscal Year 2024 Funding Awards
(Attachment D) Travis Noon, Manager, Administration and Finance
12. 8:00 p.m. Discussion of the update to Taking Action on Regional Vision Zero Plan
(Attachment E) Emily Kleinfelter, Planner, Transportation Planning and Operations
13. 8:15 p.m. Discussion of state legislative Issues:
A. Bills on Which Positions Have Previously Been Taken
(Attachment F) Rich Mauro, Director, Legislative Affairs
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 G) Rich Mauro, Director, Legislative Affairs
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. To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.

Informational briefings

14. 8:35 p.m. Bike to Work Day 2024 Update
(Attachment H) Nisha Mokshagundam, Manager, Communications and Marketing

Informational items

15. Administrative modifications to the Fiscal Year 2024-2027 Transportation Improvement Program
(Attachment I) Todd Cottrell, Manager, Transportation Planning



16. 8:50 p.m. Committee reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG.
- A. Report from State Transportation Advisory Committee – Steve O’Dorisio
 - B. Report from Metro Mayors Caucus – Bud Starker
 - C. Report from Metro Area County Commissioners – George Teal
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report from E-470 Authority – Deborah Mulvey
 - G. Report from Colorado Department of Transportation – Darius Pakbaz
 - H. Report from Regional Transportation District – Brian Welch

Administrative items

17. **Next meeting – May 15, 2024**
18. Other matters by members
19. 9:00 p.m. Adjourn



Calendar of future meetings

April 2024

3rd	Board Work Session	4:00 p.m.
16th	Regional Transportation Committee	8:30 a.m.
17th	Performance and Engagement Committee	Cancelled
17th	Finance and Budget Committee	5:30 p.m.
17th	Board of Directors	6:30 p.m.
26th	Advisory Committee on Aging	11:00 a.m.
26th	2024 Board Retreat	4:30 p.m.
27th	2024 Board Retreat	8:00 a.m.
29th	Transportation Advisory Committee	1:30 p.m.

May 2024

1st	Special Finance & Budget Committee	4:00 p.m.
14th	Regional Transportation Committee	8:30 a.m.
15th	Performance and Engagement Committee	5:00 p.m.
15th	Finance and Budget Committee	5:30 p.m.
15th	Board of Directors	6:30 p.m.
20th	Transportation Advisory Committee	1:30 p.m.
24th	Advisory Committee on Aging	11:00 a.m.

June 2024

5th	Board Work Session	4:00 p.m.
18th	Regional Transportation Committee	8:30 a.m.
19th	Performance and Engagement Committee	Cancelled
20th	Finance and Budget Committee	Cancelled
20th	Board of Directors	Cancelled
24th	Transportation Advisory Committee	1:30 p.m.
28th	Advisory Committee on Aging	11:00 a.m.



Attachment A

Public hearing on proposed amendments to Metro
Vision and the 2050 Metro Vision Regional
Transportation Plan

Board of Directors

Meeting date: April 17, 2024

Agenda Item #: 5

Public hearing on proposed amendments to Metro Vision and the 2050 Metro Vision Regional Transportation Plan

Agenda item type: Public hearing

Summary

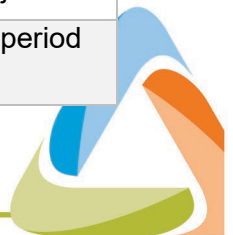
Public hearing on proposed amendments to Metro Vision and to the 2050 Metro Vision Regional Transportation Plan and associated Air Quality Conformity Determination and Greenhouse Gas Transportation Report documents.

Background

Between four-year updates to the [Regional Transportation Plan](#), DRCOG staff have historically provided an opportunity for project sponsors to propose targeted revisions to fiscally constrained projects in the adopted plan in a process called cycle amendments.

DRCOG initiated a cycle amendments process in September, 2023 with a call for amendments that closed on October 3, 2023. Staff have reviewed the amendment requests, coordinated with external partners and project sponsors, updated the plan, and are conducting the required 30-day public review period. The following amendments are proposed:

Project name/ Corridor	Locations/ Limits	Description	Requestor	Revision type
96th Ave.	I-76 to Heinz Way	Widen from 2 to 4 lanes.	City of Commerce City	New project
Colorado 7	US 36/28th St. to 63rd St.	Convert two general purpose lanes to Business Access Transit (BAT) lanes.	City of Boulder	New project
Havana St.	Lincoln Ave.	Grade separation of Havana St. and Lincoln Ave. with safety, operational, and multimodal corridor improvements.	City of Lone Tree	New project.
I-76	Weld County Road 8	New interchange.	Weld County	New project
Vasquez Blvd.	60th Ave.	Intersection improvements	City of Commerce City	Staging period



The draft amended Regional Transportation Plan has passed pollutant emission tests for regional air quality conformity and meets the state greenhouse gas emission reduction levels. The current Cycle Amendments process is scheduled to conclude in mid-2024. The process includes the following tentative milestones:

- Call for amendments: September 2023 (Complete)
- Modeling and coordination: October 2023 – December 2024 (Complete)
- Document development: February 2024 (Complete)
- Public and stakeholder review: March-April 2024 (Ongoing)
- Committee and board approval: April-May 2024
- Finalization and accessibility remediation: June 2024

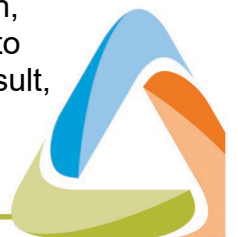
Concurrent with the 2050 Regional Transportation Plan 2024 cycle amendment process, staff are proposing amendments to [Metro Vision](#) performance measures and targets. As noted in Metro Vision, DRCOG may update and refine performance measures as needed, should improved methods and datasets become available. Staff are proposing the following amendments:

Measure	Baseline	Baseline year	Target	Target year
Share of the region’s housing in high risk areas	4.1% 3.7%	2014 2020	Less than 0.9% 3.1%	2040
Share of the region’s employment in high risk areas	2.9% 1.8%	2014 2020	Less than 2.5% 1.6%	2040
Number of traffic fatalities	485 254	2014 2020	Fewer than 100 annually 0	2040

These performance measures can be found on pages 19, 55, and 79 of [Metro Vision](#).

Metro Vision performance measures related to housing and employment high risk areas consider both flood and wildfire risk. These depend on the fire risk assessments produced by the Colorado State Forest Service, which underwent significant updates to methodology and data sources. The fire threat index is no longer available. To use an alternative, burn probability, requires updates to baselines and relative adjustments to future targets via amendment to Metro Vision.

Traffic-related deaths and severe injuries are a critical and preventable public health epidemic and social equity issue in the Denver region. Since the original adoption of Metro Vision, DRCOG has adopted Taking Action on Regional Vision Zero, including a commitment to eliminate traffic-related fatalities and serious injuries on the region’s roadways. As a result,



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staff are recommending adjusting both the baseline and target for this measure based on previous guidance by the Board.

The proposed amendments are the subject of the April 17 public hearing and include the following documents, also available on DRCOG's [Social Pinpoint site](#).

- [Summary of proposed Metro Vision amendments](#).
- [2050 Regional Transportation Plan public hearing draft](#) and appendices.
- [Denver southern subarea 8-hour ozone conformity determination](#).
- [Transportation greenhouse gas report](#).

Action by others

n/a

Previous discussion/action

[October 18, 2023](#) - Board of Directors
[February 7, 2024](#) – Board Work Session

Recommendation

n/a

Attachment

Staff presentation

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701; Zachary Feldman, Data and Analytics Manager, Regional Planning and Development, at 303-480-5637 or zfeldman@drcog.org; or Alvan-Bidal Sanchez, Regional Transportation Planning Program Manager, Transportation Planning and Operations, at 720-278-2341 or asanchez@drcog.org.





Public hearing for proposed amendments to Metro Vision and the 2050 Regional Transportation Plan

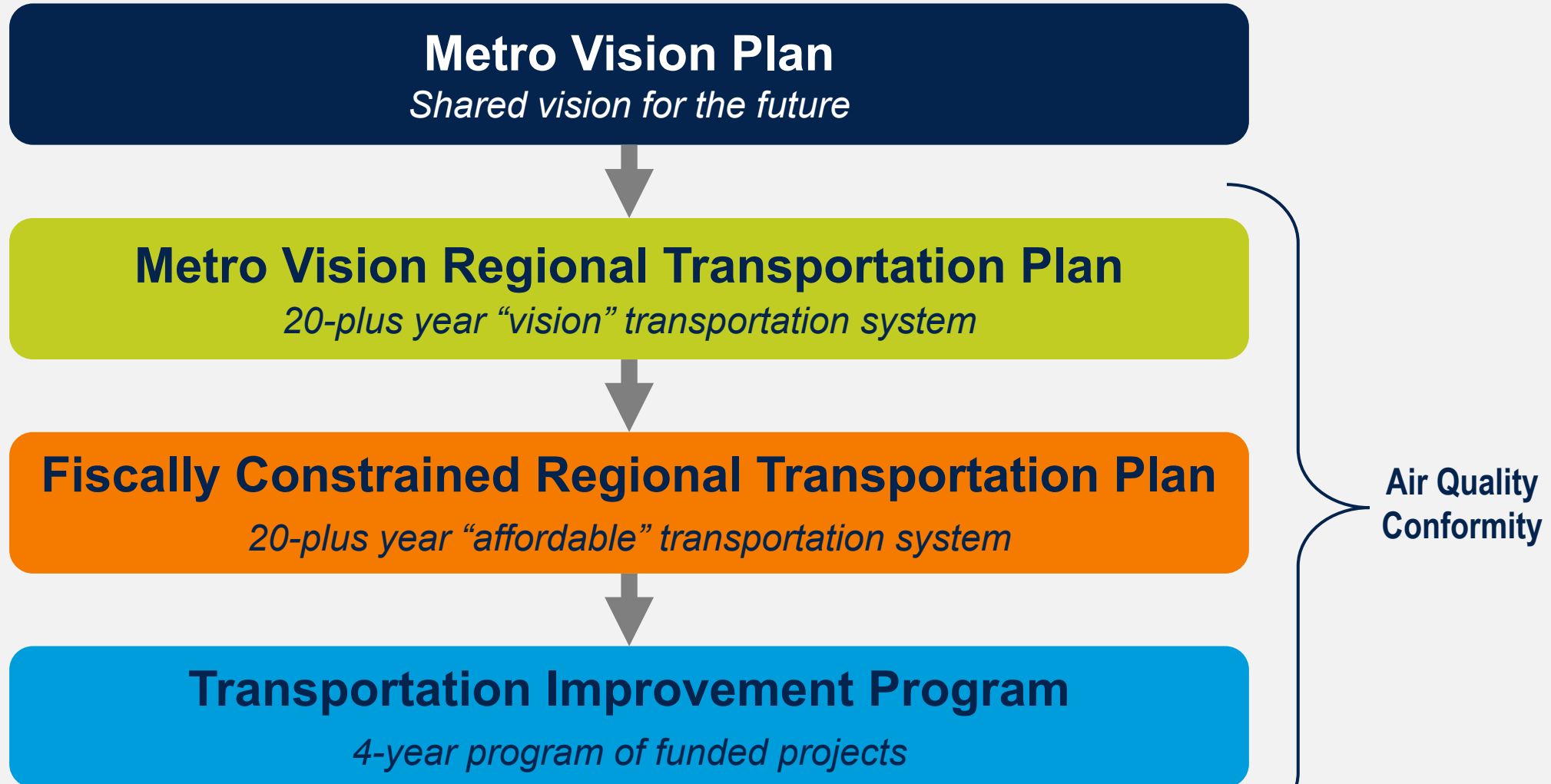
Board of Directors: April 17, 2024



Public hearing documents

- Summary of proposed Metro Vision amendments.
- 2050 Regional Transportation Plan public hearing draft and appendices.
- Denver southern subarea 8-hour ozone conformity determination.
- Transportation greenhouse gas report.

Planning process structure





Metro Vision Amendments

16 performance measures in Metro Vision

- Help monitor progress toward desired regional outcomes.
- Not intended to evaluate individual jurisdictions or projects.



Amending performance measures

“DRCOG may update and refine these measures as needed, should improved methods and datasets become available.”

~ *Metro Vision*, page 10



Proposed changes to the high risk areas measures

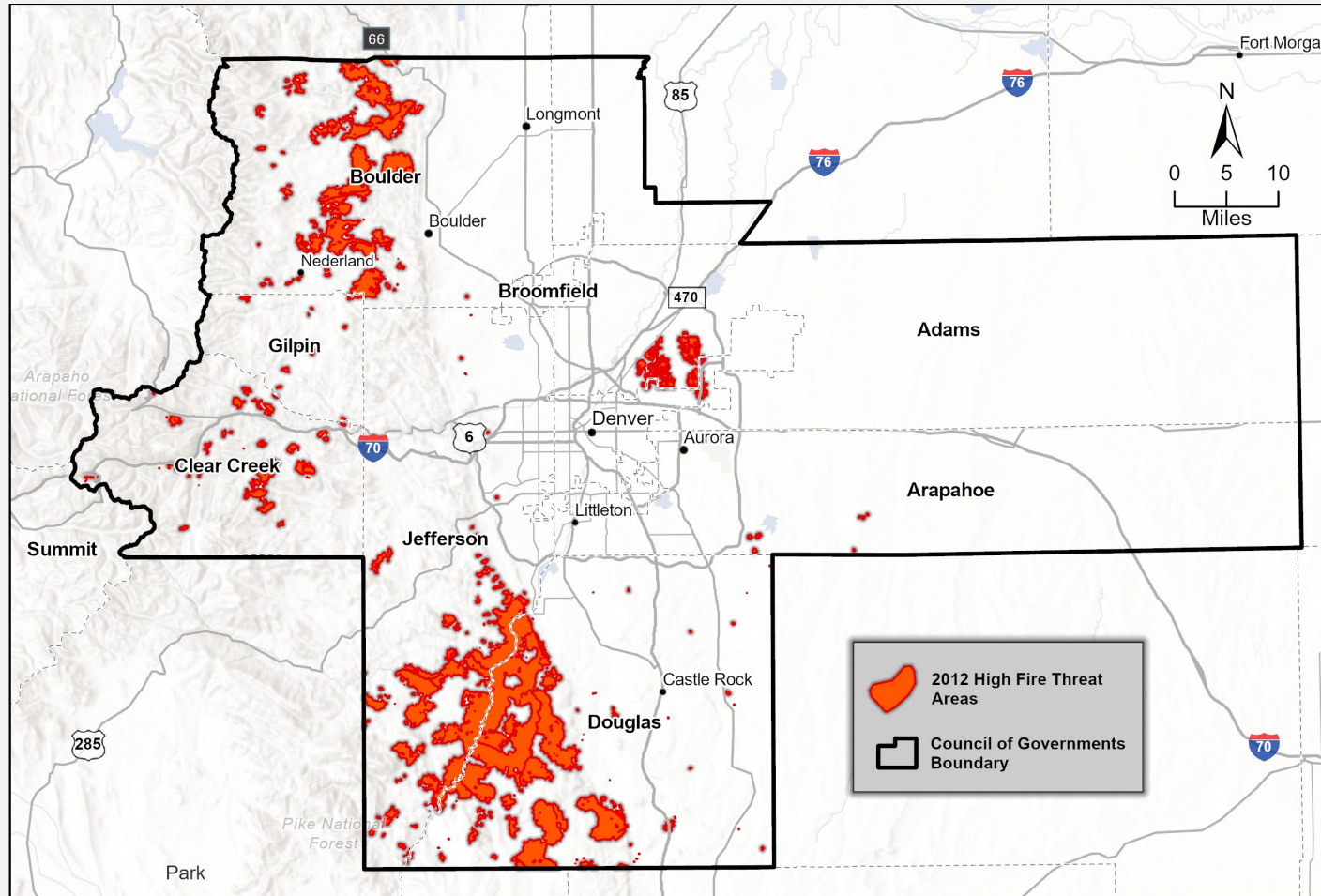
- The proposal is to adjust the following measures via plan amendment because of new data:
 - Share of the region's housing in high risk areas.
 - Share of the region's employment in high risk areas.



Housing and employment in high risk areas

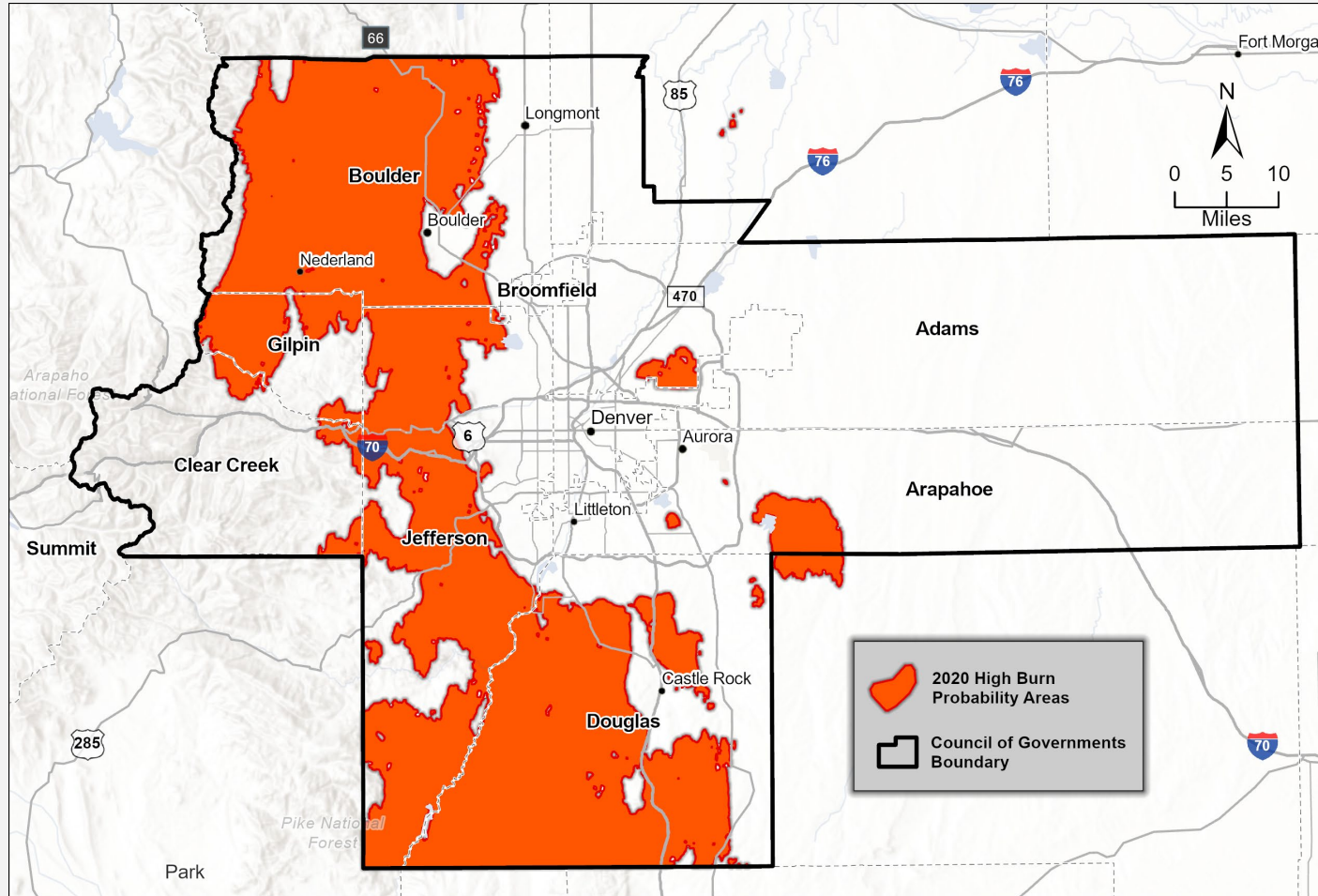
- Considers risk associated with flood and wildfire.
- Relied on **wildfire threat** data from Colorado State Forest Service published for 2012.
- Threat data analysis no longer maintained by forest service
- Alternative **burn probability** now available.
- Using new coverage requires new **baseline** and relative adjustments to the **target** via amendment.

2012 high fire threat map



Colorado State Forest Service, Wildfire Risk Assessment 2013, Fire Threat Index

2020 high burn probability map



Colorado State Forest Service, Wildfire Risk Assessment 2022, Burn Probability

Proposed changes to baseline and target

Measure	Baseline	Baseline year	Target	Target year
Share of the region's housing in high risk areas	1.1% 3.7%	2014 <u>2020</u>	Less than 0.9% <u>3.1%</u>	2040
Share of the region's employment in high risk areas	2.9% <u>1.8%</u>	2014 <u>2020</u>	Less than 2.5% <u>1.6%</u>	2040

- Targets adjusted relative to new baselines: based on the equivalent proportional change from 2020 to 2040 as under the current baseline and target pairs.

Proposed changes to the traffic fatalities measure

- The proposal is to adjust the following measure via plan amendment to reflect recent Board actions and guidance:
 - Number of traffic fatalities.



Number of traffic fatalities

- Tracks the number of traffic-related fatalities (including automobile drivers, passengers in automobiles, motorcyclists, pedestrians and bicyclists).
- Taking Action on Regional Vision Zero adopted by the Board in 2020.
 - “Loss of life is not an acceptable price to pay for mobility.”
- Using previous Board guidance and the adoption of Taking Action on RVZ requires new **baseline** and **target** via amendment.

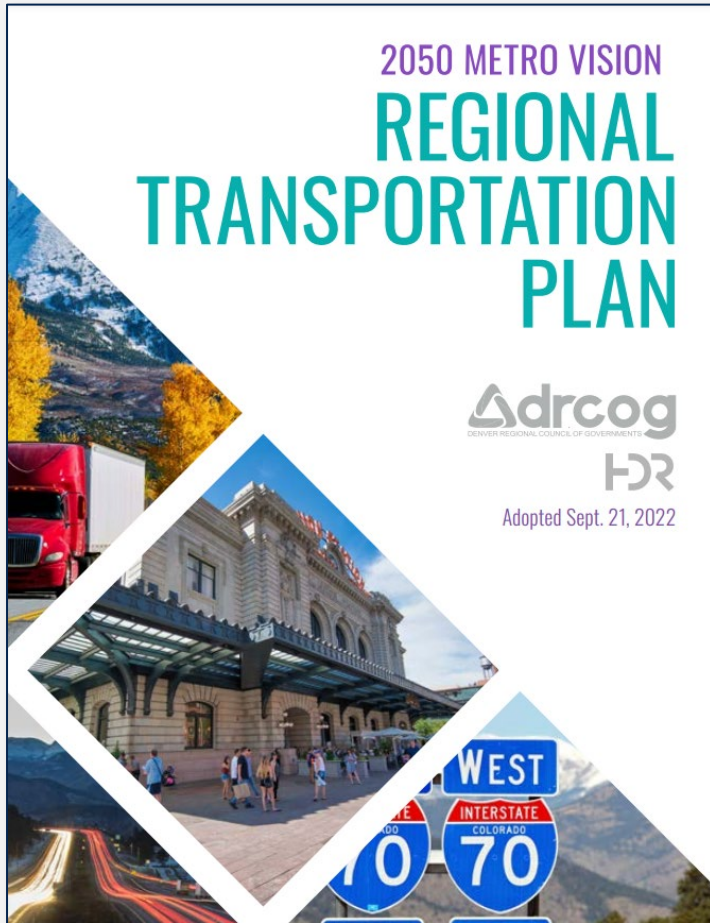
Proposed changes to baseline and target of traffic fatalities

Measure	Baseline	Baseline year	Target	Target year
Number of traffic fatalities	185 254	2014 2020	Fewer than 100 annually 0	2040



2024 Cycle Amendments

2050 Regional Transportation Plan



Implements
Metro Vision



Region's
multimodal vision



Fiscally constrained
(what's feasible)



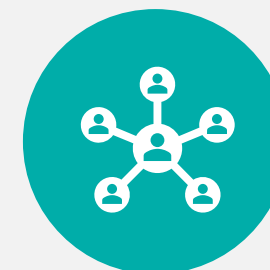
TIP funding for road
& transit projects



Updated frequently
(every 4 years)



Developed with
partners



Federally required
(MPO function)

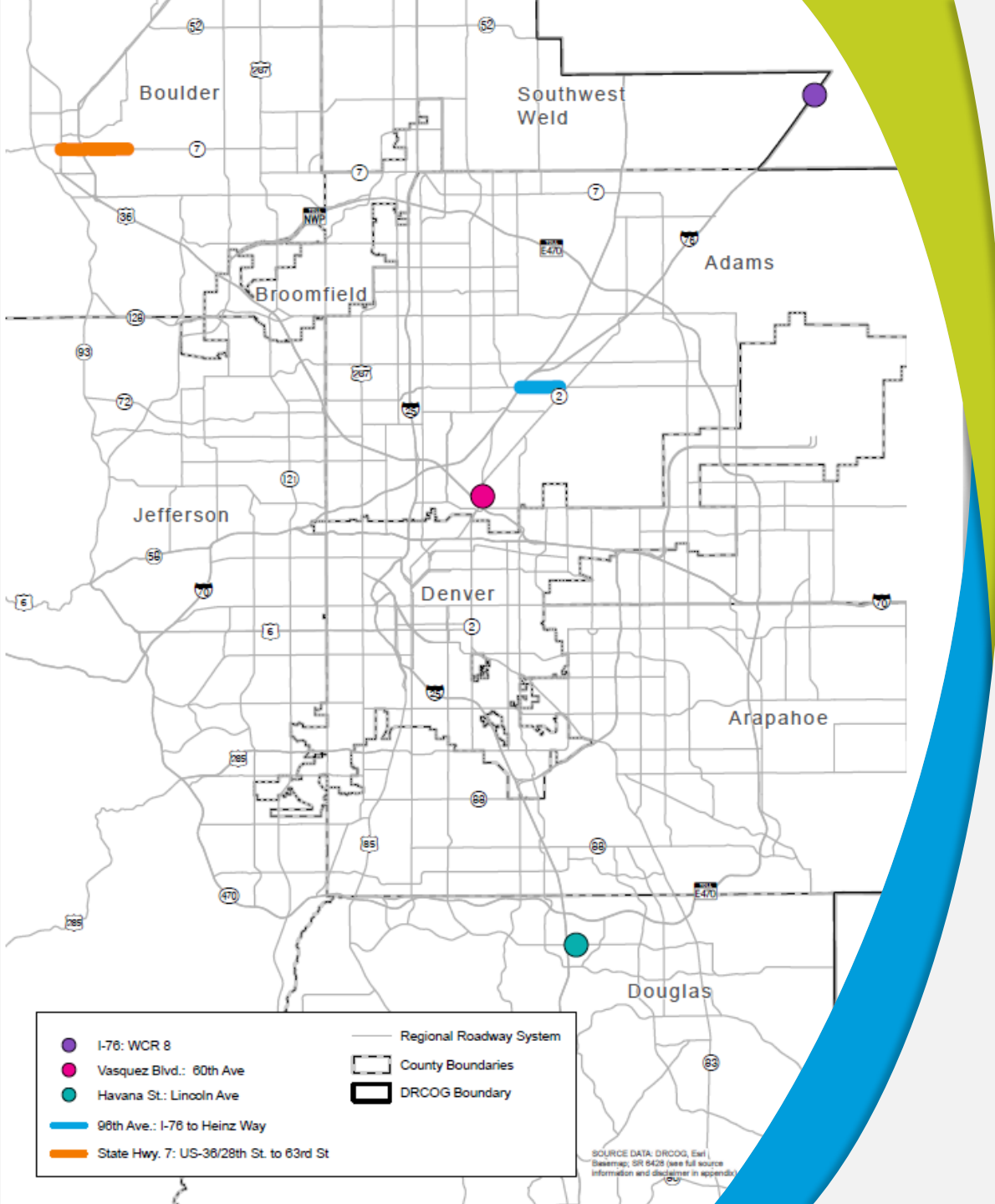


Proposed project amendments

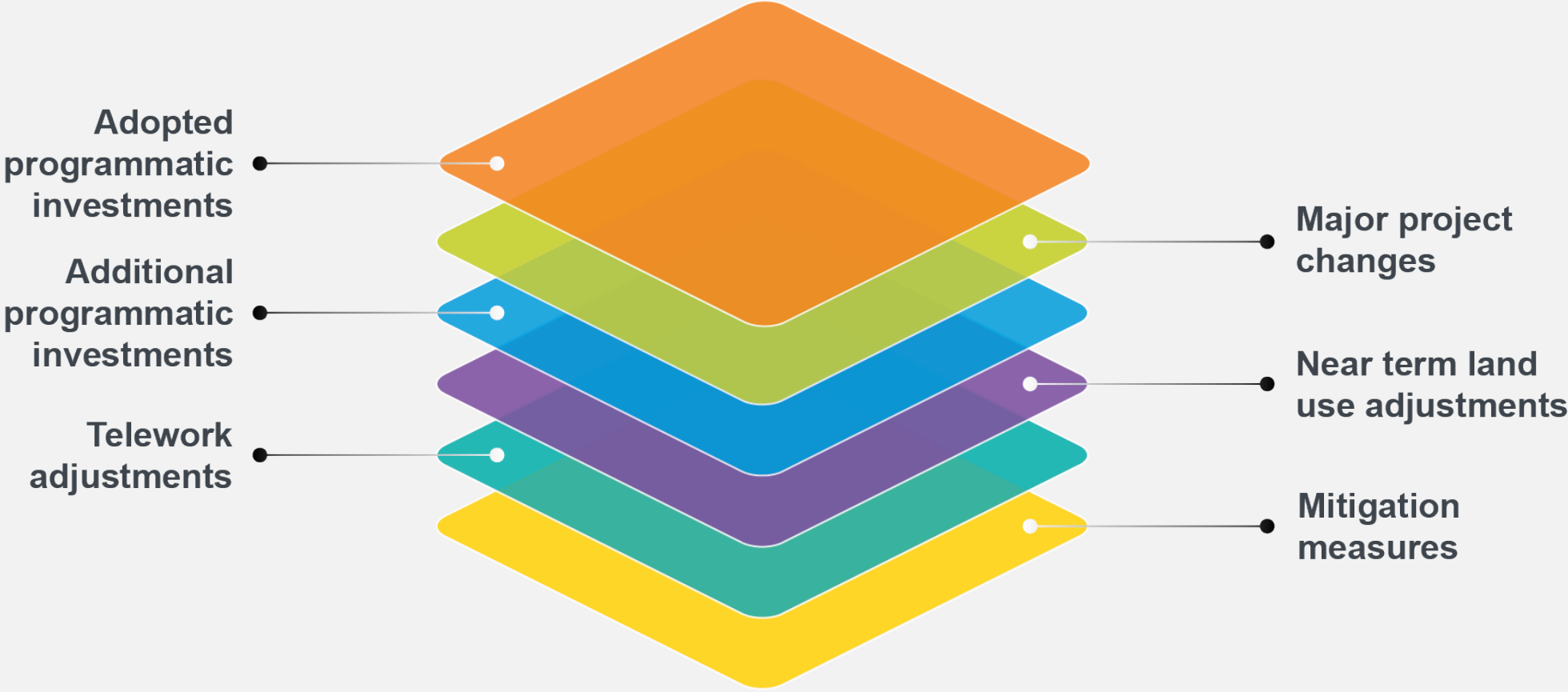
Project name/ Corridor	Locations/ Limits	Description	Requestor	Revision type
96th Ave.	I-76 to Heinz Way	Widen from 2 to 4 lanes.	City of Commerce City	New project
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I-76	Weld County Road 8	New interchange.	Weld County	New project
Vasquez Blvd.	60th Ave.	Intersection improvements	City of Commerce City	Staging period

Map of proposed project amendments

- 96th Ave. (City of Commerce City)
- Colorado 7 (City of Boulder)
- Havana St./Lincoln Ave. (City of Lone Tree)
- I-76/Weld County Rd. 8 (Weld County)
- Vasquez Blvd./60th Ave. (City of Commerce City)



Framework to meet GHG reduction levels



Greenhouse gas emission reduction results

Greenhouse gas emission reduction results (million metric tons per year)	2025	2030	2040	2050
2024 Amended 2050 RTP modeling	0.71	0.67	0.57	0.35
Programmatic transportation investments off-model calculations (active transportation, complete street retrofits, signal timing, and Bustang)	N/A	0.07	0.05	0.03
Mitigation action plan (commitment to further action in Appendix A)	N/A	0.10	0.12	0.08
Total greenhouse gas reductions:	0.71	0.84	0.74	0.46
Reduction requirement from greenhouse gas rule Table 1 (2 CCR 601-22, Section 8.02.6)	0.27	0.82	0.63	0.37
Reduction requirement achieved:	Yes	Yes	Yes	Yes

Air quality conformity



2050 MVRTP must address **ozone** pollutants



Air quality conformity is **regional** (entire 2050 RTP); **not based on individual projects**



Regionally significant transportation projects included in the regional travel model transportation **networks**



2050 MVRTP **passed pollutant emission tests** for regional air quality conformity

Air quality conformity results

	Volatile organic compounds	Nitrogen oxides
2020 State Implementation Plan Budgets (per the 2008 ozone standard)	41.2 tons per day	45.0 tons per day
2026 emissions	24.6 tons per day	17.1 tons per day
2030 emissions	20.2 tons per day	12.9 tons per day
2040 emissions	17.3 tons per day	9.1 tons per day
2050 emissions	18.8 tons per day	9.8 tons per day
Pass or fail?	Pass	Pass

Metro Vision and Regional Transportation Plan Amendments

Cycle amendments and staff proposed amendments.



Home / Metro Vision and Regional Transportation Plan Amendments

Project overview

Regional Transportation Plan

The Regional Transportation Plan helps the Denver Regional Council of Governments and its many partners implement the shared aspirational vision of Metro Vision and sets the long-range vision and investment framework for the region's multimodal transportation system.

Between four-year updates to the Regional Transportation Plan, DRCOG staff have historically



Social Pinpoint engagement site

- <https://engage.drcog.org/mvrtp>

Amendments schedule

Call for amendments

- Opens September 5
- Closes October 3
- Announcement and promotion at Subregional Forums

September
2023

Modeling and coordination

- Project sponsor follow-up
- Network coding and modeling
- External partners coordination

October-December
2023

Document development

- Finalize 2050 RTP
- Finalize the GHG Transportation Report

January-February
2024

Public and stakeholder review

- Public review and hearing
- Transportation Commission
- Air Pollution Control Division

March-April
2024

Adoption and finalization

- TAC recommendation
- RTC recommendation
- Board adoption
- Federal submittal
- Accessibility remediation

May-June
2024

Thank you!

Alvan-Bidal Sanchez

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Zachary Feldman

Manager

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Board of Directors | Denver Regional Council of Governments

April 17, 2024

Attachment B

Summary of March 20, 2024 meeting

Board of Directors Meeting Summary

Wednesday, March 20, 2024

Members/Alternates Present

Wynne Shaw, Chair	City of Lone Tree
Steve O'Dorisio	Adams County
Jeff Baker	Arapahoe County
Ashley Stolzmann (Alternate)	Boulder County
Austin Ward	City and County of Broomfield
Adam Paul	City and County of Denver
Kevin Flynn	City and County of Denver
Andy Kerr	Jefferson County
Lisa Feret	City of Arvada
Angela Lawson	City of Aurora
Larry Vittum	Town of Bennett
Nicole Speer	City of Boulder
Greg Mills	City of Brighton
Deborah Mulvey	City of Castle Pines
Tammy Maurer	City of Centennial
Randy Weil	City of Cherry Hills Village
Steven Douglas	City of Commerce City
Steve Conklin*	City of Edgewater
Ari Harrison	Town of Erie
Josie Cockrell	Town of Foxfield
Lynette Kelsey	Town of Georgetown
Rachel Binkley	City of Glendale
Paul Haseman	City of Golden
Chuck Harmon	City of Idaho Springs
Brian Wong	City of Lafayette
Jeslin Shahrezaei	City of Lakewood
Stephen Barr	City of Littleton
Joan Peck	City of Longmont
Judi Kern	City of Louisville
Hollie Rogin*	Town of Lyons
Colleen Whitlow	Town of Mead
Tom Mahowald	Town of Nederland
Richard Kondo	City of Northglenn
John Diak	Town of Parker
Terrance Kelly	City of Sheridan
Neal Shah	Town of Superior
Justin Martinez	City of Thornton
Sarah Nurmela	City of Westminster
Bud Starker	City of Wheat Ridge
Darius Pakbaz	Colorado Department of Transportation
Brian Welch	Regional Transportation District

*Participated via Zoom

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Michele Riccio, Jeanne Shreve, Adams County; Bryan Weimer, Arapahoe County; Sarah Grant, Broomfield; Art Griffith, Lauren Pulver, Douglas County;

Board of Directors Meeting Summary

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Mac Callison, Aurora; Shontel Lewis, Denver; Lisa Vitry, Golden; Susie Hidalgo-Fahring, Longmont; Shannon Lukeman-Hiromasa, Northglenn; Kent Moorman, Roberta Ayala, Thornton; Jennifer Cassell, Bowditch & Cassell; Erica Denney, Jacob Kershner, Danny Herrmann, Colorado Department of Transportation; Randle Loeb, Citizen; and DRCOG staff.

Chair Wynne Shaw called the meeting to order at 6:31 p.m. with a quorum present.

The Chair noted new members and alternates: Sarah Dawn Pearlstein, new alternate for the City of Federal Heights.

Move to approve agenda

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

Report of the Chair

Chair Shaw announced that DRCOG has scheduled a public hearing for April 17, 2024 at 6:30 p.m. to receive comments on the 2024 amendments to the Metro Vision Plan and to the 2050 Metro Vision Regional Transportation Plan and associated Air Quality Conformity Determinations and Greenhouse Gas Transportation Report documents.

- Director Whitlow reported that the Performance and Engagement Committee met prior to the meeting and elected Nicole Speer as vice chair of the committee. They also discussed and approved the 2024 Board Retreat agenda.
- Director Kondo reported the Finance and Budget Committee meet prior to the meeting and elected Paul Haseman as vice chair of the committee. The committee approved one resolution, authorizing the Executive Director to extend project completion date for contract number EX 22053 with Gravity Works to June 30, 2024, for the redesign and development of DRCOG's websites.

Report of the Executive Director

- 2024 Board Retreat: This year's retreat will take place April 26-27 at the Hyatt Centric and DRCOG offices. The invite to register will go out on March 21 and directors and alternates are encouraged to sign up as soon as possible.
- SAMRT Grant: On March 14, DRCOG was notified that their application to the Strengthening Mobility and Revolutionizing Transportation (SMART) grant opportunity was accepted for approximately \$975K in funding.
- Civic Academy: Registration is now open for the spring and sessions will start on April 11 and will be held over 7 weeks.
- Annual Awards Celebration: The event will take place on August 28 at the Seawell Ballroom. Nominations are now open in multiple award categories and DRCOG is soliciting sponsorships for the event.

Public Comment

Randle Loeb highlighted the urgent need for solutions to address homelessness in Denver with collaborative support from MDHI and across the metro area.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the March 6, 2024 meeting.

Director Kelsey asked if the summary from the February 21, 2024 meeting could be amended under the Front Range Passenger Rail voting results to include: *Please note: Representatives from Georgetown and Idaho Springs did not participate in this vote per Senate Bill 21-238.

The summary had been amended by staff but had not been voted on.

Director Starker **moved** to approve the amended summary from the February 21, 2024 meeting. The motion was **seconded** and **passed** unanimously.

Colorado Freight Plan

Cole Neder introduced Erica Denney to provide an overview of the updated plan to the directors. Over the past year, the Colorado Department of Transportation has been conducting workshops, research, and stakeholder outreach activities to update the Colorado Freight Plan. This work includes updates to key outcomes, guiding principles, and the plan's approach to engagement and outreach. New mobility and safety strategies, infrastructure conditions, and economic approaches are included in the plan update as well. The updates to the plan were approved by the FHWA in March of this year for the next four years. For more information on the updated plan, people are encouraged to visit freight.colorado.gov. Ms. Denney was able to address clarifying questions and comments from the directors regarding the plan.

Discussion on the Community-Based Transportation Planning Program: Project Selection Recommendations

Nora Kern presented the recommendations to the Board. The Community Based Transportation Planning Set Aside is a DRCOG planning program in the Fiscal Year 2024-2027 Transportation Improvement Program. The goal of this program is to support transportation planning for historically marginalized or underserved communities in the region. Through this program, DRCOG will fund and lead planning studies to support member governments in their efforts to improve mobility for these communities. An estimated \$2.5 million is available for the full four-year set-aside program, with roughly \$1.25 million available every two years. DRCOG hosted a call for letters of interest in November and December of 2023 for the first two years of funding for the Community Based Planning Set Aside, with ten letters of interest submitted. A selection committee reviewed and scored all ten letters of interest. The committee recommended [five of the ten projects](#) for the community-based transportation planning program in 2024-2025.

Director Starker **moved** to approve funding five community-based planning projects through the first two years of the Community Based Planning Program Set Aside, as recommended by the selection committee. The motion was **seconded** and **passed** unanimously.

Discussion of state legislative Issues: Bills on Which Positions Have Previously Been Taken

Rich Mauro and Jennifer Cassell provided a [status update](#) on bills previously acted upon by the Board to the directors. Mr. Mauro responded to questions about these bills. No additional action by the Board was requested.

Discussion of state legislative issues: New Bills for Consideration and Action

Rich Mauro and Jennifer Cassell provided an overview of new bills for consideration to the Board. There was one bill regarding Aging, two regarding Transportation, and two regarding Housing for discussion and action. The following bills were voted on separately:

- House Bill 24-1322 - Medicaid Coverage Housing & Nutrition Services
 - Director Paul **moved** a position of support. The motion was **seconded** and **passed** with 28 in favor, 8 opposed, and 3 abstentions.
- House Bill 24-1341 - State Vehicle Idling Standard
 - Director Speer **moved** a position of support. The motion was **seconded** and **passed** with 26 in favor, 3 opposed, and 10 abstentions.
- Senate Bill 24-165 - Air Quality Improvements
 - Director O'Dorisio **moved** a position of amend. The motion was **seconded** and **passed** with 25 in favor, 4 opposed, and 10 abstentions.
- House Bill 24-174 - Sustainable Affordable Housing Assistance
 - Director O'Dorisio **moved** a position of support. The motion was **seconded** and **passed** with 26 in favor, 2 opposed, and 11 abstentions.
- House Bill 24-1366 - Sustainable Local Government Community Planning
 - Director Lawson **moved** a position of monitor. The motion was **seconded** and **failed** with 5 in favor, 22 opposed, and 12 abstentions.
 - Director Starker **moved** a position of amend. The motion was **seconded** and **passed** with 22 in favor, 4 opposed, and 13 abstentions.

Corridor Planning Pilot Program Update

Nora Kern provided an overview of the program to the directors. In fall 2022, DRCOG piloted the corridor planning program to support the region in advancing projects and priorities identified in the 2050 Metro Vision Regional Transportation Plan. The program focuses on advancing infrastructure investments on key regional corridors identified in the Plan. DRCOG is leading initial planning efforts on two corridors starting in: [Alameda Avenue and South Boulder Road](#). The corridor planning program was piloted in 2022 but has now been formalized as a 2024-2027 Transportation Improvement Program Set Aside. DRCOG chose to pilot the corridor planning program to develop processes and lessons learned before the program was established as a set-aside. A Sheridan Boulevard safety study and East Colfax Avenue Bus Rapid Transit extension study were selected for funding in 2024-2025. An additional call for proposals for 2026-2027 funds is anticipated in summer 2025.

Federal Greenhouse Gas Performance Measure Introduction

Alvan-Bidal Sanchez presented the performance measure to the Board. Federal regulations require state departments of transportation and metropolitan planning organizations to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition, system performance, transit asset management, and transit safety. In December 2023, the Federal Highway Administration issued a final rule that establishes a new greenhouse gas performance measure. The measure is part of the National Highway Performance Program and assesses the percent change in carbon dioxide emissions on the National Highway System relative to 2022 levels. State departments of transportation and metropolitan planning organizations will be required to establish declining targets and report on progress. There are no penalties for not achieving the established targets. As with previous federal performance measures, DRCOG will have the flexibility to support the state's targets or establish targets specific to their area.

Committee Reports

State Transportation Advisory Committee

Director O'Dorisio stated the committee met and discussed/gave a recommendation of approval for the CDOT final budget. They also received an update on winter maintenance and rest areas.

Metro Mayors Caucus

Director Starker stated there was no report.

Metro Area County Commissioners

Executive Director Rex stated there was no report.

Advisory Committee on Aging

There was no report.

Regional Air Quality Council

Executive Director Rex stated the council met and received a legislative update primarily on the Senate Bill 24-165 and discussed plans going forward for ozone modeling and control analyses.

E-470 Authority

Director Mulvey stated the group met and received presentations on the Community Engagement Program and on the Quebec Street Interchange and the expansion of that to interchange into six lanes. They also received an update from their finance department for 2023 numbers.

Report from CDOT

Director Pakbaz stated the Transportation Commission received presentations on the Colorado Freight Plan and the Federal Greenhouse Gas Performance Measure. The commission also received an update on employee housing and reviewed the final Fiscal Year 2025 budget, which will be up for adoption on March 21.

Report from RTD

Director Welch stated that the Regional Transportation District will be conducting a 90-day pilot at three of their stations (Nine Mile, Southmoore, and Colorado), where they will keep the elevator doors open. They are also one of six transit agencies in the United States that are actively combatting the opioid crisis and preventing overdoses by administering Narcan.

Next meeting – April 17, 2024

Other matters by members

Director Kondo wanted to introduce his alternate Shannon Lukeman-Hiromasa to the Board.

Adjournment

The meeting adjourned at 8:57 p.m.

Wynne Shaw, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

Board of Directors | Denver Regional Council of Governments

April 17, 2024

Attachment C

Regional Transportation District Briefing

Board of Directors

Meeting date: April 17, 2024

Agenda Item #: 10

Regional Transportation District Briefing

Agenda item type: Strategic informational briefing

Summary

Presentation on RTD's financial outlook

Background

RTD Board chair Erik Davidson will brief the DRCOG Board on RTD's financial outlook and provide an update on a potential TABOR impact facing the agency this year.

Action by others

n/a

Previous discussion/action

n/a

Recommendation

n/a

Attachments

RTD Presentation (will be sent prior to the meeting)

For more information

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



Attachment D

Discussion of the Federal Transit Administration Section
5310 Fiscal Year 2024 Funding Awards

Board of Directors

Meeting date: April 17, 2024

Agenda Item #: 11

Discussion of the Federal Transit Administration Section 5310 Fiscal Year 2024 Funding Awards

Agenda item type: Action item

Summary

Recommended awards for Federal Transit Administration Section 5310 funding for the Denver-Aurora Urbanized area for the period beginning July 1, 2024, and ending June 30, 2025.

Background

The Denver Regional Council of Governments is the designated recipient of Federal Transit Administration Section 5310 funding for the Denver-Aurora urbanized area. The program provides annual funding to support specialized transit services for older adults and individuals with disabilities. Approximately \$3.5 million is available for the period beginning July 1, 2024, and ending June 30, 2025.

DRCOG released a call for projects in November 2023 soliciting proposals for the Section 5310 funding. DRCOG received requests from 10 agencies totaling over \$4.1 million for capital, operating and mobility management projects that benefit older adults and individuals with disabilities. The proposals were reviewed by an independent panel of stakeholders and experts in the region that included staff from the City and County of Denver, City of Northglenn, Adams County, and members of DRCOG's Advisory Committee on Aging. Each proposal was reviewed and scored based on the criteria outlined in DRCOG's Federal Transit Administration Section 5310 Program Management Plan.

The selection panel met to discuss the proposals and make project funding recommendations. The panel prioritized funding for ongoing operations and mobility management support over capital requests. The capital requests for replacing worn down vehicles were recommended based on prior year awards for replacements, and the remaining useful life of the vehicles being replaced. No awards are recommended for software purchases, as the requests were not as competitive compared to other projects or were relatively small requests and the committee felt they could be funded elsewhere. No requests for expansion vehicles were awarded, as the replacement requests from that organization were prioritized to maintain operations and there wasn't enough funding to accommodate all the project proposals.

Action by others

[March 25, 2024](#) – Transportation Advisory Committee recommended approval.

[April 16, 2024](#) – Regional Transportation Committee will make a recommendation.



Board of Directors

April 17, 2024

Page 2 of 2

Previous discussion/action

n/a

Recommendation

Move to approve the Federal Transit Administration Section 5310 awards for the period beginning July 1, 2024 and ending June 30, 2025 as recommended by the review panel.

Attachments

1. Federal Transit Administration Section 5310 Recommended Awards
2. Staff presentation

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701; or Travis Noon, Program Manager – Area Agency on Aging Grant Compliance, Administration and Finance, at 303-480-6775 or tnoon@drcog.org.



DRCOG Federal Transit Administration Section 5310 Awards Recommendations for Federal Fiscal Year 2024

Organization	Proposed Service	Average Score	Requested State/Federal Funds	Recommended?	Amount Awarded
Via Mobility Services	Operating Assistance	2.78	\$983,435.50	Yes	\$983,435.00
City of Lakewood	Operating Assistance	2.44	\$83,767.92	Yes	\$70,000.00
Laradon Hall Society for Exceptional Children and Adults	Operating Assistance	1.89	\$190,056.00	Yes	\$140,000.00
Via Mobility Services	Mobility Management	2.74	\$479,000.00	Yes	\$479,000.00
Denver Regional Council of Governments	Mobility Management	2.70	\$1,000,000.00	Yes	\$900,000.00
A Little Help	Mobility Management	2.35	\$20,000.00	Yes	\$20,000.00
Colorado Nonprofit Development Center	Mobility Management	2.34	\$297,000.00	Yes	\$297,000.00
Douglas County Government	Mobility Management	2.34	\$453,000.00	Yes	\$300,887.00
Support Management	Capital Projects - ADA Compliant Vehicle Replacement	2.45	\$144,416.00	Yes/2 Vehicles	\$144,416.00
Laradon Hall Society for Exceptional Children and Adults	Capital Projects - ADA Compliant Vehicle Replacement	2.16	\$269,246.00	Yes/1 EV	\$102,476.00
Easter Seals Colorado	Capital Projects - ADA Compliant Vehicle Replacement	1.93	\$104,222.75	Yes/1 Vehicle	\$94,000.00
Support Management	Capital Projects - Vehicle Expansion	2.14	\$72,208.00	No	\$0.00
City and County of Broomfield	Capital Projects - Equipment	2.51	\$9,435.00	No	\$0.00
A Little Help	Capital Projects - Equipment	1.96	\$60,000.00	No	\$0.00
Total			\$4,165,787.17		\$3,531,214.00



2024-2025 Federal Transit Administration Section 5310 Awards

Travis Noon, Program Manager – Area Agency on Aging Grant Compliance



Background

- DRCOG is the designated recipient of Federal Transit Administration Section 5310 funding for the Denver-Aurora Urbanized Area
- Section 5310 funds are used to support capital, operating and mobility management projects in the area that meet the needs of older adults and individuals with disabilities

Call for Projects

- DRCOG released a call for projects in November 2023
- 10 organizations submitted proposals requesting nearly \$4.1 million dollars
- There is approximately \$3.5 million available for the period of July 1, 2024 through June 30, 2025
- Applications were reviewed and scored by a review panel who made the recommendation for funding

Recommended Awards

Organization	Awarded Project	Average Score	Amount Awarded
Via Mobility Services	Operating Assistance	2.78	\$983,435.00
City of Lakewood	Operating Assistance	2.44	\$70,000.00
Laradon Hall Society	Operating Assistance	1.89	\$140,000.00
Via Mobility Services	Mobility Management	2.74	\$479,000.00
Denver Regional Council of Governments	Mobility Management	2.70	\$900,000.00
A Little Help	Mobility Management	2.35	\$20,000.00
Colorado Nonprofit Development Center	Mobility Management	2.34	\$297,000.00
Douglas County Government	Mobility Management	2.34	\$300,887.00
Support Management	ADA Compliant Vehicle Replacement	2.45	\$144,416.00
Laradon Hall Society	ADA Compliant Vehicle Replacement	2.16	\$102,476.00
Easter Seals Colorado	ADA Compliant Vehicle Replacement	1.93	\$94,000.00
Support Management	Vehicle Expansion	2.14	\$0.00
City and County of Broomfield	Software	2.51	\$0.00
A Little Help	Software	1.96	\$0.00
Total			\$3,531,214.00

Recommended Motion

Move to approve the Federal Transit Administration Section 5310 awards for the period beginning July 1, 2024 and ending June 30, 2025 as recommended by the review panel.

Thank you

Travis Noon

Program Manager, Grant Compliance

303-480-6775

tnoon@drcog.org

If you have difficulty using this document's content, please email access@drcog.org or call 303-455-1000. Please expect a response within 72 hours (three business days).

Attachment E

Discussion of the update to Taking Action on Regional
Vision Zero Plan

Board of Directors

Meeting date: April 17, 2024

Agenda Item #: 12

Discussion of the update to Taking Action on Regional Vision Zero Plan

Agenda item type: Action item

Summary

Staff recommends approving the updated Taking Action on Regional Vision Zero.

Background

In June 2020, the Denver Regional Council of Governments adopted Taking Action on Regional Vision Zero to support the region's commitment to eliminate traffic-related fatalities and severe injuries on our roadways and make safety a priority for all users of the transportation system. The action plan was guided by robust collaboration with local, regional, and state stakeholders through the Regional Vision Zero Working Group. The plan set out Action Initiatives, an implementation timeline and measures that would help track regional progress toward safety improvements.

DRCOG staff have been working on a strategic update to Taking Action on Regional Vision Zero to ensure its relevance and consistency with emerging best practices in transportation safety. In March 2023, staff briefed the Regional Transportation Committee on the update's progress, including stakeholder engagement and draft recommendations.

The objectives for this update are to:

- Take a holistic approach to updating Chapter 6: Implementation Plan Action Initiatives to create a valuable and sustainable approach to addressing multiple aspects of safety across the region, with the goal of achieving zero fatalities and serious injuries.
- Develop an accompanying story map as a resource for staff, local government members, regional partners, safety stakeholders and the public.
- Meet upcoming state accessibility requirements (HB-1110).

The project was guided by the Regional Vision Zero Working Group, made up of member government staff, state and regional transportation partners such as CDOT and RTD, as well as advocacy and public health organizations. The working group met monthly between February and October 2023 to review the six objectives identified in the plan. This culminated on October 30, 2023, where working group members participated in a 2.5-hour workshop to identify regional priorities and timelines.

Using the working group's feedback, staff have drafted an update to Taking Action on Regional Vision Zero. The update adjusts actions with measurable goals, timelines, and appropriate



Board of Directors
April 17, 2024
Page 2 of 2

stakeholders responsible for implementation, with the ultimate goal of achieving zero deaths and serious injuries on our roadways.

Along with the update to the implementation component of the plan, an executive summary and letter of commitment were added, as well as revisions to the safety countermeasures. To align with best practices, DRCOG is also adopting the Federal Highway Administration's [Proven Safety Countermeasures](#) to address safety across the region.

A draft update of Taking Action on Regional Vision Zero was distributed January 29, 2024 for a 30 day public review and comment period. It was distributed to the Regional Vision Zero Working Group by email and further outreach was done on DRCOG's social media platforms. The public was invited to explore the plan and submit feedback on their own time with DRCOG's engagement [website](#), or submit written comments via email or mail. Feedback from member jurisdictions and the public was reviewed and addressed in the updated draft as the scope allowed. Comments that were not addressed in this update have been noted for future update efforts.

Staff have also been working to ensure the plan meets upcoming state accessibility requirements and making necessary changes to be compliant.

Action by others

[March 25, 2024](#) – Transportation Advisory Committee recommended approval.

[April 16, 2024](#) – Regional Transportation Committee will make a recommendation.

Previous discussion/action

n/a

Recommendation

Move to approve the draft Taking Action on Regional Vision Zero.

Attachment

1. [Draft Taking Action on Regional Vision Zero strategic update.](#)
2. Matrix of public comments received and staff responses
3. Staff presentation

For More Information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Emily Kleinfelter, Safety/Regional Vision Zero Planner at 303-480-5647 or ekleinfelter@drcog.org.



Location	Comment	Response
Equity	Under Equity - there is text about how 41% of the high-injury network occurs in areas with higher than average numbers in poverty and minority populations. I think this would be a great place to highlight that graphically. Remove the added graphic on the bottom right hand corner of the page and visually represent this data.	As the data in the plan is from 2013-2017, staff decided to not incorporate this change at this time but will be incorporating visuals of this data in future updates to the plan or when an update to the high-injury network is completed.
Page 5 - "What is Vision Zero"	I'm not sure I like the way that the plan uses the principle that "humans make mistakes" as a catch all for why crashes, fatalities, serious injuries, etc happen. I understand that this is the way FHWA talks about it, but it feels like it doesn't acknowledge that sometimes people intentionally disregard existing rules and it can result in serious consequences (distracted driving, speeding, weaving, etc). "Humans make mistakes" is such a passive statement that feels afraid to place blame. I'm uncomfortable absolving people of their responsibility in making sure our transportation systems are safe. Causing a death is more serious than the "whoopsy" this statement implies.	Thank you for your comment. DRCOG follows the Safe System Approach used by the FHWA, which states that one of the principles of this approach to safety is that people will inevitably make mistakes that can lead to crashes. Our job is to design a transportation system that operates to accommodate these mistakes, as well as human's ability to tolerate crash forces before death or serious injuries occur.
Page 6 - Core Elements "Complete Streets"	It would be great if they had a brief discussion of not only designing complete streets, but how design elements go beyond ensuring facilities for all modes, but also incorporate design elements that increase adherence to context appropriate speeds, increase the priority (visibility, safety features, expectations of other modes to share space) of non motor vehicle modes, and that features are appropriate for all ages and abilities.	Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.
Page 6 - Core Elements "Complete Streets"	DRCOG's Complete Streets Toolkit (consider adding a link) does a great job of explaining modal priority, stating that the focus should not be to accommodate all modes on every street, but to create a cohesive network of streets where design priority is given to the most dominant or desired forms of travel based on the land use context. This nuance is something that could potentially be mentioned in this section.	Requested link to be added to the Complete Streets section of the plan. This section of the plan is the executive summary and more detailed information is provided further in the plan where the link will be added.
Page 6	Please cite the source of the engagement. Was it general comments left on a webpage, in person engagement, a survey people could reference in the appendix?	Text added: "Source: Survey for DRCOG's Regional Vision Zero, administered in fall 2019 "

Page 7 - Regional High-Injury Network	The plan encourages local governments to use the high injury network (HIN) information to help prioritize improvements in their communities, but it seems like a majority of the HIN roads are owned by CDOT. How can the plan support local communities who want to take a more proactive approach to safety on state-owned roads but are met with resistance?	Thank you for your comment. DRCOG continues to identify opportunities for innovative safety solutions in communities in the region and support those efforts by coordination with CDOT on state-owned roadways. Identified actions in the update also address these challenges.
Page 7 - Regional High-Injury Network	The data used to identify the HIN, and to develop various statistics, seems very old at this point. Is there a reason a more recent dataset wasn't used? Perhaps the plan should discuss why the data is almost a decade old.	The scope of the strategic update did not include an update to the regional High-Injury Network or crash data analysis of the region. DRCOG is working to address crash data challenges with the Regional Crash Data Consortium efforts.
Page 7 - Regional High-Injury Network	The map of the high injury network corridors is difficult to read when it's split onto two pages and shown at that scale. Please add a zoomed map for Broomfield/Westminster/Thornton.	Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.
Page 10	This is the statement from the first comment that uses the language "humans make mistakes." I don't love that statement in isolation. Yes they do make mistakes, but it feels like it alleviates responsibility for people being neglectful while doing an inherently dangerous activity.	Thank you for your comment. DRCOG follows the Safe System Approach used by the FHWA. It states that one of the principles of this approach to safety is that people will inevitably make mistakes that can lead to crashes. Our job is to design a transportation system that operates to accommodate these mistakes, as well as human's ability to tolerate crash forces before death or serious injuries occur.
Page 10	It would be great to get a couple of statistics for peds, bicyclists etc. All of the stats are for motorized modes of travel and we are trying to have this discussion to prevent deaths and serious injuries for all transportation system users. I bet vehicles are a factor in almost every single pedestrian death on the transportation system.	Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.

<p>Pages 73-78- Behavior Profiles and Countermeasures</p>	<p>Improving education and changing behavior is a critical piece to achieving vision zero goals. Consider adding specific countermeasures for education and enforcement to the behavior profiles in the plan. On page 78, consider expanding this section to provide more discussion related to education and enforcement strategies that can be implemented both locally and regionally. It also seems like speeding should be included as a behavioral problem and grouped along with distracted driving, careless driving, alcohol and drugs, and aggressive driving.</p>	<p>Comment is noted. This type of feedback is outside the scope of the strategic update and will be considered for future updates to the plan.</p>
<p>Page 80- Safety Countermeasures</p>	<p>As regional, state, and federal grants often ask for crash reduction factors (CRFs) associated with the proven safety countermeasures, it would be great if these tables included the CRFs.</p>	<p>Plan has been updated with links to FHWA's landing page for the countermeasure, with more information on CRFs and best practices.</p>
<p>Pages 81-85</p>	<p>Consider adding links to documents that include best practices for the various Safety Countermeasures.</p>	<p>Plan has been updated with links to FHWA's landing page for the countermeasure, with more information on CRFs and best practices.</p>
<p>Pages 80-85</p>	<p>The opening paragraph suggests that the countermeasures are linked to something (“to learn more about a specific countermeasure, click on the countermeasure name in the table below”). I’m not seeing this functionality in the document.</p>	<p>Plan has been updated with links to FHWA's landing page for the countermeasure, with more information on CRFs and best practices.</p>
<p>Page 80- Safety Countermeasures</p>	<p>Many roadway projects will justify adding capacity by claiming the improvements will make the facility safer. However, we know that adding capacity almost always results in longer crossing distances at intersections, which negatively impacts pedestrian safety. I think the plan should discuss these competing priorities and how safety improvements for one mode may come at the expense of another mode– often vulnerable road users. For that reason, auxiliary lanes should be recommended sparingly as a safety countermeasure.</p>	<p>Thank you for your comment. DRCOG staff reviewed the countermeasures to ensure the recommendation of auxiliary lanes was limited to the addition of dedicated turn lanes, such as at intersections with high turn volumes that has a high crash history.</p>

Page 108	Regarding legislation, should DRCOG also be looking at the manufacturing side of the problem? Vehicles in the US continue to increase in size and weight, compounding the forces involved in crashes and limiting a driver's ability to see what is going on around them on a human scale. This poses a greater risk to non-motorized system users. It seems like advocating for reasonable limits on vehicle size and mass for non-commercial motor vehicles and for the requirement for better tech to be incorporated into vehicles (blind spot detection, lane correction, or other systems that help make motorists more aware of their surroundings) might help make an impact on vision zero goals.	DRCOG staff has been working with the recent SB24-036 Vulnerable Road User Protection Enterprise bill's sponsors and we recently brought it to our Board for their recommendation. As the bill currently stands, we've taken an "Amend" position. Our suggestion is for the enterprise funds to be allocated by formula back to local member governments instead of competitive grants.
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Strategic Update Taking Action on Regional Vision Zero

Board of Directors – April 17, 2024

Update objectives

- Holistic approach to updating *Taking Action on Regional Vision Zero* to create a valuable and sustainable approach to addressing multiple aspects of safety across the region, with the goal of achieving zero fatalities and serious injuries.
- Develop an accompanying story map as a resource for staff, local government members, regional partners, safety stakeholders and the public.
- Meet upcoming state accessibility requirements (HB-1110).

Update structure



TAKING ACTION ON



Taking Action on Regional Vision Zero

- Chapter 1: Background on Vision Zero
- Chapter 2: Why the Region Needs Vision Zero
- Chapter 3: DRCOG Vision Zero Principles
- Chapter 4: Community Engagement
- Chapter 5: Regional Vision Zero Toolkit
- **Chapter 6: Implementation Plan**
- Chapter 7: Additional Efforts
- Chapter 8: How to Stay Engaged
- **New! Vision Zero Story Map**

Workshops

- Kick-off virtual workshop to check status on 2020 action items.
- 6 virtual workshops on each objective.
- 1 in-person workshop to determine action timelines and priority.



Public comments

- 30-day period, January 29 through February 27.
- Outreach via Regional Vision Zero Working Group and social media.
- Received 4 comments online and one email with comments.
- Majority of comments were outside the scope of the update.
- Feedback that was provided was addressed by staff and noted for future updates.

Update outcomes

- Letter from DRCOG Executive Director.
- Executive summary.
- Updated list of Proven Safety Countermeasures.
- Updated Regional Vision Zero implementation plan.



From Douglas W. Rex,
DRCOG executive director

Month, Day, 2024

Transportation safety is important to us all, and too many are killed or seriously injured on the Denver region's roadways. The people in our communities are invaluable, and our streets are public spaces to be shared by everyone, irrespective of their mode of transportation. A future with zero serious injuries and deaths on our roadways necessitates a cultural shift toward acknowledging that even one traffic-related death is unacceptable.

In 2020, the Denver Regional Council of Governments Board of Directors adopted a Regional Vision Zero commitment aiming to eliminate traffic-related fatalities and serious injuries, prioritizing safety for all users of the transportation system. While we continue to make our roads safer through engineering, education and legislation, we must take further action and work together toward an inclusive approach to roadway safety.

I am honored to present this updated Regional Vision Zero Implementation Plan, outlining our renewed strategies for achieving our shared goals. The plan is the result of months of collaboration from stakeholders across our region through the Regional Vision Zero Working Group. Building on Metro Vision's objectives, this update outlines an ambitious set of actionable strategies to address roadway safety and implement Regional Vision Zero. With the support of regional partners, stakeholders, and you, we have the capacity to bring about real change.

Sincerely,



Douglas W. Rex

Executive Director

Denver Regional Council of Governments

Proven Safety Countermeasures

- Revised list to reflect Federal Highway Administration's list of 28 Proven Safety Countermeasures.
- Each countermeasure addresses at least one safety focus area.
 - Speed management.
 - Intersections.
 - Roadway departures.
 - Pedestrians/bicyclists.

Regional Vision Zero implementation plan components

- **Action items** - A specific effort that an identified action leader and support partners can advance.
- **Timeframe** - Action items are assigned a general timeframe to help action leaders prioritize their efforts.
- **Action leader and supporting partners** - Each action item is led by an action leader and supported by various agency partners.
- **Expected impact** – Based on feedback from the Regional Vision Zero Working Group workshops.

		Timeframe	Action Leader	Support Partners	Expected Impact
	Continue monthly meetings of the Regional Vision Zero Working Group. Use the working group as a place to share updates on local safety efforts, provide information on funding opportunities related to safety and collaborate with regional safety stakeholders. Explore the creation of focus groups within the Working Group to address priority issues and assist in advancing the implementation of the plan.	Ongoing	DRCOG	Member Governments, Colorado Department of Transportation	Medium
1.2	Convene regular local safety meetings of state and local transportation and public health professionals, police and fire departments and community and advocacy organizations to collaboratively address dangerous behaviors on the roadways with strategies like culturally appropriate safety programs and educational messages, paired with outreach and investments.	Immediate	DRCOG	Colorado Department of Transportation, Colorado Department of Public Health and Environment, Federal Highway Administration, National Highway Traffic Safety Administration, Member Governments, Local Police and Fire Departments	Medium-High
1.3	Collaborate with the Advanced Mobility Partnership to support transportation technology efforts that support Regional Vision Zero through data collection, planning, programming and decision-making.	Immediate	DRCOG	Advanced Mobility Partnership stakeholders	Medium-High

Timeline

March 2023

- Update Kickoff

October 2023

- In-person prioritization workshop

March 2024

- TAC recommendation

August 2023

- Mid-way progress report to TAC & RTC

January – February 2024

- Public comment period
- Progress report to TAC

April 2024

- RTC recommendation & Board adoption

Proposed motion

Move to approve the draft Taking Action on Regional Vision Zero.

Thank you!

Emily Kleinfelter

Safety/Regional Vision Zero planner

303-480-5647

ekleinfelter@drcog.org

If you have difficulty using this document's content, please email access@drcog.org or call 303-455-1000. Please expect a response within 72 hours (three business days).

Attachment F

Discussion of state legislative Issues: Bills on Which
Positions Have Previously Been Taken

Board of Directors

Meeting date: April 17, 2024

Agenda Item #: 13 - A

Discussion of state legislative Issues: Bills on Which Positions Have Previously Been Taken

Agenda item type: Action item

Summary

This item concerns updates to the status of bills previously acted on by the Board.

Background

The attachment updates the status of all bills previously acted upon by the Board as of March 13.

Action by others

n/a

Previous discussion/action

[January 17, 2024](#) – Board of Directors meeting

[February 21, 2024](#) – Board of Directors meeting

[March 6, 2024](#) – Special Board of Directors meeting

[March 20, 2024](#) – Special Board of Directors meeting

Recommendation

No action required unless requested by the Board.

Attachments

April Legislative Report - Status of Bills – As of 4-8-24

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Rich Mauro, Director, Legislative Affairs, at 303-480-6778 or rmauro@drcog.org.



Denver Regional Council of Governments
 Legislative Report Status of Bills – 2024 session
 As of 4-8-24

Aging bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-040	<p>State Funding for Senior Services- For the 2024-25 state fiscal year, the bill appropriates \$5 million from the General Fund to the Department of Human Services for state funding for senior services. Requires the General Assembly to annually adjust for inflation the General Fund appropriation for state funding for senior services. No later than August 2024, and each August every 3 years thereafter, the bill requires the CDHS, the Office of State Planning and Budgeting, and representatives from area agencies on aging to review the adequacy of the appropriation for senior services for the prior 3 fiscal years to address the needs of older adults who request services pursuant to the "Older Coloradans' Act". CDHS is required to report the findings of the adequacy review to the General Assembly.</p>	<p>Danielson & Ginal/ Willford & Young</p>	<p>Senate Appropriations</p>	<p>Support</p>	<p>Link</p>	<p>The area agencies on aging (AAAs) have not received an increase in state base funding since 2018. Temporary funding received since 2019 (including excess homestead exemption dollars and pandemic relief) is coming to an end in 2024. Without an increase in funding, the AAAs will be faced with a serious fiscal cliff, as they struggle to meet 2024 demand and cost levels with 2018 budget levels. This bill will help with the funding concerns, while putting in place mechanisms to address longer term funding stability.</p>	<p>Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1052	<p>Senior Housing Income Tax Credit- Reinstates a refundable income tax credit that was available for income tax year 2022, so that the credit is available for 2024. The credit is for a qualifying senior, which means a resident individual who: is 65 or older at the end of 2024; has federal adjusted gross income (AGI) less than or equal to \$75,000 if filing a single return, or less than or equal to \$150,000 if filing a joint return; and has not claimed the senior property tax exemption for the 2024 property tax year. The amount of the credit is: \$1,000 for a qualifying senior filing a single return with federal AGI that is \$25,000 or less. For every \$500 of AGI above \$25,000, the amount of the credit is reduced by \$10; \$1,000 for a qualifying senior filing a joint return with another individual who is not a qualifying senior with federal AGI that is \$50,000 or less. For every \$500 of AGI above \$50,000, the amount of the credit is reduced by \$10; \$2,000 for a qualifying senior filing a joint return with another qualifying senior with federal AGI that is \$50,000 or less. For every \$500 of AGI above \$50,000, the amount of the credit is reduced by \$10. A taxpayer who also qualifies for a property tax and rent assistance grant or heat assistance grant during 2024 is eligible to receive the full credit.</p>	<p>Weissman & Marshall/ Kolker & Hansen</p>	<p>House Appropriations</p>	<p>Support</p>	<p>Link</p>	<p>For income tax year 2024, the bill creates a means-tested, refundable income tax credit available to Colorado taxpayers who are at least 65 years old as of the end of the tax year, and whose adjusted gross income falls below a cap, and who have not claimed a homestead property tax exemption for the 2024 property tax year. The amount of the credit depends on the taxpayer's income and filing status. Regardless of income, a taxpayer who also qualifies for the existing property tax, rent, heat rebate during 2024 is eligible to receive the maximum credit.</p>	<p>No specific Board policy on income tax. However, the Board has several policies supporting increased state financial support to benefit people of all ages, incomes and abilities. The Board also has a specific policy supporting: Property tax relief to help reduce a tax liability that especially burdens low-income seniors and older adults on fixed incomes.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1211	State Funding for Senior Services Contingency Fund- creates the state funding for senior services contingency reserve fund (fund) in the Department of the Treasury to aid the state Office on Aging in addressing unforeseen circumstances experienced by an Area Agency on Aging or a provider of eligible services. For the current FY 2023-24, the bill requires an appropriation of \$2.0 million to the Department of Human Services.	Sirota & Taggart/ Kirkmeyer & Zenzinger	Signed by the Governor	Support	Link	This is the bill that DRCOG staff mentioned at the January Board meeting. DRCOG staff and lobbyists worked with the Joint Budget Committee to draft the bill.	Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1322	<p>Medicaid Coverage Housing & Nutrition Services- directs the Department of Health Care Policy and Financing (HCPF) to conduct a feasibility study to explore the feasibility of seeking federal authorization to provide nutrition and housing services that address Medicaid members' health-related social needs (HRSN); the state department shall report the study's findings to the Joint Budget Committee on or before November 10, 2024. The study and report must address integrating HRSN services with existing housing-related and nutrition-related services. The bill requires the state department to seek federal authorization to provide HRSN services no later than July 1, 2025, if seeking federal authorization would be budget neutral.</p>	Marvin & Willford/	House Appropriations	Support	Link	<p>The feasibility study required by this bill, with its focus on health-related social needs and authority to apply for what is called a Medicaid 1115 waiver, would provide an opportunity to include evaluation of HCPF partnerships with community-based providers, including with area agencies on aging, to fund services such as meals, and housing assistance to Medicaid members.</p>	<p>DRCOG supports:</p> <p>Collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC;</p> <p>Collaboration in the exploration of partnerships to provide access to area agencies on aging and other community-based services through public and private health insurance benefits and health care engagement programs.</p>

Transportation bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-032	Methods to Increase the Use of Transit- creates the Statewide Transit Pass Exploratory Committee in the Department of Transportation to produce a viable proposal for the creation, implementation, and administration of a statewide transit pass by July 1, 2026, with the goal of implementing a statewide transit pass by January 1, 2028; modifies the ozone season transit grant program created in 2022; makes the changes to the ozone season transit grant program: requires funding of \$7 million a year beginning July 1, 2024; and makes the grant program permanent; creates the Youth Fare Free Transit Grant Program to provide fare free year-round transit services for those 19 years of age or younger; as amended, the income tax credit for the purchase of a transit pass for five years beginning January 1, 2024 was deleted.	Priola/ Jaquez Lewis & Vigil	Senate Appropriations	Support	Link	In 2022, the DRCOG Board supported SB 22-180, which created the Ozone Season Transit Pass and last year, the DRCOG Board supported HB 23-1101, which expanded the Ozone Season Transit Pass.	DRCOG supports Increased funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities, including allocation of additional state funds to support transit services within and among communities in the DRCOG area.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-036	<p>Vulnerable Road User Protection Enterprise- creates the Vulnerable Road User Protection Enterprise in the Department of Transportation (CDOT) for the purpose of providing funding for transportation system infrastructure improvements and other data-driven strategies identified in the Federal Highway Administration-mandated Vulnerable Road User Safety Assessment, which CDOT is required to develop, that reduce the number of collisions with motor vehicles that result in death or serious injury to vulnerable road users. The enterprise is required to impose a Vulnerable Road User Protection Fee in tiered amounts that are calculated based on motor vehicle weight and configuration, on the registration of passenger cars and light trucks that are not commercial vehicles. The enterprise is authorized to provide grants, subject to specified parameters, matching money requirements, and the use of grant money, to fund eligible projects.</p>	<p>Winter & Cutter/ Lindsay & Lindstedt</p>	<p>Postponed Indefinitely Senate Finance</p>	<p>Amend</p>	<p>Link</p>	<p>DRCOG staff has suggested to the sponsors that it makes more sense for the Transportation Commission to be the Board of the enterprise. Since the ~\$20m revenue estimate is relatively small, instead of creating a new administrative burden and grant process that would take resources from this revenue stream, it makes sense for the enterprise provide formula funding to the counties and municipalities within the area where the fees are assessed (possibly based on vehicle registrations, amount raised, or number of bike/pedestrian fatalities?). CDOT already receives 60% of ~\$80m per year) from the FASTER Safety surcharge. This funding should go to county and municipal roads and streets. The PPACG and Grand Valley MPO staff also support a formula funding approach rather than competitive grants.</p>	<p>DRCOG supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists, including efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-065	Mobile Electronic Devices & Motor Vehicle Driving- Current law prohibits an individual who is under 18 years of age from using a mobile electronic device when driving. The bill applies the prohibition to an individual who is 18 years of age or older unless the individual is using a hands-free accessory, with certain exceptions.	Hansen & Fields/ Froelich & Ortiz	House Transportation, Housing & Local Government	Support	Link	According to the fiscal note, between 2021 and 2023, 49 teens were sentenced for driving while using a cellphone. About 71%, were male, 81% were White. In the same period, 50 adults were sentenced for texting while driving. About 60% were male and 88% were White.	DRCOG supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists, including efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.

Senate Bill 24-165	Air Quality Improvements- By December 31, 2025, the Air Quality Control Commission (AQCC) must adopt rules for controlling emissions from facilities, buildings, structures, installations, or real property that generates mobile source activity that results in emissions of air pollutants within the 8-hour ozone Denver metro/north front range nonattainment area (covered nonattainment area). By December 31, 2028, requires the (AQCC) to adopt emission standards and requirements for in-use, off-road, diesel-fueled fleets.	Priola & Cutter/ Rutinel & García	Senate Finance	Amend	Link	The bill also requires the Department of Transportation to establish vehicle miles traveled reduction targets for the covered nonattainment area and to develop policies and programs to assist applicable metropolitan planning organizations in meeting the targets. A VMT reduction target may be inconsistent with DRCOG's Metro Vision VMT/Capita reduction target and is duplicative of or could conflict with the State Greenhouse Gas Rule that DRCOG must already comply with. The non-attainment area extends beyond the boundaries of MPOs. Staff also would like to work to refine and clarify definition of indirect sources and how the bill's definition and provisions relate to federal air quality conformity requirements.	DRCOG supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards; and transportation and land use strategies that improve air quality in the region.
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Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1304	Minimum Parking Requirement- as of January 1, 2025, prohibits a county or municipality from enforcing minimum parking requirements for real property that is within a metropolitan planning organization. This prohibition does not prohibit a county or municipality from: lowering protections provided for persons with disabilities; from enacting or enforcing a maximum parking requirement; or enacting or enforcing a minimum parking requirement for bicycles. Allows a imposition of the following requirements on a parking space that is voluntarily provided in connection with a development project: that the owners of such a motor vehicle parking space charge for the use of the space; and that such a motor vehicle parking space allow for vehicle charging stations in accordance with existing law. Requires a county or municipality on or after June 30, 2025, to submit a report to the Department of Local Affairs detailing compliance with the requirements of the bill. The bill provides a process for the review of such a report.	Vigil & Woodrow/ Priola & Hinrichsen	House Appropriations	Oppose	Link	Staff has attended stakeholder meetings on this bill. Amendments of note at the bill's first hearing include addition of a definition of community-based organization and added detail to the parking use and needs studies.	DRCOG supports legislation that fosters transit-oriented development. DRCOG's legislative policy statement lists principles on the quality, quantity and affordability of housing that relate to this issue. You can find these principles by following this link (State Legislative Policy Statement). DRCOG also supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1313	<p>Housing in Transit-Oriented Communities- The bill requires local governments to meet a housing opportunity goal if the local government is defined as a transit-oriented community. A transit-oriented community is one that:</p> <ul style="list-style-type: none"> • Is entirely within a metropolitan planning organization; • Has a population of 4,000 or more; and • Contains at least 75 acres of certain transit- related areas; or <p>If the local government is a county, contains either a part of:</p> <ul style="list-style-type: none"> • A transit station area that is both in an unincorporated part of the county and within one- half mile of a station that serves a commuter rail service or light rail service; or • A transit corridor area that both is in an unincorporated part of the county and is fully encompassed by one or more municipalities. 	Woodrow & Jodeh/ Hansen & Winter	House Appropriations	Monitor	Link	<p>Amendments of note at the bill's first hearing include the addition of a definition of "displacement" and additional detail regarding displacement strategies; a modified definition of "regulated affordable housing"; and clarified the designation of transit areas in the required maps.</p>	<p>DRCOG supports legislation that fosters transit-oriented development. DRCOG's legislative policy statement lists principles on the quality, quantity and affordability of housing that relate to this issue. You can find these principles by following this link (State Legislative Policy Statement).</p> <p>DRCOG also supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1341	<p>State Vehicle Idling Standard- Current law imposes a uniform state idling standard on an owner or operator of a covered vehicle that prohibits the vehicle from idling for more than 5 minutes within any 60-minute period, except in certain situations. Current law also prohibits a local government from enacting a resolution or ordinance concerning the idling of a covered vehicle that is more stringent than the state idling standard. The bill authorizes a local government to enact a resolution or ordinance concerning the idling of a covered vehicle that is at least as stringent as, but not less stringent than, the state idling standard.</p>	Marvin & Willford/	Senate Floor	Support	Link	As amended, the bill requires any local government with an idling standard to include the exemptions in the bill. The bill also exempts a critical service or utility provider when performing the functions of the provider's duties from the idling standard and declares that the idling standard is a matter of mixed local and statewide concern.	DRCOG supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards; and transportation and land use strategies that improve air quality in the region.

Housing bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-174	<p>Sustainable Affordable Housing Assistance- requires statewide, regional, and local housing needs assessments; a housing action plan as an advisory document that demonstrates a local government's commitment to address housing needs and that guides a local government in developing legislative actions, promoting regional coordination, and informing the public of the local government's efforts to address housing needs in the local government's jurisdiction; requires the Division of Local Government to provide technical assistance and guidance through a grant program or the provision of consultant services; modifies the requirements of both county and municipal master plans so that those master plans must include a water supply element; and a strategic growth element; prohibits a unit owners' association of a common interest community from, through any declaration or bylaw, rules, or regulation adopted or amended by an association on or after July 1, 2024, prohibiting or restricting the construction of accessory dwelling units or middle housing, if the zoning laws of the association's local jurisdiction would otherwise allow such construction.</p>	<p>Kirkmeyer & Zenzinger/Bird</p>	<p>Senate Local Government & Housing</p>	<p>Support with amendments</p>	<p>Link</p>	<p>The bill specifies a methodology and specificity of forecasted projections that may not align with current DRCOG and State Demographer's practice for preparing population forecasts.</p> <p>The bill also mandates components for regional plans that DRCOG is currently not funded to complete. Aligning required master plan elements with adequate resources would be beneficial.</p> <p>DRCOG staff has had several conversations about friendly amendments to the bill.</p> <p>The bill was heard in committee on March 5 for testimony only and on March 9 for action only.</p>	<p>DRCOG supports the use of comprehensive/ master plans as the foundation for local land use decision-making. You can find these principles by following this link (State Legislative Policy Statement).</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1152	<p>Accessory Dwelling Units (ADU)- establishes unique requirements for subject jurisdictions (a municipality that has a population of 1,000 or more and that is within the area of a metropolitan planning organization; or portion of a county that is both within a census designated place with a population of ten thousand or more, as reported in the most recent decennial census, and within the area of a metropolitan planning organization); requires a subject jurisdiction to allow, one ADU as an accessory use to a single-unit detached dwelling in any part of the subject jurisdiction where the subject jurisdiction allows single-unit detached dwellings; prohibits subject jurisdictions from enacting or enforcing certain local laws that would restrict the construction or conversion of an ADU; creates a fee reduction and encouragement grant program; provides \$8 million for various ADU assistance programs.</p>	Amabile & Weinberg/ Mullica & Exum	House Appropriations	Oppose unless amended	Link	<p>DRCOG staff have been attending stakeholder meetings on this bill.</p> <p>Along with other local government associations, we have been seeking amendments to remove the preemptions and allow local flexibility.</p>	<p>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; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock; and actions to provide more accessible and obtainable housing options for seniors.</p>

House Bill 24-1366	<p>Sustainable Local Government Community Planning- requires regional planning commissions and local governments to include a climate action element in their regional, county or municipal master plans; requires CDOT to coordinate with metropolitan planning organizations to establish criteria that define and identify growth corridors; the department and metropolitan planning organizations shall coordinate with local governments to develop transportation demand management plans for these growth corridors; requires the statewide transportation plan to include an examination of the impact of transportation decisions on land use patterns; the identification of highway segments where promotion of context-sensitive highway permitting and design can encourage the development of dense, walkable, and mixed-use neighborhoods in transit-oriented centers and neighborhood centers; and an emphasis on integrating planning efforts within CDOT to support multimodal transportation, neighborhood centers, and transit-oriented centers in infill areas as well as growth corridors through the associated transportation demand management corridor planning; requires CDOT to conduct a study in connection with the new statewide transportation plan requirements.</p>	<p>Froelich & Brown</p>	<p>House Transportation, Housing & Local Government</p>	<p>Amend</p>	<p>Link</p>	<p>DRCOG staff and lobbyists have met with the sponsors and shared comments and possible amendments. We discussed cleaning up the grant criteria to make them more focused and to give latitude to state agencies to decide which ones and how to address them in their grant programs. Making the climate plan provisions more flexible for cities and counties and removing items that are not suitable for local action. Clarifying language in the corridor Transportation Demand Management provisions to focus on limited access state highways and interstates and requiring the state to reimburse MPOs for working on them.</p>	<p>DRCOG supports the use of comprehensive/ master plans as the foundation for local land use decision-making. You can find these principles by following this link (State Legislative Policy Statement). DRCOG also supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards and transportation and land use strategies that improve air quality in the region.</p>
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Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1083	<p>Construction Professional Insurance Coverage Transparency- requires the Division of Insurance in the Department of Regulatory Agencies (DORA) to provide for a study of construction liability insurance for construction professionals and submit a report to the General Assembly by December 31, 2026. The report must include: insurers offering construction liability policies in the state, including to residential property developers; rates and the basis for rates charged by insurers, to include five years of data, where available; risk factors, classifications, and coverage descriptions that insurers use to set rates; a comparison of rates charged in other states in the region for similar residential projects; policy coverage terms; limitations or exclusions from coverage; and the appropriate policy limits for a residential project with regard to the size and cost of construction. The bill also requires builders and sellers of new residences to provide the purchasers and the county clerk and recorder's office with information regarding the property's construction liability insurance coverage. The bill creates a civil cause of action for purchasers of a new residence to file suit against sellers that violate these provisions.</p>	<p>Willford & Brown/ Cutter</p>	<p>House Appropriations</p>	<p>Support</p>	<p>Link</p>		<p>DRCOG supports: Diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-106	<p>Right to Remedy Construction Defects- clarifies that a person that has had a claim brought on the person's behalf is also considered a claimant, so the act applies to the person for whom the claim is brought; creates a right for a construction professional to remedy a claim made against the professional by doing remedial work or hiring another professional to perform the work; in addition to mediation, adds other forms of alternative dispute resolution for which the claim would be held in abeyance and makes them binding; for a settlement offer of a payment made in a claim, payment constitutes a settlement. To bring a claim or related action, a unit owners' association must obtain written consent of at least 2/3 of actual owners of units in the common interest community. A claimant is barred from seeking damages for failing to comply with building codes or industry standards unless the failure results in: actual damage to property; actual loss of the use of real or personal property; bodily injury or wrongful death; or a risk of bodily injury or death to, or a threat to the life, health, or safety of, the occupants. The actual property damage must be the result of a building code violation and requires the risk of injury or death or the threat to life, health, or safety to be imminent and unreasonable.</p>	<p>Zenzinger & Coleman/ Bird</p>	<p>Senate Floor</p>	<p>Support</p>	<p>Link</p>		<p>DRCOG supports: Diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-112	<p>Construction Defect Action Procedures- Adds disclaimers to the "Construction Defect Action Reform Act" that: do not impose an obligation upon construction professionals to provide a warranty; apply to implied warranty claims; do not amend or change the terms of or limitation upon an express or implied warranty. States a construction professional is not liable for acts or omissions of a licensed design professional for any construction defects. Makes changes to the approval process in connection to common interest communities: requires the association to give notice to unit owners and reobtain unit owner approval to amend or supplement a proposed action after meeting; raises the number of owners who need to approve the action to 2/3 majority; requires an owner to sign their vote; requires the association to give professionals a list of non-responsive owners; and when unit owners' non-responsiveness is challenged in court: requires court to stay the action against the professionals and requires the notification and voting process to be performed again unless the court holds that the association diligently contacted the owners; and requires the association to disclose to the construction professionals all information relevant to the unit owners' non-responsiveness within 21 days after the challenge has been filed.</p>	Lundeen	Senate Local Government & Housing	Monitor	Link		<p>DRCOG supports: Diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.</p>

Attachment G

Discussion of state legislative Issues: New Bills for
Consideration and Action

Board of Directors

Meeting date: April 17, 2024

Agenda Item #: 13 - B

Discussion of state legislative Issues: New Bills for Consideration and Action

Agenda item type: Action item

Summary

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

Background

The attachment lists bills of interest since the March 20 Board meeting. It includes staff comments and information relative to the Board adopted Policy Statement on State Legislative Issues for Board consideration.

Any additional bills of interest after the Board meeting packet is sent out will be emailed to Board members 48 hours prior to the Board meeting with staff comments and staff recommended positions for review at the meeting per current Board policy.

Action by others

n/a

Previous discussion/action

n/a

Recommendation

Move to approve positions on state legislative issues.

Attachments

1. Legislative Report - New Bills as of April 8, 2024
2. HB24-1447: Transit Reform - RTD Governance Summary

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Rich Mauro, Director, Legislative Affairs, at 303-480-6778 or rmauro@drcog.org.



Transportation

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Fiscal Note	Staff Comments	Legislative Policy
SB24-184	<p>Support Surface Transportation Infrastructure Development- establishes requirements for the CDOT, RTD, and the Front Range Passenger Rail District to promote the expansion and development of surface transportation infrastructure networks. The bill implements a congestion reduction fee to offset climate impacts and mitigate the congestion and wear and tear on Colorado’s roads caused by rental vehicles. Proceeds would create a sustainable funding source to a match federal investment opportunities for statewide transit and rail and other public transportation; also authorizes RTD to extend construction of and operations of the Northwest Rail corridor to Fort Collins as the first phase for Front Range Passenger Rail (FRPR) service; would require RTD, CDOT, and FRPR to create an implementation plan and provide authorization for the entities to enter into an agreement to implement the construction of the extended corridor.</p>	Fenberg & Marchman/ McKluskie & Boesnecker	Senate Appropriations	Amend	Link	<p>CCI and CML do not have positions on this bill.</p> <p>Senate committee amended the introduced bill to:</p> <ul style="list-style-type: none"> - replace the “Travel Shed” definition with a “Travel Corridor” definition on p. 17-18; - make several changes and additions to the Legislative declarations in Section 1 of the bill; - make statutory reference changes and move reporting requirements starting on p. 12, line 12 through p. 14, line 1 to a new Section 5 of the bill after line 17 on p. 14; - change the beginning of service for the FRPR Phase 1/NW Rail from January 1, 2028 to January 1, 2029; - insert a new Section 8 requiring Division of Transit and Rail to report on a Rocky Mountain Rail development plan by December 31, 2024; - apply the higher rental fee to combustion engine and plug-in hybrid electric vehicles, meaning the lower fee will only apply to “Battery Electric Motor Vehicles”. <p>Staff would suggest:</p> <ul style="list-style-type: none"> - clarifying language regarding assessing the fee on short-term car sharing services such as the nonprofit Colorado CarShare; - delete the requirement that the CTIO strategic capital plan comply with the state GHG planning standard since the geography and reduction targets in the Rule do not align with this plan. 	DRCOG supports Increased funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities, including allocation of additional state funds to support transit services within and among communities in the DRCOG area.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Fiscal Note	Staff Comments	Legislative Policy
<u>SB24-195</u>	Protect Vulnerable Road Users- amends the statute that governs the use of automated vehicle identification systems (AVIS) on roadways other than toll highways operated by a public highway authority or the high-performance transportation enterprise; requires CDOT to establish and include in its statutorily required performance plan declining annual targets for vulnerable road user fatalities and, as part of the targets, also establish engineering methodology and internal education requirements for practices to prioritize safety over speed on high-injury network; requires CDOT to expend at least ten percent of the remaining revenue but no less than seven million dollars, the money credited to the State Highway Fund from the road safety surcharge and certain other fees, fines, and surcharges that are imposed on motor vehicle registrations and dedicated for certain types of road safety projects that protect vulnerable road users.	Winter & Cutter/ Lindsay & Lindstedt	Senate Transportation & Energy	Amend	NA	<p>This bill is a replacement for SB 24-036, which was postponed indefinitely. The bill provides for at least \$7 million for infrastructure projects, significantly less than SB24-036, though there is the potential for more.</p> <p>Reducing crashes and fatalities while making roads more accessible for all travelers is a goal DRCOG supports and we recognize the challenge in generating adequate funding for infrastructure that prioritizes safety for all especially those travelers not protected by an enclosed vehicle.</p> <p>DRCOG staff believes the use of the term “State Highway System” is problematic since that includes federal-aid roads that are not owned, operated or maintained by the State. In addition to the local control concerns, the bill also appears to contradict SB23-200 that empowered municipalities to expand “automated traffic enforcement” speed cameras).</p>	DRCOG supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists, including efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Fiscal Note	Staff Comments	Legislative Policy
HB24-1447	Transit Reform - modifies the duties and composition of the Regional Transportation District board of directors; requires the Department of Transportation (CDOT) to implement a bus driver training program; requires transit providers to coordinate with metropolitan planning organizations (MPO) on certain matters; and modifies the allowable use of money transferred to CDOT in connection with the redevelopment of the Burnham Yard rail property.	Winter &/ Lindstedt & Froehlich	House Transportation, Housing & Local Government	Board position requested	NA	<p>Specific roles/responsibilities of DRCOG in the bill include:</p> <ul style="list-style-type: none"> - requires RTD to coordinate with DRCOG regarding the implementation of fixed-route transit service plans; - requires RTD to ensure that service decisions are consistent with the DRCOG regional transportation plan; - Governance: DRCOG Board appoints two nonvoting ex officio RTD Board directors (one current or former mayor or councilmember; one current or former county commissioner). - requires CDOT, in consultation with DRCOG, to conduct a study regarding the size of the district and transit-reliant services. - Requires RTD to develop a 10-year strategic plan, working with CDOT and DRCOG, and it supports regional transportation plan performance measures. <p>Staff questions:</p> <ul style="list-style-type: none"> - Does “proposed fixed-route transit services plans” refer to the 3x per year run boards, or a broader and less frequently prepared service plan? - What does it mean to require RTD to identify land use policies, strategies, and financial tools to enable the development of affordable housing and dense, walkable, mixed-use communities near transit stations and routes? 	<p>DRCOG supports the following principles with regard to the role of the metropolitan planning organization:</p> <ul style="list-style-type: none"> - Legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.

HB24-1447: Transit Reform - RTD Governance Summary

Summary

Between January 1, 2025 and January 1, 2027, the bill transitions the RTD Board of Directors to a combination of at-large elected members, district-elected members, and appointed members.

Current RTD Board of Directors:

15 members, elected by geographic district. There are approximately 200,000 people within each district.

Proposed RTD Board of Directors (Beginning January 1, 2027):

7 voting members-

2 elected at-large and serve 4-year terms.

3 elected by district and serve 4-year terms.

- Roughly equal in population (~1,000,000 each)
- Consist of districts encompassing the northwest area, the central area, and the southeast area of RTD.

2 appointed by the Governor and serve 4-year terms:

- Requires consideration of geographic, racial, gender, disability, and disproportionately impacted community representation.
- One individual who has experience in budgeting, public financing, or auditing.
- One individual who has experience with transit agency management and use, such as transit ridership and user experience or employee retention.
- Does not appear to require state or RTD district residency.

3 nonvoting ex officio members-

CDOT executive director or their designee.

2 appointed by DRCOG:

- Represent the district at-large and have experience in economic development and marketing, urban planning or transit, or human resources and organizational development.
- Requires consideration of geographic, racial, gender, disability, and disproportionately impacted community representation.
- One individual who is a current or former mayor or city council member from a city or town within RTD.
- One individual who is a current or former county commissioner from a county within RTD.

Other provisions:

- Ex officio members may not be elected as an officer of the RTD Board.
- Vacancies of elected RTD Board members shall be filled by appointment by the Governor, including vacancies created by recall.
- If there is no candidate for an elected Board member, the Governor shall appoint the member.

Board of Directors | Denver Regional Council of Governments

April 17, 2024

Attachment H

Bike to Work Day 2024 Update

Board of Directors

Meeting date: April 17, 2024

Agenda Item #: 14

Bike to Work Day 2024 Update

Agenda item type: Informational briefing

Summary

The annual celebration event takes place Wednesday, June 26, 2024. Learn how your member government, local businesses and residents can take part.

Background

Bike to Work Day is held the fourth Wednesday of every June and in the Denver region, is organized by DRCOG's Way to Go program. The event encourages people to try biking to work in a fun and supportive environment, with the hope they'll continue biking for more trips in the future. It also celebrates bike commuters who help improve air quality by replacing single-occupant vehicle rides with eco-friendly bike rides instead. Organizations, including local governments and other public-sector employers, are encouraged to join the Bike to Work Day Business Challenge and earn recognition each time their employees pledge to ride on the BikeToWorkDay.co website.

Member governments may also choose to host rider appreciation stations on the day-of the event, greeting participants with coffee or water, breakfast items, snacks and giveaways. Stations are a great opportunity to talk about planned or on-going projects, solicit public feedback and engage with the local community.

Action by others

n/a

Previous discussion/action

n/a

Recommendation

n/a

Attachments

Staff presentation

For more information

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





Bike to Work Day

Wednesday, June 26, 2024

If you have difficulty using this document's content, please email access@drcog.org or call 303-455-1000. Please expect a response within 72 business hours (three business days).



Agenda

- About Bike to Work Day
- 2023 highlights
- Pedal, Smile, Repeat
- How to help in your community
- Ordering free apparel
- Questions





About Bike to Work Day



- Annual event on the fourth Wednesday each June.
- Organized by Way to Go.
- Second-largest event of its kind in the country.
- Inspires long-term behavior change.
- Improves air quality and reduces traffic congestion.





2023 event highlights

- 18,000 riders
- 267 stations
- 390 companies in the Business Challenge

On the day of the event, riders eliminated 216,908 vehicle miles traveled.





This year's theme - Pedal, Smile, Repeat



Participating in Bike to Work Day increases a commuter's likelihood to commute by bike again.

Biking makes people smile. Many Bike to Work Day participants join the event because it's fun!





Promote the Business Challenge



Encourage local employers to register for the 2024 Business Challenge at www.tinyurl.com/btwd24challenge.

- Organizations that sign up for the challenge climb a public-facing leaderboard each time their employees pledge to ride.
- Companies that top the leaderboard will be recognized in a paid advertisement on the Denver Business Journal website.



Encourage local businesses to host rider appreciation stations

- Create a fun and supportive environment for residents!
- Highlight bicycle infrastructure in your area.
- Show support for better air quality.





Help Us Promote Bike to Work Day



- Add the June 26 event and [BikeToWorkDay.co](https://www.biketoworkday.co) link to calendars and newsletters to the public.
- Display Bike to Work Day posters at public parks, libraries and rec centers.
- Distribute posters to local businesses.
- Promote the event on social media and your website.
- Proudly wear your **free** Bike to Work Day shirt or hat!





Consider sponsoring



Way to Go features sponsor logos on:

- Bike to Work Day shirts
 - The BikeToWorkDay.co website
 - Email messages
 - Event signage
- ...and more!





Thank you!

Nisha Mokshagundam Nmokshagundam@drcog.org

Steve Erickson Serickson@drcog.org



Attachment I

Administrative modifications to the Fiscal Year

2024-2027 Transportation Improvement Program

Board of Directors

Meeting date: April 17, 2024

Agenda Item #: 15

Administrative Modifications to the Fiscal Year 2024-2027 Transportation Improvement Program

Agenda item type: Informational item

Summary

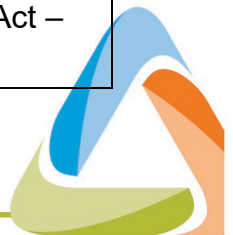
April 2024 Administrative Modifications to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

Background

Per the Board-adopted [Policies for Transportation Improvement Program Development](#), administrative modifications to the [Fiscal Year 2024-2027 Transportation Improvement Program](#) are reviewed and processed by staff. Administrative modifications represent revisions to Transportation Improvement Program projects that do not require formal action by the Board of Directors.

After the Board is informed of the administrative modifications, the modifications are processed and posted on the [Fiscal Year 2024-2027 Transportation Improvement Program web page](#). They are then emailed to the Transportation Improvement Program Notification List, which includes members of the Transportation Advisory Committee, the Regional Transportation Committee, project sponsors, staff of various federal and state agencies, and other interested parties.

Project Number	Sponsor	Title	Reason for Amendment	New/Removed Funding
2005-072	CDOT Region 1	US6/Wadsworth Interchange Reconstruction	Add funding	Add \$2,209,000 in state Regional Priority Project funds
2007-079	CDOT Region 1	Region 1 Bridge Off-System Pool	Add two pool projects	Add \$2,131,000 in federal Bridge Off-System funds
2018-015	CDOT Region 4	I25/CO119 Transit Facility Improvements	Add funding	Add \$1,000 in state Legislative funds and \$500,000 in federal Multimodal Transportation and Mitigation Options Fund – American Rescue Plan Act – CDOT funds



Project Number	Sponsor	Title	Reason for Amendment	New/Removed Funding
2020-081	CDOT Region 4	CO119 Operational Improvements: Boulder to Longmont	Reduce funding	Reduce state Legislative funding by \$99,000
2022-081	CDOT Region 4	U85/168th Intersection Improvements	Add funding	Add \$300,000 in state 10-Year Plan Capital funds

Project Funding Transfers:

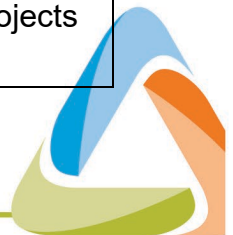
These projects involve funding transfers from one project to another. In many cases, this might be the consolidation of funding from multiple project listings into a single listing, or the merger of adjacent similar projects that will involve a combined letting. Projects are shown below paired with the other project(s) that are part of the transfer.

Project Number	Sponsor	Title	Reason for Amendment	Internal Funding Shifts
2020-083	Longmont	Coffman Busway: 1st to 9th	Transfer funding	Add \$1,000,000 in federal Transportation Alternatives – CDOT funds and scope from Coffman St Bikeway Extension project
2024-062	Longmont	Coffman St Bikeway Extension: Boston to 1st	Transfer funding	Transfer all funding and scope to Coffman Busway project

Set-Aside Projects:

Set-aside projects are now listed individually in the Transportation Improvement Program to allow for better progress tracking and coordination. These awards are for the Community-Based Transportation Planning Set-Aside.

Project Number	Sponsor	Title	Reason for Amendment	Internal Funding Shifts
2024-003	DRCOG	DRCOG Community Mobility Planning Set-Aside - Community-Based Transportation Plans	Remove funding distributed to individual projects	Transfer \$1,200,000 in federal Surface Transportation Block Grant funds to individual projects



Project Number	Sponsor	Title	Reason for Amendment	Internal Funding Shifts
New Project	DRCOG	303 Artway and Montbello Loop Implementation Plan	Add new set-aside award	Add \$250,000 in federal Surface Transportation Block Grant funds
New Project	DRCOG	Brighton Core City Circulation Plan	Add new set-aside award	Add \$250,000 in federal Surface Transportation Block Grant funds
New Project	DRCOG	92nd Avenue Corridor Study	Add new set-aside award	Add \$250,000 in federal Surface Transportation Block Grant funds
New Project	DRCOG	Pecos Street Corridor Study	Add new set-aside award	Add \$450,000 in federal Surface Transportation Block Grant funds

Action by others

n/a

Previous discussion/action

n/a

Recommendation

n/a

Attachments

April 2024 Administrative Modifications to the *Fiscal Year 2024-2027 Transportation Improvement Program*

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701; or Todd Cottrell, Programming and Project Delivery Program Manager, Transportation Planning and Operations Division, at 303-480-6737 or tcottrell@drcog.org



Attachment 1

April 2024 Administrative Modifications to the Fiscal Year 2024-2027 Transportation Improvement Program

2005-072: Add \$2,209,000 in state Regional Priority Project funds

Existing Project

Project Name: US6/Wadsworth Interchange Reconstruction

Sponsor: CDOT Region 1

Identification Number: 2005-072

Project Type: Roadway Capacity

Performance Measures: Bridge Condition, Congestion, Safety

Affected Counties: Jefferson

Affected Municipalities: Lakewood

Subregions(s): None

Open to Public: 2025

STIP-ID: SDR7066

Project Scope:

Phase I: Begin environmental assessment for Wadsworth Blvd (SH-121) from 4th Ave to 13th Ave including US-6 interchange reconstruction [\$500,000 of STP-Metro funds in FY 2005 and \$6 million of RPP funds in FY2006]

Phase II: Replace US-6 and Wadsworth Blvd interchange including improvements and widening to Wadsworth Blvd [\$17.5 million of RPP funds in FY 2010 for design and right-of-way].

The Legislative funding in FY 2022-2024 will cover ROW, utilities, final design and construction to completely reconstruct the interchange including improved traffic turning movements, noise walls, permanent water quality improvements, and enhanced bicycle and pedestrian facilities.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
State (FASTER Br. Enterprise)	\$0	\$0	\$8,000,000	\$12,000,000
State (Legislative)	\$10,000,000	\$0	\$0	\$0
State (TC Contingency)	\$2,898,000	\$0	\$0	\$0
Total	\$12,898,000	\$0	\$8,000,000	\$12,000,000



Prior Funding	Four Year Period	Future Funding	Total Funding
\$92,000,000	\$32,898,000	\$0	\$124,898,000

Revised Funding Table

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
State (FASTER Br. Enterprise)	\$0	\$0	\$8,000,000	\$12,000,000
State (Legislative)	\$10,000,000	\$0	\$0	\$0
State (Regional Priority Projects)	\$2,209,000	\$0	\$0	\$0
State (TC Contingency)	\$2,898,000	\$0	\$0	\$0
Total	\$15,107,000	\$0	\$8,000,000	\$12,000,000

2007-079: Add two pool projects and \$2,131,000 in federal Bridge Off-System funds

Existing Project

Project Name: Region 1 Bridge Off-System Pool

Sponsor: CDOT Region 1

Identification Number: 2007-079

Project Type: Roadway - Bridge

Performance Measures: Bridge Condition

Affected Counties: Adams, Arapahoe, Broomfield, Denver, Douglas, Jefferson

Affected Municipalities: None

Subregions(s): None

Open to Public: None

STIP-ID: SR17001

Project Scope:

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

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
No Current Four-Year Funding	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0



Prior Funding	Four Year Period	Future Funding	Total Funding
\$8,252,000	\$0	\$0	\$8,252,000

This pool includes the following current projects. All pool project funding depicts federal and/or state funding only.

- Dartmouth Ave - @ S Platte River - \$1,392,000
- Rio Grande St - @ Slaughterhouse Gulch - \$406,000
- 112th Ave - @ Fulton Ditch - \$500,000
- Potomac St - @ O'Brien Canal (partial replacement) - \$760,000
- Chambers - @ Sand Creek Bridge (Aurora) - \$214,000
- Windermere St - @ Highline Canal Bridge - \$1,241,000
- Community Center Dr. - Northglenn - \$524,000
- West Dartmouth Ave. - Englewood - \$229,000
- Laredo St Bridge Rehab - Aurora - \$1,779,000

Revised Funding Table and Project Listing

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Bridge Off-System)	\$2,131,000	\$0	\$0	\$0
Total	\$2,131,000	\$0	\$0	\$0

This pool includes the following current projects. All pool project funding depicts federal and/or state funding only.

- Dartmouth Ave - @ S Platte River - \$1,392,000
- Rio Grande St - @ Slaughterhouse Gulch - \$406,000
- 112th Ave - @ Fulton Ditch - \$500,000
- Potomac St - @ O'Brien Canal (partial replacement) - \$760,000
- Chambers - @ Sand Creek Bridge (Aurora) - \$214,000
- Windermere St - @ Highline Canal Bridge - \$1,241,000
- Community Center Dr. - Northglenn - \$524,000
- West Dartmouth Ave. - Englewood - \$229,000
- Laredo St Bridge Rehab - Aurora - \$1,779,000
- Tower Road - At 3rd Creek - \$720,000
- 88th - At Wolf Creek - \$1,410,000

2018-015: Add \$1,000 in state Legislative funds and \$500,000 in federal Multimodal Transportation and Mitigation Options Fund – American Rescue Plan Act – CDOT funds

Existing Project

Project Name: I25/CO119 Transit Facility Improvements

Sponsor: CDOT Region 4

Identification Number: 2018-015

Project Type: Transit Passenger Facilities

Performance Measures: Bridge Condition, Congestion, Freight Reliability, Pavement Condition, Safety, Transit Assets, Transit Safety, Travel Time Reliability

Affected Counties: Weld

Affected Municipalities: None

Subregions(s): None

Open to Public: 2023 STIP-ID: SSP4428

Project Scope:

Construct Bustang passenger stations and stops with appropriate pedestrian facilities, ADA ramps, and bus pullouts.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
No Current Four-Year Funding	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0



Prior Funding	Four Year Period	Future Funding	Total Funding
\$8,350,000	\$0	\$0	\$8,350,000

Revised Funding Table

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (MMOF - ARPA - CDOT)	\$500,000	\$0	\$0	\$0
Total	\$500,000	\$0	\$0	\$0

Prior Funding	Four Year Period	Future Funding	Total Funding
\$8,351,000	\$500,000	\$0	\$8,851,000

2020-081: Reduce state Legislative funding by \$99,000

Existing Project

Project Name: CO119 Operational Improvements: Boulder to Longmont

Sponsor: CDOT Region 4

Identification Number: 2020-081

Project Type: Roadway Operational Improvements

Performance Measures: Congestion, Safety, Transit Assets, Transit Safety, Travel Time Reliability

Affected Counties: Boulder

Affected Municipalities: Boulder, Longmont, Unincorporated

Subregions(s): Boulder, Regional

Open to Public: 2027

STIP-ID: SDR5000

Project Scope:

This project will improve safety and mobility on the CO119 corridor from Boulder to Longmont. Project will design and construct: transit, intersection, safety and bike/pedestrian improvements at the intersections of Jay Rd, 63rd St, Niwot Rd, and Airport Rd; reconstruct CO52 and Hover St intersections; queue bypass lanes at: Jay Rd, 63rd St, CO52, Niwot Rd, Airport Rd (SB only); BRT stations at 63rd St, CO52 and Niwot Rd; Park-n-Rides at 63rd St and Niwot Rd; and bikeway from Foothills Pkwy to Hover St, including 6 underpasses and two bike/pedestrian bridges.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (MMOF - ARPA)	\$33,430,000	\$0	\$0	\$0
Federal (RAISE)	\$0	\$25,000,000	\$0	\$0
Federal (Surface Transportation Block Grant)	\$0	\$4,503,000	\$0	\$0
Federal (Transportation Alternatives-CDOT)	\$0	\$0	\$1,679,000	\$0
State (Legislative)	\$33,742,000	\$22,254,000	\$0	\$0
State (Legislative-Transit)	\$5,000,000	\$0	\$0	\$0
Local (MMOF - ARPA)	\$590,000	\$0	\$0	\$0
Local (RAISE)	\$0	\$0	\$1,000,000	\$1,000,000
Local (Regional Priority Projects)	\$7,770,000	\$0	\$0	\$0
Local (RTD Funds Only)	\$15,500,000	\$1,500,000	\$0	\$0
Local (Surface Transportation Block Grant)	\$0	\$300,000	\$0	\$0
Local (Transportation Alternatives-CDOT)	\$0	\$0	\$662,000	\$0
Total	\$96,032,000	\$53,557,000	\$3,341,000	\$1,000,000
Project Phase to Initiate	Initiate Construction	Initiate Construction	None	None



Prior Funding	Four Year Period	Future Funding	Total Funding
\$7,059,000	\$153,930,000	\$0	\$160,989,000

Revised Funding Table

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (MMOF - ARPA - DRCOG)	\$33,430,000	\$0	\$0	\$0
Federal (RAISE)	\$0	\$25,000,000	\$0	\$0
Federal (Surface Transportation Block Grant)	\$0	\$4,503,000	\$0	\$0
Federal (Transportation Alternatives-CDOT)	\$0	\$0	\$1,679,000	\$0
State (Legislative)	\$33,742,000	\$22,155,000	\$0	\$0
State (Legislative-Transit)	\$5,000,000	\$0	\$0	\$0
Local (MMOF - ARPA - DRCOG)	\$590,000	\$0	\$0	\$0
Local (RAISE)	\$0	\$0	\$1,000,000	\$1,000,000
Local (Regional Priority Projects)	\$7,770,000	\$0	\$0	\$0
Local (RTD Funds Only)	\$15,500,000	\$1,500,000	\$0	\$0
Local (Surface Transportation Block Grant)	\$0	\$300,000	\$0	\$0
Local (Transportation Alternatives-CDOT)	\$0	\$0	\$662,000	\$0
Total	\$96,032,000	\$53,458,000	\$3,341,000	\$1,000,000
Project Phase to Initiate	Initiate Construction	Initiate Construction	None	None

2022-081: Add \$300,000 in state 10-Year Plan Capital funds

Existing Project

Project Name: U85/168th Intersection Improvements

Sponsor: CDOT Region 4

Identification Number: 2022-081

Project Type: Roadway Operational Improvements

Performance Measures: Congestion, Safety, Travel Time Reliability

Affected Counties: Weld

Affected Municipalities: Brighton

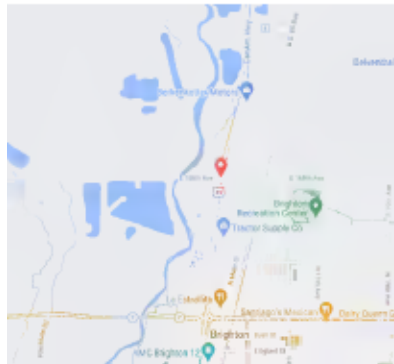
Subregions(s): None

Open to Public: None STIP-ID: SR46600.109

Project Scope:

Replace the signals on all four corners, add separate left turn lanes along 168th Ave. and an eastbound acceleration lane. Improvement of the radii for the right turning movements in the intersection.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
No Current Four-Year Funding	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0



Prior Funding	Four Year Period	Future Funding	Total Funding
\$610,000	\$0	\$0	\$610,000

Revised Funding Table

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
State (10 Year Plan Funds)	\$300,000	\$0	\$0	\$0
Total	\$300,000	\$0	\$0	\$0

2020-083: Add \$1,000,000 in federal Transportation Alternatives – CDOT funds and scope from Coffman St Bikeway Extension project

Existing Project

Project Name: Coffman Busway: 1st to 9th

Sponsor: Longmont

Identification Number: 2020-083

Project Type: Transit Service

Performance Measures: Congestion, Transit Assets, Transit Safety

Affected Counties: Boulder

Affected Municipalities: Longmont

Subregions(s): Boulder

Open to Public: 2024

STIP-ID: None

Project Scope:

Design and construct a dedicated center-lane busway on Coffman St. between 1st and 9th Ave. in downtown Longmont.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
No Current Four-Year Funding	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0



Prior Funding	Four Year Period	Future Funding	Total Funding
\$6,900,000	\$0	\$0	\$6,900,000

Revised Scope and Funding Table

Project Scope:

Design and construct a dedicated center-lane busway on Coffman Street between 1st and 9th Avenues in downtown Longmont and completion of a new multimodal street from Boston to 1st which will be critical to connecting the planned Bus Rapid Transit for CO119 and US287 and connecting people walking and on bikes from the St Vrain Greenway trail just south of the site to downtown Longmont just north of the project.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Transportation Alternatives-CDOT)	\$572,000	\$428,000	\$0	\$0
Local (Transportation Alternatives-CDOT)	\$143,000	\$107,000	\$0	\$0
Total	\$715,000	\$535,000	\$0	\$0

2024-062: Transfer all funding and scope to Coffman Busway project

Existing Project

Project Name: Coffman St Bikeway Extension: Boston to 1st

Sponsor: Longmont

Identification Number: 2024-062

Project Type: Active Transportation

Performance Measures: Congestion, Safety

Affected Counties: Boulder

Affected Municipalities: Longmont

Subregions(s): None

Open to Public: 2026

STIP-ID: SR47020.046

Project Scope:

Completion of a new multimodal street which will be critical to connecting the planned Bus Rapid Transit for CO119 and US287 and connecting people walking and on bikes from the St Vrain Greenway trail just south of the site to downtown Longmont just north of the project.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Transportation Alternatives-CDOT)	\$572,000	\$428,000	\$0	\$0
Local (Transportation Alternatives-CDOT)	\$143,000	\$107,000	\$0	\$0
Total	\$715,000	\$535,000	\$0	\$0



Prior Funding	Four Year Period	Future Funding	Total Funding
\$0	\$1,250,000	\$0	\$1,250,000

Revised Funding Table

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
No Current Four-Year Funding	\$0	\$0	\$0	\$0
Total	\$0	\$0	\$0	\$0

2024-003: Transfer \$1,200,000 in federal Surface Transportation Block Grant funds to individual projects

Existing Project

Project Name: DRCOG Community Mobility Planning Set-Aside - Community-Based Transportation Plans

Sponsor: DRCOG

Identification Number: 2024-003

Project Type: Study

Performance Measures: Congestion, Safety, Transit Safety, Travel Time Reliability

Affected Counties: Regional

Affected Municipalities: None

Subregions(s): None

Open to Public: None STIP-ID: None

Project Scope:

Community transportation plans as part of the Corridors, Community, Livability, and Innovative Planning (CCLIP) Set-Aside.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Surface Transportation Block Grant)	\$625,000	\$625,000	\$625,000	\$625,000
Total	\$625,000	\$625,000	\$625,000	\$625,000
Project Phase to Initiate	Initiate Study	Initiate Study	Initiate Study	Initiate Study



Prior Funding	Four Year Period	Future Funding	Total Funding
\$0	\$2,500,000	\$0	\$2,500,000

Revised Funding Table

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Surface Transportation Block Grant)	\$0	\$50,000	\$625,000	\$625,000
Total	\$0	\$50,000	\$625,000	\$625,000

New Project: Add new Community-Based Transportation Planning Set-Aside project

New Project

Project Name: 303 Artway and Montbello Loop Implementation Plan

Sponsor: DRCOG

Identification Number: Request

Project Type: Study

Performance Measures: Congestion, Safety

Affected Counties: Denver

Affected Municipalities: Denver

Subregions(s): None

Open to Public: None

State ID Number: None

Project Scope:

Implementation plan that will take the 5+ years of community engagement, visioning and planning around the 303 Artway and Montbello Loop to identify implementable projects, outline ongoing efforts that align with their goals, and identify a pathway to implement the core elements in each project.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Surface Transportation Block Grant)	\$125,000	\$125,000	\$0	\$0
Total	\$125,000	\$125,000	\$0	\$0
Project Phase to Initiate	Initiate Study	Initiate Study	None	None

Prior Funding	Four Year Period	Future Funding	Total Funding
\$0	\$250,000	\$0	\$250,000



New Project: Add new Community-Based Transportation Planning Set-Aside project

New Project

Project Name: Brighton Core City Circulation Plan

Sponsor: DRCOG

Identification Number: Request

Project Type: Study

Performance Measures: Congestion, Safety

Affected Counties: Adams

Affected Municipalities: Brighton

Subregions(s): None

Open to Public: None

State ID Number: None

Project Scope:

Multimodal circulation and access plan looking at Bridge Street between the Platte River and 22nd Avenue and the half mile radius of surrounding communities.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Surface Transportation Block Grant)	\$125,000	\$125,000	\$0	\$0
Total	\$125,000	\$125,000	\$0	\$0
Project Phase to Initiate	Initiate Study	Initiate Study	None	None



Prior Funding	Four Year Period	Future Funding	Total Funding
\$0	\$250,000	\$0	\$250,000

New Project: Add new Community-Based Transportation Planning Set-Aside project

New Project

Project Name: 92nd Avenue Corridor Study

Sponsor: DRCOG

Identification Number: Request

Project Type: Study

Performance Measures: Congestion, Safety

Affected Counties: Adams

Affected Municipalities: Federal Heights

Subregions(s): None

Open to Public: None

State ID Number: None

Project Scope:

Multimodal corridor study of 92nd Avenue from Federal Boulevard to Pecos Street.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Surface Transportation Block Grant)	\$0	\$250,000	\$0	\$0
Total	\$0	\$250,000	\$0	\$0
Project Phase to Initiate	None	Initiate Study	None	None



Prior Funding	Four Year Period	Future Funding	Total Funding
\$0	\$250,000	\$0	\$250,000

New Project: Add new Community-Based Transportation Planning Set-Aside project

New Project

Project Name: Pecos Street Corridor Study

Sponsor: DRCOG

Identification Number: Request

Project Type: Study

Affected Counties: Adams

Subregions(s): None

Performance Measures: Congestion, Safety

Affected Municipalities: Unincorporated

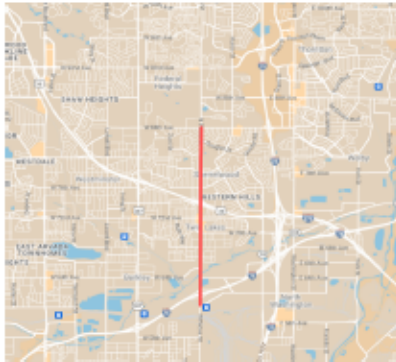
Open to Public: None

State ID Number: None

Project Scope:

Multimodal transportation study of Pecos Street between West 62nd Parkway and 84th Avenue.

Funding Type	Federal Fiscal Year 2024	Federal Fiscal Year 2025	Federal Fiscal Year 2026	Federal Fiscal Year 2027
Federal (Surface Transportation Block Grant)	\$0	\$450,000	\$0	\$0
Total	\$0	\$450,000	\$0	\$0
Project Phase to Initiate	None	Initiate Study	None	None



Prior Funding	Four Year Period	Future Funding	Total Funding
\$0	\$450,000	\$0	\$450,000