

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, August 18, 2021
6:30 p.m. – 8:40 p.m.
VIDEO/WEB CONFERENCE
Denver, CO

1. 6:30 Call to Order
2. Roll Call and Introduction of New Members and Alternates
3. Move to Approve Agenda
4. 6:40 Report of the Chair
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
5. 6:45 Report of the Executive Director
6. 6:50 Public Comment

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

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

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



We make life better!



CONSENT AGENDA

7. 7:00 Move to Approve Consent Agenda
i. Minutes of July 21, 2021
(Attachment A)

ACTION ITEM

8. 7:05 Discussion on the Public Engagement Plan Amendments
(Attachment B) Lisa Houde, Public Engagement Planner, Communications and Marketing

INFORMATIONAL BRIEFINGS

9. 7:20 Update on the development of the 2024-2027 TIP Policy
(Attachment C) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations
10. 7:50 Update on the Greenhouse Gas (GHG) transportation planning rulemaking.
(Attachment D) Ron Papsdorf, Director, Transportation Planning and Operations
11. 8:20 Briefing on the 2021 DRCOG Board Collaboration Survey
(Attachment E) Douglas W. Rex, Executive Director
12. 8:30 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 – Ashley Stolzmann
 - B. Report from Metro Mayors Caucus – Bud Starker
 - C. Report from Metro Area County Commissioners – Jeff Baker
 - 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 – John Diak
 - G. Report from CDOT – Rebecca White
 - H. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

13. Update on potential performance measure amendments to Metro Vision.
(Attachment F) Brad Calvert, Director, Regional Planning and Development
14. Transportation Improvement Program (TIP) administrative modifications
(Attachment G) Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations

ADMINISTRATIVE ITEMS

15. **Next Meeting – September 15, 2021**
16. Other Matters by Members
17. 8:40 Adjourn

CALENDAR OF FUTURE MEETINGS

August 2021

4	Board Work Session	4:00 p.m.
4	Performance and Engagement Committee	5:30 p.m.*
17	Regional Transportation Committee	8:30 a.m.
18	Finance and Budget Committee	5:45 p.m.
18	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.
27-28	Annual Board of Director Workshop	Cancelled

September 2021

1	Board Work Session	4:00 p.m.
1	Performance and Engagement Committee	5:30 p.m.*
14	Regional Transportation Committee	8:30 a.m.
15	Finance and Budget Committee	5:45 p.m.
15	Board of Directors	6:30 p.m.
17	Advisory Committee on Aging	Noon – 3 p.m.
27	Transportation Advisory Committee	1:30 p.m.

October 2021

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

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

ATTACH A

SUMMARY
BOARD OF DIRECTORS
WEDNESDAY, July 21, 2021

Members/Alternates Present

Ashley Stolzmann, Chair	City of Louisville
Steve O'Dorisio	Adams County
Jeff Baker	Arapahoe County
Bob Fifer	City of Arvada
Alison Coombs	City of Aurora
Larry Vittum	Town of Bennet
Aaron Brockett	City of Boulder
Adam Cushing	City of Brighton
William Lindstedt	City and County of Broomfield
Deborah Mulvey	City of Castle Pines
Tammy Mauer	City of Centennial
Kara Tinucci	City of Central
Randy Weil	City of Cherry Hills Village
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
George Teal	Douglas County
Steve Conklin	City of Edgewater
Linda Montoya	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Jim Dale	City of Golden
David Kerber (Alternate)	City of Greenwood Village
Tracy Kraft-Tharp	Jefferson County
Stephanie Walton	City of Lafayette
Jacob LaBure	City of Lakewood
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Colleen Whitlow	Town of Mead
John Diak	Town of Parker
Neal Shah	Town of Superior
Jessica Sandgren	City of Thornton
Lindsey Smith (Alternate)	City of Westminster
Bud Starker	City of Wheat Ridge
Rebecca White	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Bryan Weimer, Arapahoe County; Chris Chovan, Adams County; Mac Callison, Aurora; Sarah Grant, Broomfield; Brent Soderlin, Commerce City, Lauren Pulver, Douglas County; Celeste Arner, Federal Heights; Tim Howard, Superior; Kent Moorman, Thornton; Heath Klein, Westminster; Jordan Rudel, Danny Herrmann, Kathleen Bracke, CDOT; Randle Loeb, Citizen; and DRCOG staff.

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

Move to approve agenda

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

Report of the Chair

Chair Stolzmann shared her perspectives about CDOT funding allocations to the 10-year pipeline of projects. At the July STAC meeting, Chair Stolzmann expressed her concern that in our region, there are still about \$184 million in year 1-4 projects on the list that are unfunded, but there are projects being moved up from years 5-10. Chair Stolzmann also expressed concern that the funding information was provided to STAC members less than two days before the meeting limiting the opportunity to provide feedback to CDOT. Chair Stolzmann sent a letter to the Transportation Commission asking them to delay their decision on these funding allocations by one month to give everyone more time to review the information presented, but the Commission chose to move forward with the funding recommendation. Chair Stolzmann presented recommendations she shared with the Transportation Commission for future CDOT funding discussions that will increase transparency and collaboration going forward. Chair Stolzmann also shared her thoughts on the upcoming GHG Rulemaking. CDOT has run multiple scenarios on what ways to obtain the GHG emission reduction targets as set forth in the state's Greenhouse Gas Pollution Reduction Roadmap. The scenario with the largest impact is the turnover of the vehicle fleet from internal combustion engines to non-carbon emitting types of vehicles (i.e. electric vehicles). Other scenarios are revealing limited benefit and Chair Stolzmann questioned whether we are going far enough in our conversations and suggested that a charette be considered with regional stakeholders to flush out further emission reduction opportunities.

- Director Conklin reported the Performance and Engagement Committee met on June 2 and received two informational briefings:
 - An update on the 2021 Board Workshop, which an email will be going out by the end of the week with reservations for attending the workshop and hotel accommodations.
 - A discussion of the 2021 DRCOG Board Director Collaboration Assessment, which the committee will also have another discussion about in August.
- Director Shaw reported the Finance and Budget Committee met on June 24 and July 21, and approved two resolutions authorizing an on the executive director to:
 - issue contracts with service providers for up to \$780,000 total for the AAA transportation voucher program and up to \$500,000 total for the AAA in-home voucher program for the state fiscal year of July 1, 2021 through June 30, 2022.
 - contract with Nymbi Science for a mobile fall prevention program in an amount not to exceed \$363,000 for six months starting July 1, 2021, and with an option to extend the contract for six months for the same amount expiring on June 30, 2022.
- The F&B committee also met on July 21 and approved four additional resolutions authorizing an on the executive director to:

- execute a contract amendment with Right Click Solutions, Inc (DBA RideAmigos) to develop and support additional functionality for the mywaytogo.org commuter trip planning and employer transportation demand management site, for a one-time amount not to exceed \$20,000 and an additional annual amount not to exceed \$13,500 for updates, support and maintenance for three additional one-year terms upon satisfactory performance.
- enter into an agreement with the Federal Transit Administration for \$327,402 and allocate the ARPA funding to projects as recommended for the period that meets the needs of the subrecipients in the region.
- enter into an agreement with the Federal Transit Administration for \$327,397 and allocate the CRRSAA funding to projects as recommended for the period that meets the needs of the subrecipients in the region.
- execute a contract with the Colorado Refugee Services Program in an amount not to exceed \$115,000 for the term of October 1, 2021 through September 30, 2022, in support of DRCOG's Elder Refugee Services program.

Report of the Executive Director

- ED Rex encouraged directors to register for the upcoming 2021 Board Workshop.
- DRCOG was recently certified by the Age-Friendly Institute as an Age-Friendly Employer.
- Metro Denver Nature Alliance and NoCoPLACES 2050, were recently awarded grants through the Colorado Parks and Wildlife and the Great Outdoors Colorado (GOCO), to participate in the Colorado Outdoors Regional Partnership Initiative. DRCOG has a strong alliance with these nature-based collaboratives and plan to assist any way that we can.

Public Comment

Randle Loeb encouraged the leaders of our metro area to make sure that all citizens have affordable housing options, ample choices for our un-housed population, sufficient transit needs being met for all, and adequate healthcare.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the June 16, 2021 meeting
- FY 2022-2025 Transportation Demand Management (TDM) Services Set-Aside Eligibility

Discussion of the Employee Traffic Reduction Program

Steve Erickson provided a brief overview and update of the program to the board. The state proposed the Employee Traffic Reduction Program (ETRP) to encourage employers to support commute options in the workplace. The Air Quality Control Commission will hold a rulemaking hearing on Aug. 18-20. DRCOG has party status,

which will give our organization an opportunity to testify. The ETRP is modeled after successful programs across the country and will require large employers to register, conduct surveys, and develop a plan to reduce single occupancy vehicle trips. The Way to Go partnership, was prepared to support employer efforts with robust tools, resources, and outreach already in place should the rule be implemented.

Mr. Erickson received a notice from the assistant Attorney General minutes before the meeting that the proposed ETRP amendment and any support of it was withdrawn. Several directors expressed their disappointment in the withdrawal. Mr. Erickson said he would keep the Board apprised of any future actions related to the proposed rule.

Discussion of the FY2022-FY2023 Unified Planning Work Program for the Denver Region

Josh Schwenk presented the program to the directors. The Unified Planning Work Program (UPWP) outlines the transportation planning activities and tasks to be conducted within the region with federal transportation planning funds. The new FY2022-FY2023 UPWP outlines activities to be conducted from October 1, 2021 through September 30, 2023, and was prepared with input from CDOT, RTD, and local government staff. It represents over \$18 million in planned expenditures with over 70 deliverables. Key objectives of the document are as follows:

- Objective 1.0 – Program Administration and Coordination - Administer the core Metropolitan Planning Organization (MPO) transportation planning program
- Objective 2.0 – Planning Coordination and Outreach - Increase participation and support of the public in the planning process and engage with the transportation planning activities of partner agencies to address the transportation and development issues of the region and ensure outcomes that are consistent with Metro Vision goals and policies
- Objective 3.0 – Long Range and Multimodal Planning - Develop, refine, and implement the region's long-range plans – Metro Vision and the Metro Vision Regional Transportation Plan – as well as the various modal plans which help to implement their principles, to enhance and improve the quality of life in the DRCOG region
- Objective 4.0 – Project Programming - Identify and implement priorities within the metropolitan area by effectively developing and managing the Transportation Improvement Program
- Objective 5.0 – Transportation Systems Operations - Implement regional priorities through strategies to improve the safety and effectiveness of the existing transportation system, explore innovative solutions, and protect air quality
- Objective 6.0 – Public Transportation Planning - Plan and operate rapid transit corridors, the regional bus network, and transit facilities
- Objective 7.0 – Planning Data and Modeling - Acquire and maintain critical data and forecasting tools to support the region's transportation and land use planning activities

Director Peck **moved** to adopt Resolution No. 8, 2021, approval of the draft FY2022-FY2023 Unified Planning Work Program (UPWP). The motion was **seconded** and **passed** unanimously.

Discussion of the Transportation Improvement Project (TIP) 2nd Year Delays

Todd Cottrell provided a brief overview of the delays to the board. The Board has full authority to decide the course of action and penalty regarding projects that are delayed for a second time. This can range from establishing a deadline to initiate the phase (staff recommendation), canceling the phase and returning the funds back to DRCOG for reprogramming, or reprogramming the funds to a future year. DRCOG staff is aware of the following two projects that had phases delayed in FY 2020 and will continue to be delayed in FY 2021 for a second year after July 1, 2021:

1. **Sheridan; Safe Stops Through Sheridan ([TIP ID 2020-077](#)) Delayed Phase: FY2020 Construction**
 - DRCOG staff recommendation: Allow the project to continue with an advertisement deadline no later than September 30, 2021.
2. **Westminster; US-36/Church Ranch Station Multimodal Access Improvements ([TIP ID 2020-077](#))**
 - DRCOG staff recommendation: Allow the project to continue with an advertisement deadline no later than September 30, 2021.

Director Coombs **moved** to approve a course of action as recommended by staff on FY 2020 TIP-funded second year delayed projects. The motion was **seconded** and **passed** unanimously.

Briefing on the FY 2020-2023 Transportation Improvement Program (TIP) Dual Model process overview

Todd Cottrell explained the process to the directors. The TIP identifies all federally funded and state funded transportation projects, in addition to regionally significant non-federal projects, in the Denver region over a four-year period. Projects are selected through a cooperative process, considering submittals from local governments, CDOT, RTD, and other eligible agencies. DRCOG and its planning partners decide on a process and criteria for including projects in the TIP and awarding DRCOG-directed state and federal funds, which allows the region to set and agree upon its transportation priorities.

The model used for the 2020-2023 TIP provided flexibility for member governments to apply local values to the TIP process within the framework of Metro Vision and the Regional Transportation Plan (RTP). The foundation of the dual model process is its three major elements: set-aside programs, regional share, and subregional share. After the set-aside funds were allocated off-the-top, remaining funds were split 20% to the regional share and 80% to the subregional share. Unlike previous project selection methods, project ideas and applications were discussed at each subregional forum and then submitted individually through each subregion to DRCOG.

The next four-year TIP will be for FY 2024-2027. The first step to create the next TIP is to develop the FY 2024-2027 TIP Policy. Staff anticipates topics for discussion, review, or action to incorporate into the draft FY 2024-2027 TIP Policy for final action by the Board, will be considered for adoption in January 2022. Directors expressed their appreciation for the dual process.

Committee Reports

State Transportation Advisory Committee – Chair Stolzmann reported that the committee met and received an update on the National Highway Freight Program. The committee discussed the greenhouse gas rulemaking and whether they were ready to move the rule forward.

Metro Mayors Caucus –Director Starker stated that the group did not meet in July.

Metro Area County Commissioners – Director Baker informed the Board that they met and had a discussion on the proposed funding from each one of the counties in the metro area and talked about all of the efforts ongoing regarding the human trafficking crisis.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the committee met, reviewed, and approved proposals on DRCOG’s voucher program for transportation and homemaker services, as well as personal care services. The committee also had a project visibility training, which provides a better understanding of the unique needs that LGBTQ+ older adults have.

Regional Air Quality Council – Doug Rex stated that RAQC did not meet in July.

E-470 Authority – Director Sandgren stated that they met and approved dedication of three acres to Arapahoe County and an additional 22 acres at a public auction for land that wasn’t being used. They concluded a feasibility study to review acceleration of the construction of the future 48th Avenue Interchange. They also had a discussion and approval of their collections contracts. E-470 celebrated 30 years this month.

Report from CDOT – Director White addressed Chair Stolzmann’s remarks at the beginning of the meeting, regarding the projects that were approved by CDOT and the Transportation Commission.

Report on FasTracks – Director Van Meter reported the RTD Board considered an authorization for staff to proceed with the Northwest Rail Peak Service Plan at a cost of \$12 million. The Board did not feel comfortable with that dollar amount and asked RTD staff to come up with a new proposal at a lower cost by August 10.

Next meeting – August 18, 2021

Other matters by members

Director Brockett requested that director White share her responses (in writing) with the board, regarding Chair Stolzmann’s concerns with the 3B funding allocations.

Adjournment

The meeting adjourned at 8: p.m.

Ashley Stolzmann, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
August 18, 2021	Action	8

SUBJECT

Amendments to DRCOG's public engagement plan, *People-centered planning, projects and services*.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the amended public engagement plan.

ACTION BY OTHERS

[July 26, 2021](#) – TAC recommended approval

[August 17, 2021](#) – RTC will make a recommendation

SUMMARY

DRCOG adopted a public engagement plan, [People-centered planning, projects and services](#) in May 2019. Staff is proposing amendments to address some issues that emerged in the first two years of implementing the plan:

- First, since engagement strategies transitioned to fully virtual during the COVID-19 pandemic, it became clear that more discussion and direction regarding virtual participation is necessary.
- Second, the public engagement plan does not include any direction about how to revise the plan, so revision procedures are proposed.
- Third, while completing the 2050 Metro Vision Regional Transportation Plan, DRCOG staff worked with the Colorado Department of Transportation, Regional Transportation District, Federal Highway Administration, Federal Transit Administration, and Environmental Protection Agency to develop specific revision procedures for different types of potential amendments to that plan.
- These proposed amendments to the recently adopted public engagement plan also provide an opportunity to make some minor formatting and text changes.

The draft amended public engagement plan was the subject of a public hearing at the June 16, 2021 Board of Directors meeting. One attendee provided public comment and requested that the Denver Regional Mobility & Access Council (DRMAC) be included into the list of potential participants in Appendix C. This additional change has been made on page 40 of the tracked change document below.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a resolution adopting the amended public engagement plan.

ATTACHMENTS

1. Staff presentation
2. [Public Engagement Plan with tracked edits](#)
3. Draft resolution

ADDITIONAL INFORMATION

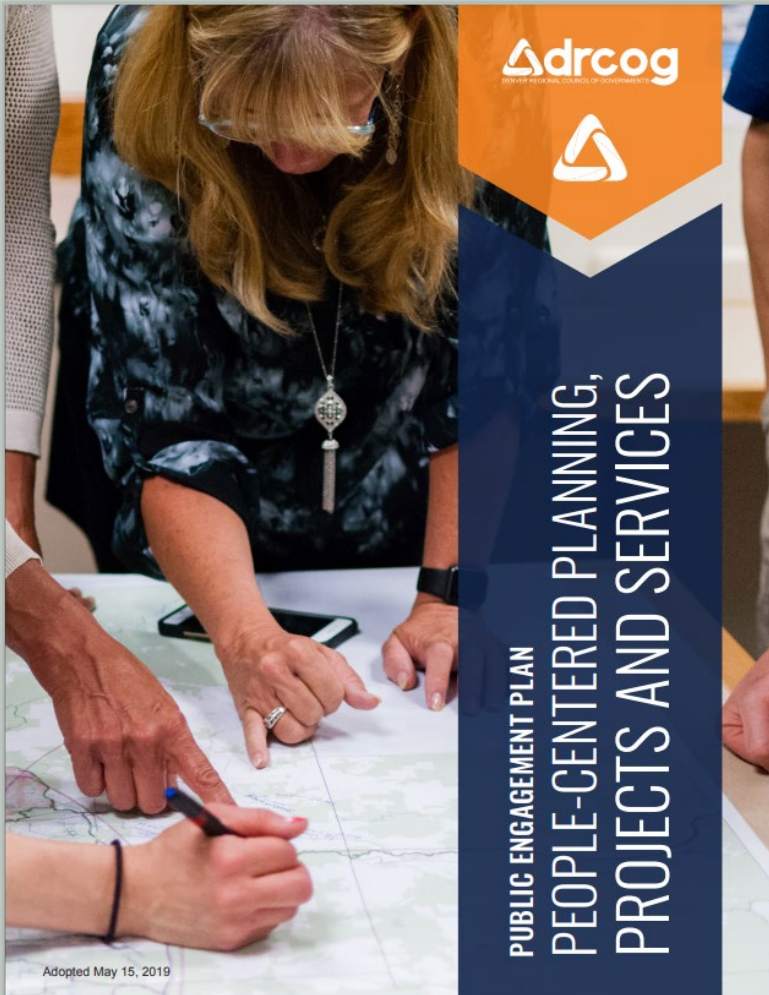
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org, Lisa Houde, Planner - Public Engagement, Communications & Marketing, at 303-480-5658 or lhode@drcog.org, or Alvan-Bidal Sanchez, Transportation Planner, Transportation Planning & Operations, at 720-278-2341 or asanchez@drcog.org.

Amendments to the Public Engagement Plan

Board of Directors
August 18, 2021

Lisa Houde | Alvan-Bidal Sanchez

What is the public engagement plan?



- A **guidebook** to help DRCOG staff plan and implement **effective public engagement**
- A **statement of DRCOG's commitment** to providing the region's residents with **opportunities to participate** in regional planning decisions.
- Helps residents understand the **guiding principles, goals and implementation strategies** for ensuring effective engagement.

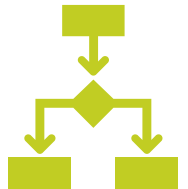
Proposed amendments to the plan



Incorporating additional guidance for **virtual participation methods**



Providing direction for **revising the public engagement plan**



Specifying a process for **different types of amendments to the regional transportation plan**



Fixing **minor formatting** and **text changes**

- Posted for **public review and comment**
Apr. 29 – June 16
- Public hearing **notice** in Apr. 29 Denver Post
- Promoted through **social media, website, and eblasts**
- Public hearing at **June 16 Board of Directors** meeting

Join the public hearing on Wednesday, June 16.

No images? [Click here](#)



Review proposed amendments to DRCOG's public engagement plan

Public hearing

6:30 p.m.

Wednesday, June 16

Virtual meeting only

Join virtually by computer or phone — [visit this link](#) the week of the public hearing to find the link and phone number.



Denver Regional Council of Governments

June 15 at 1:13 PM · 🌐

Time is running out! Share written comments on DRCOG's revised public engagement plan before tomorrow's public hearing, or speak at the hearing tomorrow, June 16. Review the amended document and find out how to submit comments. drcog.org/pephearing



👍 Like

💬 Comment

➦ Share

Proposed motion

Move to adopt a resolution adopting the amended public engagement plan.





Thank you! Questions?

Lisa Houde, AICP | lhoudedrcog@drcog.org
Alvan-Bidal Sanchez, AICP
asanchez@drcog.org

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2021

A RESOLUTION ADOPTING THE AMENDED PUBLIC ENGAGEMENT PLAN, *PEOPLE-CENTERED PLANNING, PROJECTS AND SERVICES*

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

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

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

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

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

WHEREAS, the draft amended *People-Centered Planning, Projects and Services* document was the subject of an advertised 45-day public comment period and a public hearing on June 16, 2021, and

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

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby adopts the amended *People-Centered Planning, Projects and Services* public engagement plan document dated August 18, 2021, as the policy plan for the conduct of public engagement efforts associated with the regional transportation planning process and all other work functions of the organization.

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

Resolution No. _____, 2021

Page 2

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2021
at Denver, Colorado.

Ashley Stolzmann, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
August 18, 2021	Informational Briefing	9

SUBJECT

Discussions on the development of the 2024-2027 TIP Policy.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

The next four-year TIP will be for FY 2024-2027. The first step in creating the next TIP is to develop the FY 2024-2027 TIP Policy. In April, DRCOG staff began discussions with the Transportation Advisory Committee (TAC) on updates to the policy. This memo outlines those completed discussions to date, including the staff recommendation and TAC comments.

As topics continue to be discussed at TAC, staff anticipates bringing additional topics to the Board for discussion. All outcomes will be incorporated into the draft FY 2024-2027 TIP Policy for final action by the Board, anticipated for adoption in January 2022.

1. Regional Share Project Selection Process

A. Regional Share Definition

Current Policy: The definition in the FY 2020-2023 TIP is:

The intent of the Regional Share is to select a limited number of regional, high priority projects that play a crucial role in shaping and sustaining the future of individuals, cities, and counties in the region consistent with Metro Vision and the Regional Transportation Plan. The focus is to connect communities, greatly improve mobility and access, and provide a high return on investment to the region.

Staff Recommendation: Adjust the definition to:

Regional Share projects and programs serve to achieve the regional outcomes and objectives of the Metro Vision Plan and the regionally-funded project and program investment priorities set by the 2050 Regional Transportation Plan.

TAC Discussion: TAC initially commented they felt the definition should focus on or include answers to questions such as who benefits and who does a Regional Share project move, in addition to questions about freight, the users it draws, and what are the economic benefits.

Staff felt the definition should remain broad to reflect the connection between the 2050 MVRTP, Metro Vision, and the TIP, while having the Regional Share project eligibility assist in answering some of the TAC questions.

B. Funding Availability

Current Policy: After funding for the Set-Asides is taken off-the-top, the Regional Share process receives 20% of the available funding to program. For the FY 2020-2023 TIP cycle, \$25 million was committed off-the-top to the Central 70 project, leaving a \$32 million target. For comparison and assuming TIP funding levels and the Regional/Subregional split remain constant, the FY 2024-2027 TIP Regional Share target is expected to be \$57 million.

The Regional Share also has project funding submittal limits. No submittals can request more than \$20 million in DRCOG-allocated funds and the funds are required to be matched at a minimum of 50%.

Staff Recommendation: Retain the cap at \$20 million for DRCOG-allocated funds per application, but reduce the match to a minimum of 20%.

In addition, add a DRCOG-allocation minimum funding request of \$5 million (\$6.25 million overall minimum project cost), except for studies. This will allow the Regional Share to maintain a “regional” theme in terms of project size. *It should be noted that comments were heard at the July TAC meeting to possibly lower the proposed \$5 million minimum to a lower amount, perhaps \$2-3 million.*

TAC Discussion: No comments were received regarding the maximum limit of \$20 million per submittal of DRCOG-allocated funds, though comments were heard in favor of retaining and/or lowering the minimum match of 50%. At the August TAC meeting, staff will survey members as to the appropriate minimum funding amount.

C. Project Type and Location Eligibility

Current Policy: Due to the limited amount of funding available for this share and to further reflect the intent, project type and limitations are included in the Regional Share Call for Projects. The current eligibility requirements are included on the left side of the table below.

DRCOG Staff Recommendation: Since the current project eligibility relates to the 2040 MVRTP, it will need to be updated to reflect the newly adopted 2050 MVRTP. Staff proposes the following updates to reflect the 2050 MVRTP regionally funded fiscally-constrained project and program investment priorities. Eligible programs are recommended to remain the same:

Programs: Applicants could submit a program if it is region-wide. Regional programs need to focus on optimizing the multimodal transportation system by increasing mobility and access, and/or programmatic efforts to ensure that people of all ages, incomes, and abilities are connected to their communities and the larger region.

Eligible project criteria recommendations include:

2050 Regional Transportation Plan Category	Any Project Phase	Pre-Construction Activities
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DRCOG Administered Funds-Multimodal Capital Projects & Programs	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Regional BRT Projects	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Corridor Transit Planning Projects & Programs	<ul style="list-style-type: none"> Listed projects in the 2020-2029 staging period Regional mobility hubs Any other regional strategic transit improvement* 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Arterial Safety/Regional Vision Zero Projects & Program	<ul style="list-style-type: none"> Listed projects in the 2020-2039 staging period Any other safety project located on the Taking Action on Regional Vision Zero Plan High Injury Network (arterial or higher classification)* 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Active Transportation Projects & Program	<ul style="list-style-type: none"> Listed projects in the 2020-2039 staging period Any other active transportation project that closes a gap or extends a facility on the regional active transportation corridors 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period
Freight Projects & Program	<ul style="list-style-type: none"> Listed projects in the 2020-2039 staging period Any other project located on the Tier 1 or Tier 2 Regional Highway Freight Vision Network that primarily improves freight movement or access to a Regional Freight Focus Area* 	<ul style="list-style-type: none"> Listed projects in the 2030-2039 staging period

* Must not be an air quality [Regionally Significant Project](#) as defined in the 2050 RTP.

TAC Discussion: Comments heard were in favor of keeping eligibility similar to the previous process. When staff originally presented this information, TAC members commented on the eligibility being limited to projects in the 2050 RTP 2020-2029 air quality staging period only.

After TAC input and further consideration, staff revised the proposal to expand and clarify that eligibility includes 1) pre-construction and construction activities for projects specifically listed in the 2050 RTP 2020-2029 staging period and air quality non-regionally significant projects within certain categories of the 2050 RTP, and 2) pre-construction activities for projects listed in the 2050 RTP 2030-2039 staging period. Staff presented this revised recommendation at the July 26 TAC meeting and received no further comments.

D. Application Submittal and Evaluation

Current Policy: Regional Share project applications, though submitted from individual sponsors, are first discussed at each subregional transportation forum, as each subregion is permitted a maximum of three submittals. In addition, two submittals each are allowed from RTD and CDOT (though the Central 70 project counts as one of CDOT's project submittals).

After all applications are evaluated and scored by DRCOG staff, a project review panel is convened and to discuss and prioritize the eligible applications for a funding recommendation to the MPO committees and DRCOG Board.

Staff Recommendation: No changes.

TAC Comment: Mentimeter.com was used to gather agree/disagree opinions, in which 100% of the TAC members present agreed.

2. Regional/Subregional Share Funding Split

Current Policy: The funding split is 20% to the Regional Share and 80% to the Subregional Share. If the funding for DRCOG to allocate for this upcoming TIP cycle is similar to the past, the Regional Share allocation would be approximately \$57 million.

Staff Recommendation: No change, based on keeping the future Regional Share similar to the current process.

TAC Comment: None heard.

3. Project Scoring

DRCOG has identified two main elements to the scoring of applications; the roles of staff and the forums in scoring, and the scoring methods used.

A. Regional Share Scoring Roles and Process: The Regional Share scoring roles are included within the Regional Share discussion (#1 above).

B. Subregional Share Scoring Roles and Process:

Current Policy: The process is coordinated by the forums, where each applicant submits their application(s) to their individual forum(s). Forum members then score, discuss, prioritize, and recommend projects to the MPO committees and DRCOG Board.

Staff Recommendation: No changes to the existing process, except:

- In the last TIP cycle, a couple of forums expressed concerns with members scoring their own projects. To resolve this situation, staff recommends forum members not be allowed to score their own submitted projects.
- After the appropriate forum members are finished scoring projects, the scoring sheet should be sent to DRCOG staff to allow for additional quality control and review. Though DRCOG has no intentions of adjusting scores, staff will review and give focus to those scores or scorers that are "highly unique" in comparison to the other scores received.

TAC Comment: Mentimeter.com was used to gather agree/disagree opinions, in which approximately 90% of the TAC members present agreed with the staff recommendation.

C. Scoring Method:

Current Policy: Project scorers apply a “high, medium, or low” to each application question based on the applicants answer. On the spreadsheet that records the score, the high-medium-low score is translated to a “3, 2, or 1”, with 3 equaling high, and 1 being low.

Staff Recommendation: Eliminate reference to “High, Medium, or Low”, since the end result of the scoring method is referenced as a numerical value, and convert to scores that range from 5 to 1 (5=high, 1=low). Adjusting the scoring range (from 3-1 to 5-1) should allow further definition between projects.

TAC Comment: Mentimeter.com was used to gather agree/disagree opinions, in which approximately 80% of the TAC members present agreed and 15% answered “unsure”.

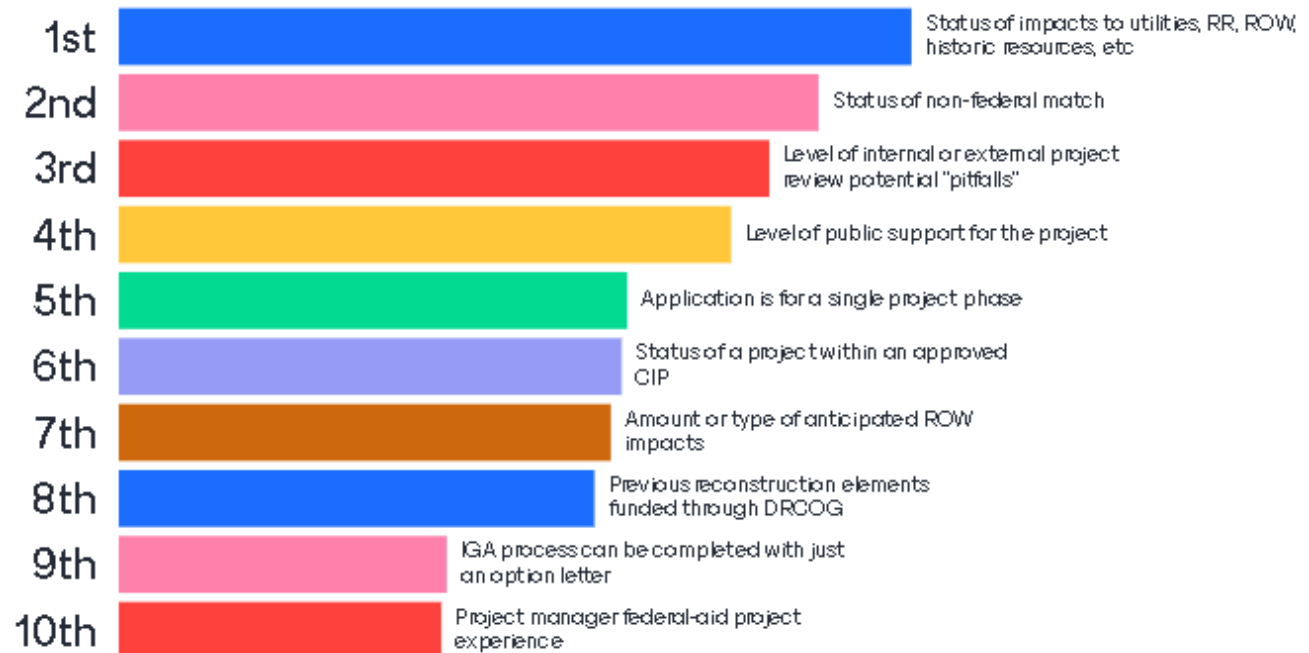
4. Incorporating Project Readiness into the TIP Application

Current Policy: The FY 2020-2023 TIP Policy doesn’t directly incorporate project readiness. Project readiness, or the status of a project that ensures it is ready for development and implementation, is a key ideal that’s important to DRCOG and its planning partners. A project that hasn’t been developed to the furthest extent possible at the time of the TIP application deadline, runs the risk of having delayed project implementation or cost overruns, among other issues.

Staff Recommendation:

- Application cost estimates: Each applicant will be required to use a CDOT-supplied cost estimate form with each application. Using universal cost estimates should assist to keep all estimates comparatively similar to the standards that CDOT would use for their own projects.
- Update Part 1 of the TIP application (project information pertaining to key project readiness elements, including listing project elements and the status of the proposed projects) to better identify a projects’ readiness.
- Add a new scoring section, “project readiness” in Part 2 of the application, reflecting an overall weighting of 5-10% (overall application weighting discussions will take place after the application is completely drafted this fall).

TAC Comment: Mentimeter.com was used to gather agree/disagree opinions, in which approximately 90% of the TAC members present agreed to add a new scoring section. Members were also asked to rank in the order of importance the different project readiness factors. Those rankings are provide below and will be used by staff to develop the new draft section:



5. Submitting Projects in the Regional/Subregional Calls

DRCOG has identified three elements to application submittals: Regional Share process, Subregional Share process, and leveraging one share's funds in the other share.

A. Regional Share Applications: Submitting projects in the Regional Share is included within the Regional Share discussion (#1 above).

B. Subregional Share Applications:

Current Policy: Individual applications from applicants within the Subregional Share are currently submitted directly to their forums. After the applications are received, the forum members then score, discuss, prioritize, and recommend projects to the MPO committees and DRCOG Board.

Staff Recommendation: To help ease the burden on the forum member who is responsible for collecting the applications from applicants and preparing the scoring sheets, staff proposes:

1. The applications from each subregional forum will be submitted to DRCOG staff directly via Dropbox.com or similar (instead of the forum).
2. DRCOG staff will review for eligibility and post the applications on the DRCOG.org website. Staff will also prepare each scoring sheet for each forum.
3. The scoring sheets will be transferred to each forum for project scoring (or staff will score based on forum direction).

TAC Comment: Mentimeter.com was used to gather agree/disagree opinions, in which 100% of the TAC members present agreed.

C. Regional and Subregional Funding Leverage:

Current Policy: This topic involves two sub-parts:

1. If approved by the forum, applicants are allowed to use a Subregional Share commitment of their targeted funds within a Regional Share application. If the Regional Share application is successful and funded, the Subregional Share committed amount is deducted off their Subregional Share target.
2. Applicants are allowed to re-submit a rejected Regional Share application within the Subregional Share.

Staff Recommendation: No changes recommended.

TAC Comment: Mentimeter.com was used to gather agree/disagree opinions, in which 100% of the TAC members present agreed.

6. Project Delay Policy

Current Policy: DRCOG has a project tracking program used to monitor project status and the initiation of project phases. A delay occurs when a project phase, as identified during project submittal and included in the TIP project description, has not been initiated in the identified year. A phase to be initiated is given to each year a project has identified DRCOG-allocated funding.

On October 1 (beginning of the next fiscal year), DRCOG reviews the project phase status with CDOT and RTD to determine if a delay has occurred.

- If a delay is encountered (the project phase being analyzed has not been initiated by September 30), DRCOG, along with CDOT or RTD, will discuss the project and the reasons for its delay with the sponsor (commonly referred to as the first-year delay). The result will be an action plan enforceable by CDOT/RTD, which will be reported to the DRCOG committees and Board. Sponsors will be requested to appear before the TAC, RTC, and DRCOG Board to explain the reasons for the delay(s) and receive DRCOG Board approval to continue. Any conditions established by the DRCOG Board in approving the delay become policy.
- On the following July 1, nine months after the project phase(s) was initially delayed, DRCOG staff will review the project status again with CDOT or RTD to determine if the phase is still delayed. If the project continues to be delayed, it is commonly referred to as the second-year delay.
 - If it is determined the project sponsor, as identified in the adopted TIP, is the cause of the continued delay (phase not being initiated by July 1), the project's un-reimbursed DRCOG-selected funding for the delayed phase will be returned to DRCOG for reprogramming (federal funding reimbursement requests by the sponsor will not be allowed after July 1).
 - If it is determined that another agency or an outside factor beyond the control of the project sponsor not reasonably able to be anticipated is the cause of the delay (phase not being initiated by July 1), the future course of action and penalty will be at the discretion of the DRCOG Board of Directors.

Staff Recommendation: no changes recommended, as the effect of the existing policy on project and project behavior has yet to be fully realized due to the COVID-19 impact to projects beginning in the spring of 2020. The FY2020 first year delays (October 2020) and the FY2021 second year delays (July 2021) were the first two delay reporting cycles to utilize this new policy from the FY2020-23 TIP cycle, and both had COVID-19 carryover effects.

TAC Comment: Mentimeter.com was used to gather agree/disagree opinions, in which 100% of the TAC members present agreed.

7. Minimum Project Size

Current Policy: Sponsors must request a minimum of \$100,000 in DRCOG-allocated funds for both the Regional and Subregional Share.

Staff Recommendation:

The minimum request amount has historically remained low to not over burden and discourage smaller communities from applying. Over the last two TIP cycles, 16 projects (12%), excluding studies, requested and received less than \$500,000 in DRCOG funds. Staff Recommends:

- Regional Share: DRCOG-allocation minimum funding request of at least \$5 million for projects, except for studies which will not have a minimum request. (See #1 above).
 - It should be noted that comments were heard at the July TAC meeting to possibly lower the proposed \$5 million minimum to a lower amount, perhaps \$2-3 million.
- Subregional Share: retain the minimum DRCOG-allocation request at \$100,000.

TAC Comment: Mentimeter.com was used to gather agree/disagree opinions, in which 92% of the TAC members present agreed.

PREVIOUS DISCUSSIONS/ACTIONS

[April 26, 2021 TAC](#)

[May 24, 2021 TAC](#)

[June 28, 2021 TAC](#)

[July 26, 2021 TAC](#)

PROPOSED MOTION

N/A

ATTACHMENTS

Staff Presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-4701 or drex@drcog.org, Ron Papsdorf, Division Director, Transportation Planning & Operations, at 303-480-6747, or rpapsdorf@drcog.org, or Todd Cottrell, at 303-480-6737 or tcottrell@drcog.org.

FY2024-2027 TIP Policy Development

DRCOG Board of Directors
August 18, 2021

Todd Cottrell

TOPICS TO COVER



- Agenda covers 14 topics/subtopics; presentation covers just four
 1. Regional Share: Funding per Project and Match
 2. Regional Share: Eligible Projects
 3. Project Scoring Methods
 4. Incorporating Project Readiness

PART 1B: REGIONAL SHARE PROJECT FUNDING



Current Policy:

- \$20 million request maximum per submittal
- 50% minimum match

Staff Recommendation: (TAC: retain and/or lower match percent)

- Retain \$20 million request max
- Reduce match minimum to 20%
- Introduce a minimum funding request of \$5 million*
 - Reflects “regional theme” in terms of project size

PART 1C: REGIONAL SHARE ELIGIBILITY



Current Policy:

- See table

Staff Recommendations (high-level):

- Update from MV and 2040 RTP to align with the 2050 MVRTP regionally funded fiscally-constrained project and program investment categories
- Changes only to the eligibility of regionally-significant projects
 - BRT and roadway lane mile change of 1 mile or greater; interchanges: new or added movement
- Focus on current priorities for RTP-identified projects:
 - Any project phase: 20-29 AQ staging period
 - Preconstruction activities only: 30-39 AQ staging period

PART 1C: REGIONAL SHARE ELIGIBILITY



2050 Regional Transportation Plan Category	Any Project Phase	Pre-Construction Activities
DRCOG Administered Funds-Multimodal Capital Projects & Programs	<ul style="list-style-type: none">Listed projects in the 2020-2029 staging period	<ul style="list-style-type: none">Listed projects in the 2030-2039 staging period
Regional BRT Projects	<ul style="list-style-type: none">Listed projects in the 2020-2029 staging period	<ul style="list-style-type: none">Listed projects in the 2030-2039 staging period
Corridor Transit Planning Projects & Programs	<ul style="list-style-type: none">Listed projects in the 2020-2029 staging periodRegional mobility hubsAny other regional strategic transit improvement*	<ul style="list-style-type: none">Listed projects in the 2030-2039 staging period
Arterial Safety/Regional Vision Zero Projects & Program	<ul style="list-style-type: none">Listed projects in the 2020-2039 staging periodAny other safety project located on the <u>Taking Action on Regional Vision Zero Plan High Injury Network</u> (arterial or higher classification)*	<ul style="list-style-type: none">Listed projects in the 2030-2039 staging period

* Must not be an air quality Regionally Significant Project as defined in the 2050 RTP.

PART 1C: REGIONAL SHARE ELIGIBILITY



2050 Regional Transportation Plan Category	Any Project Phase	Pre-Construction Activities
Active Transportation Projects & Program	<ul style="list-style-type: none">• Listed projects in the 2020-2039 staging period• Any other active transportation project that closes a gap or extends a facility on the <u>regional active transportation corridors</u>	<ul style="list-style-type: none">• Listed projects in the 2030-2039 staging period
Freight Projects & Program	<ul style="list-style-type: none">• Listed projects in the 2020-2039 staging period• Any other project located on the Tier 1 or Tier 2 Regional Highway Freight Vision Network that primarily improves freight movement or access to a Regional Freight Focus Area*	<ul style="list-style-type: none">• Listed projects in the 2030-2039 staging period

* Must not be an air quality Regionally Significant Project as defined in the 2050 RTP.

PART 3C: PROJECT SCORING METHOD



Current Policy:

- Scorers apply a H-M-L to each question
- Score is recorded as a 3-2-1

Staff Recommendation: (TAC: 80% agree and 15% unsure)

- Eliminate H-M-L reference
- Convert to 5-1 (5=High, 1=Low)

PART 3C: PROJECT READINESS



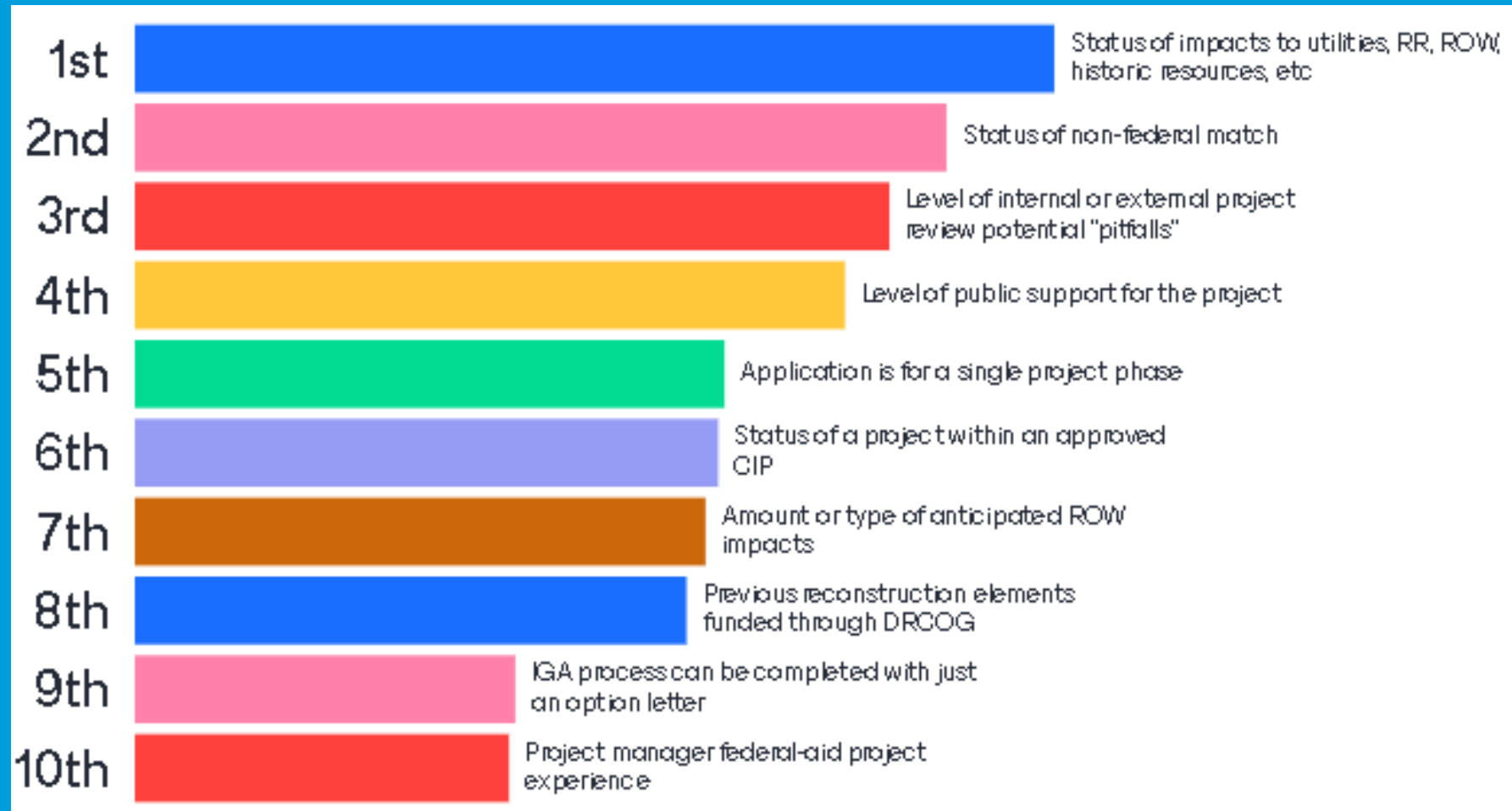
Current Policy:

- Status of a project that ensures it's ready for development and implementation (pre-application)
- Not directly incorporated

Staff Recommendation: (TAC: 90% agree)

- CDOT-supplied standardized cost estimate form
- Enhance Part 1 of application
- Add new scoring section (5-10% weighting)

PART 3C: PROJECT READINESS





Mentimeter Question/Answer



DISCUSSION

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
August 18, 2021	Informational Briefing	10

SUBJECT

Update on Greenhouse Gas (GHG) transportation planning rulemaking.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

House Bill 19-1261 was signed into law on May 30, 2019. The bill concerns the reduction of greenhouse gas pollution and establishing statewide greenhouse gas pollution reduction goals. The law sets statewide goals to reduce greenhouse gas emissions from 2005 levels by at least 26% by 2025, at least 50% by 2030, and at least 90% by 2050.

On January 14, 2021, Colorado released its [Greenhouse Gas Pollution Reduction Roadmap](#). The Roadmap establishes a pathway to meet the state's HB19-1261 climate targets. An executive summary of the Roadmap (also included in the full report) is available in [English](#) and in [Spanish](#).

The Roadmap shows Colorado's largest sources of GHG emissions, in order, are **transportation, electricity generation, oil and gas development and fuel use in homes, business, and industrial applications**. Findings show that meeting the 2025 and 2030 goals is achievable with existing cost-effective technologies but progressing toward these goals will require additional policies beyond the actions the state has taken already.

SB21-260 includes new requirements for CDOT guidelines and procedures for the Department and the state's MPOs related to transportation planning and projects. CDOT is embarking on a rulemaking process to develop a new pollution reduction planning framework for the transportation sector. On July 15, 2021 the Colorado Transportation Commission adopted a resolution authorizing CDOT to commence the rulemaking process to establish a greenhouse gas (GHG) pollution-reduction standard, including compliance and enforcement requirements in accordance with HB19-1261 and SB21-260.

At the August 4, 2021 Board Work Session, staff provided background and information related to CDOT's rulemaking and schedule. CDOT has indicated that it plans to release the proposed rule with an official rulemaking notice on August 13, 2021. Should this happen, DRCOG staff will walk through the proposed rule with the Board.

Anticipated Next Steps:

- August 18, 2021 Board Meeting: Board review and discussion of proposed rule
- September 1, 2021 Board Work Session: Board review and discussion of proposed rule

- September 15, 2021 Board Meeting: Board discussion and possible position and direction to staff

PREVIOUS DISCUSSIONS/ACTIONS

[August 4, 2021](#) - Board Work Session discussion

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact please contact Douglas W. Rex, Executive Director, at 303-480-4701 or Ron Papsdorf, Division Director, Transportation Planning & Operations, at 303-480-6747 or rpapsdorf@drcog.org or Robert Spotts, Mobility Analytics Program Manager, at 303-480-5626 or rspotts@drcog.org.

ATTACHE

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
August 18, 2021	Informational Briefing	11

SUBJECT

The 2021 DRCOG Board Director Collaboration Assessment

PROPOSED ACTION/RECOMMENDATIONS
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N/A

ACTION BY OTHERS

N/A

SUMMARY

Since 2015, the DRCOG Board Collaboration Assessment has been utilized as a feedback mechanism allowing directors to voice their opinions about their experience at DRCOG as it relates to collaborative work and the achievement of desired results.

At the August Board meeting, staff will provide a history and brief summary of the collaboration assessment ahead of the scheduled release of the director survey on August 19.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

2021 DRCOG Board Director Collaboration Assessment Survey

ADDITIONAL INFORMATION

If you have questions about the assessment, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org.



DRCOG Board Collaboration Assessment - 2021

Introduction

The Board Collaboration Assessment is a continuous improvement tool to help the DRCOG Board refine their governance process using input exclusively from its own Board Directors. The assessment is administered yearly to provide Board Directors feedback and recommended actions for improving collaboration. Individual responses are not revealed and only aggregated results will be shared with all Board Directors.

Comments

A comments box is provided after each section of the assessment. To improve the assessment results, please take time to complete the "comment" section and provide specific examples and situations that impacted your evaluation. The comments are essential in evaluating the assessment results. We value your insights, experience and help in improving DRCOG.

The survey administrators, Randy Arnold and Jim Eshelman, are the only people who have access to responses from individual Board Directors. Verbatim comments will be provided to all Board directors in the final report but the individual Board Director providing comments will not be noted in the report.

Instructions

The estimated time to complete the assessment is approximately 30 minutes. All questions require a response, and you will not be able to skip questions. The survey is divided into several sections or pages. After you complete each page, click on "Next" to continue with the next page. After clicking "Next" and completing a section, you may exit the survey by closing your browser and come back to it later by clicking on the link provided in your survey invitation email. When you click on the link, you will be taken to the place in the survey where you left off. When you are completely done, you must click 'Submit' at the bottom of the last page to ensure your responses are recorded. Please review the items in each section and rate them to the best of your knowledge. Many are broadly stated to include any and all examples you may have knowledge of from attending Board meetings and reading Board Director information provided by DRCOG. In some instances, you will not know the answer and can select "Don't Know". That information is also helpful.

Access to the assessment will begin on August 19 and remain available until midnight, September 3. Please allow 30 minutes to complete the assessment in one sitting.

For assistance, please contact either Randy Arnold at rarnold@drcog.org or 303.480.6709; or Jim Eshelman at jeshelman@drcog.org or 303.480.5645.

Note: The terms *collaborative*, *members*, and *group* used in this assessment refer to the Board as a whole in their role as a policy-setting and decision-making body. Reference to 'the process' in some survey items relates to Board Director deliberations and the decision making process in general.

The results of the assessment will be presented as an informational item at an upcoming Board Meeting. The Performance & Engagement Committee would appreciate full participation in this assessment.

As the deadline approaches, a Performance & Engagement Committee member may contact you if you have not completed the assessment. Information on Board Director participation is provided to committee members but not individual Board Director re

Our Mission

The Denver Regional Council of Governments is a planning organization where local governments collaborate to establish guidelines, set policy and allocate funding in the areas of:

- Transportation and Personal Mobility
 - Growth and Development
- Aging and Disability Resources

Our Vision

Our region is a diverse network of vibrant, connected, lifelong communities with a broad spectrum of housing, transportation and employment, complemented by world-class natural and built environments.

* Please indicate the length of time you have been a DRCOG Board Director.

- ☐ Less than 1 year
- ☐ 1 - 2 years
- ☐ More than 2 years but less than 4 years
- ☐ 4 to 6 years
- ☐ More than 6 years

DRCOG Board Collaboration Assessment

* **1. Structural Integrity** refers to how Board Directors perceive the fairness of the collaborative process. A process that has high structural integrity applies criteria for making decisions and allocating resources in a fair and consistent manner, treats all members equitably, and allows sufficient opportunity for members to challenge and revise decisions.

	True	More True than False	More False than True	False	Don't know
The people involved in the process usually are focused on broader goals (outcomes) of the region, rather than individual agendas.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The process is free of favoritism.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In the process, everyone has an equal opportunity to influence decisions.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The process responds fairly to the needs of its members.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Decisions made in the process are based on fair criteria.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The allocation of resources is decided fairly.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The criteria for allocations are fairly applied.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In the process, there is sufficient opportunity to challenge decisions.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The decisions made in the process are consistent.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Decisions are based on accurate information.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Structural Integrity section in the space below.

DRCOG Board Collaboration Assessment - 2021

* **2. Authenticity** refers to the extent Board Directors perceive the collaborative process is free from undue outside influence. An authentic process is one where members are confident the group has the power to make independent judgments and evaluations of the issues, and can make decisions on how to respond to those issues that will be respected by all members as well as those in positions of authority.

	True	More True than False	More False than True	False	Don't know
The process gives some people more than they deserve, while shortchanging others.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In the process, some people's opinions are accepted while other people are asked to justify themselves.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In the process, strings are being pulled from outside Board discussions which influence important decisions.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
In discussions about decisions or procedures, some people are discounted because of the organizations/jurisdictions that they represent.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Authenticity section in the space below.

* **3. Strong Leadership** reflects the perception the Board has an effective organizing/ coordinating body and, is led by committed and effective leaders. The role of the organizing/ coordinating body is to provide a convening location, collaborative environment and relevant information for Board Director deliberation and decision-making.

Note: The first item below regarding Organizer/coordinator refers to DRCOG's role as the convener/convening location. The second item refers to Board Director leadership.

Our collaborative...

	True	More True than False	More False than True	False	Don't know
...has an effective organizer/coordinator.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
...is led by individuals who are strongly dedicated to the Mission and Vision of DRCOG.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Strong Leadership section in the space below.

* **4. Members** refers to how Board Directors perceive other Director's capacity to collaborate: Are they willing to devote their efforts to furthering the goals of the collaborative rather than simply garner additional resources for their individual programs? Will they support the ideas that have the most merit even at the expense of their own interests? And, do they think there is sufficient trust among members to honestly share information and feedback?

Members...

	True	More True than False	More False than True	False	Don't know
...are effective liaisons between their home organizations and our group.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
...trust each other sufficiently to honestly and accurately share information, perceptions, and feedback.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
...are willing to let go of an idea for one that appears to have more merit.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
...are willing to devote the effort necessary to achieve Metro Vision Outcomes.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Members section in the space below.

DRCOG Board Collaboration Assessment - 2021

* **5. Structure** refers to the clarity members have about the scope of the Board's authority and the roles and responsibilities assigned to its Directors.

Note: This section also pertains to Board Committees. Please use the space below to provide comments on committees as they relate to (Board) Structure.

	True	More True than False	More False than True	False	Don't know
Our group has set ground rules and norms about how we will work together.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
We have a method for communicating the activities and decisions of the group to all members.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are clearly defined roles for group members.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Structure section in the space below.

* **6. General Success** reflects the perceived level of success achieved by the collaborative and assesses the extent to which members accomplished the objectives set out for the most recent performance period. The term objectives in this section refers to for example; Reduce VMT, Improve Air Quality, Reduce GHG, etc. as opposed to 'outcomes' that describe an end state or destination point.

Our Collaborative...

	True	More True than False	More False than True	False	Don't know
has accomplished its specific objectives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has achieved more than its original objectives.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has led to new projects or efforts.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has achieved extraordinary success.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the General Success section in the space below.

* **7. Community Involvement & Collaboration** refers to the extent to which the collaborative has engaged a wider or more diverse set of partners, or has stimulated greater commitment to collaboration among communities/jurisdictions.

Our Collaborative...

	True	More True than False	More False than True	False	Don't know
has led to broader and more meaningful engagement of diverse partners.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has resulted in the emergence of new leaders committed to collaboration.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has helped improve the way our participating jurisdictions work together.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has increased my knowledge of resources outside of my agency/organization.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has increased my access to resources outside of my agency/organization for my community.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Community Involvement & Collaboration section in the space below.

DRCOG Board Collaboration Assessment - 2021

* **8. Outcomes** refer to the extent to which members believe the collaborative has had an impact on the outcomes it is targeting. For example an outcome is; The built environment accommodates the needs of residents of all ages, incomes, and abilities; Development patterns are easy to navigate, enhance multimodal connectivity, and maximize the ability for all people to access opportunities. (Metro Vision)

Our Collaborative...

	True	More True than False	More False than True	False	Don't know
is committed to a "no wrong door" approach where any idea can be considered.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has had an impact on the outcomes it is targeting.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has resulted in improved outcomes for the population served.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Outcomes section in the space below.

* **9. Quality of Services** assesses members' perceptions about the level of improvement in the quality of services for the population served, in areas such as access to needed services, navigating the system of services, time to obtain services, etc.

Our Collaborative...

	True	More True than False	More False than True	False	Don't know
has improved the quality of services for the population served.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has resulted in more streamlined service provision across participating jurisdictions/organizations.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has resulted in the creation of a system that is easier for the population served to navigate.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has resulted in a system that makes it easier for population served to access needed services.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has resulted in improved quality of services within my agency/organization due to our participation on the DRCOG Board.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Quality of Services section in the space below.

DRCOG Board Collaboration Assessment - 2021

* **10. Fragmentation of Services** refers to the extent to which members of the collaborative perceive a reduction in the fragmentation of services for the population served. This reduced fragmentation may result from increased availability of continuous and uninterrupted services, greater integration of services, more comprehensive service plans, or other improvements.

Our Collaborative...

	True	More True than False	More False than True	False	Don't know
has increased the availability of continuous and uninterrupted services for the population served by DRCOG, regardless of the funding source.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has generally led to the creation of more comprehensive services plans for the population served.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Fragmentation of Services section in the space below.

* **11. Duplication of Services** refers to two qualities of duplication: a reduction in the duplication of services; and a reduction in the number of professionals providing services for the population served by DRCOG.

Our Collaborative...

	True	More True than False	More False than True	False	Don't know
has led to a reduction in the duplication of overlapping services across all participating jurisdictions/organizations when serving the region's population.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has led to a reduction in the number of professionals providing overlapping services for the population served.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has resulted in greater integration of services for the population served.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Duplication of Services section in the space below.

* **12. Costs** refers to the extent to which members view the collaborative as reducing costs, either by reducing the costs of delivering services to the population served or by promoting a sharing of costs between jurisdictions/organizations participating in the collaborative.

Our Collaborative...

	True	More True than False	More False than True	False	Don't know
has reduced the costs of delivering services to the population served.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
has resulted in the sharing of costs between jurisdictions/organizations participating in the collaborative.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Costs section in the space below.

* **13. Membership Value**

	True	More True than False	More False than True	False	Don't know
My community receives value from being a member of DRCOG.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide comments for the Membership Value section in the space below.

Please provide additional comments in the section below.

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ATTACH F

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
August 18, 2021	Informational Item	13

SUBJECT

Staff update on potential performance measure amendments to Metro Vision.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Background

In June, the Board of Directors provided feedback on potential performance measure changes to Metro Vision. Board feedback was collected to inform the development of an initial draft of an amended Metro Vision plan that will be shared with our many planning partners, including the public, in the coming months. A few highlights of the board's input and staff's view of how to incorporate feedback in the initial draft are summarized in the table below.

Feedback	Staff notes about "what's next"
Concern with waiting until a subsequent plan amendment process to integrate state targets on greenhouse gas emissions	Staff will bring a future discussion item for a 2050 target in line with the state's assumptions calling for a 90-100% reduction in greenhouse gas emissions from surface transportation sources by 2050 (more details below)
Concern with staff's proposal to remove the housing and transportation (H+T) costs measure	The board has consistently expressed support for this measure. Since June's meeting, staff have been exploring alternative data sources, as well as the cost to DRCOG to routinely acquire proprietary H+T data. Staff has revised its proposal on the H+T measure and will also propose additional measures and targets during this amendment cycle (more details below)
Other areas of interest to inform DRCOG's dynamic approach to performance management	Additional board feedback will be considered as staff pursues additional Denver Region Data Briefs (more details below)

Future discussion on greenhouse gas emissions

Based on board feedback in June and additional staff exploration, staff intends to:

- Bring forward a future board discussion item on a Metro Vision measure and target that would align with the state's *Greenhouse Gas Pollution Reduction Roadmap*, which assumes a 90-100% reduction of greenhouse gas emissions from surface transportation sources by 2050 to meet House Bill 2019-1261 targets

- Coordinate board discussion on the Metro Vision measure and target with future board discussions on the CDOT Transportation Commission rulemaking on greenhouse gas budgets in the regional transportation planning process.

Revised staff proposal on housing and transportation costs measure (H+T)

Based on board feedback in June and additional staff exploration, staff intends to:

- Keep H+T measure “as is” with no staff-initiated amendments this cycle
- Include new measure proposals shared in June in this amendment cycle to help track progress for years when H+T not available
 - Racial and/or geographic inclusion
 - Households with major housing issues

In addition to the staff proposals related to the Metro Vision amendment noted above (H+T and inclusion measures), staff also plans to:

- Continue discussions with the organization that models H+T data, the Center for Neighborhood Technology (CNT), on their plans and funding to update their model and resultant data
- Gauge peer agency interest in partnering with CNT to support model maintenance and a more regular release of the H+T datasets
- Publish Denver Region Data Briefs that explore the relationship between housing costs or household income and transportation data the Census Bureau collects and shares in its Public Use Microdata Sample (e.g. vehicles per household, commute travel time, commute mode)
- Conduct exploratory analysis using internal employment and modeled travel time data to better communicate access to jobs and other opportunities

Denver Region Data Briefs

Performance measures are not the only path to understanding progress toward or issues in achieving Metro Vision outcomes: “In addition to the core performance measures..., a dynamic and flexible performance management approach will be used. DRCOG will continue to research and share data and information that may illustrate progress toward shared outcomes.” *Metro Vision*, page 18

To this end, DRCOG staff continue to develop and publish [Denver Region Data Briefs](#). Board discussion in June pointed to new areas of analysis staff anticipates exploring for future data briefs, including:

- Congested roadways with alternative modes or lanes to bypass congestion
- Proximity or access to a range of bike facilities
- Proximity or access to high paying jobs
- Access to and affordability of high-speed internet
- Food access and equity (i.e. access to fresh produce)
- Rural and urban disparities (i.e. cost of living)

PREVIOUS DISCUSSIONS/ACTIONS

[February 3, 2021 – Proposed approach for 2021 Metro Vision amendment process](#)

[March 3, 2021 – Preliminary ideas for amendments to the Metro Vision](#)

[May 5, 2021 – Cont. discussion of preliminary ideas for amendments to Metro Vision](#)

[June 16, 2021 – Potential performance measure and target amendments to Metro Vision](#)

PROPOSED MOTION

N/A

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or drex@drcog.org; or Brad Calvert, Director, Regional Planning and Development, at 303-480-6839 or bpcalvert@drcog.org; or Andy Taylor, Manager, Regional Planning, at 303-480-5836 or ataylor@drcog.org.

ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
August 18, 2021	Informational Item	14

SUBJECT

August administrative modifications to the *2022-2025 Transportation Improvement Program*.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

Per the DRCOG Board-adopted [2020-2023 TIP Policy](#), administrative modifications to the [2022-2025 TIP](#) are reviewed and processed by staff. Administrative modifications represent revisions to TIP projects that do not require formal action by the DRCOG Board.

After the Board is informed of the administrative modifications, the TIP adjustments are processed and posted on the [DRCOG 2022-2025 TIP web page](#). Then they are emailed to the TIP Notification List, which includes members of the Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staff of various federal and state agencies, and other interested parties.

The August 2021 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

2022-2025 TIP Administrative Modifications (August 2021)

ADDITIONAL INFORMATION

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

ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **August 2021 Administrative Modifications to the 2022-2025 Transportation Improvement Program**

Date: August 18, 2021

SUMMARY

- Per the DRCOG Board-adopted [2020-2023 TIP Policy](#), Administrative Modifications to the [2022-2025 TIP](#) are reviewed and processed by staff before being presented to the DRCOG Board as an informational item. They are then emailed to the TIP Notification List and posted on the [DRCOG 2022-2025 TIP web page](#). Administrative Modifications represent minor changes to TIP projects not defined as “regionally significant changes” for air quality conformity findings or per CDOT definition.
- The TIP Notification List includes the members of the DRCOG Transportation Advisory Committee, the Regional Transportation Committee, TIP project sponsors, staffs of various federal and state agencies, and other interested parties. If you wish to be removed from the TIP Notification List, please contact Josh Schwenk at jschwenk@drcog.org.
- The projects included through this set of Administrative Modifications are listed below. The attached describes these modifications, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

- **1999-097: Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects**
 - Increase funding and add one pool project
- **2007-094: Region 4 Hazard Elimination Pool**
 - Remove all pool projects
- **2007-096: Region 1 Surface Treatment Pool**
 - Reduce funding for one pool project, remove one pool project, add one pool project
- **2020-086: I-25 Valley Highway: Phases 3 and 4**
 - Increase funding
- **2020-087: Safer Main Streets Pool**
 - Increase funding and add one pool project
- **2020-099: I-70 Corridor: West Metro Bridges**
 - Increase funding

1999-097: Add one new pool project for new West Corridor TMA. Increase CMAQ funding by \$100,000 in FY 22 (from previous pool project returns)

Existing

Title: **Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects**

Project Type: **Congestion Management**

TIP-ID: **1999-097**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

Project Scope

The Regional TDM Pool promotes alternatives to SOV travel, with the intent to reduce mobile source emissions.

This pool includes funds for seven TMA regional partnerships (CMAQ; \$100k each/year) and other TDM non-infrastructure projects to be selected through calls for projects.



Affected County(ies)

Regional

Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☐ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Transportation Solutions	Commute Trip Reduction Plans and Pilots (20/21)	\$166	Littleton	SRTS Wayfinding and SchoolPool Implementation (20/21)	\$108	Downtown Denver Partnership	TDM Partnership (20/21)	\$200
Denver Streets Partnership	Denver Shifts Gears (20/21)	\$199	Commuting Solutions	Downtown Superior TDM Project (20/21)	\$141	Northeast Transportation Connections	TDM Partnership (20/21)	\$200
Northeast Transportation Connections	The Colfax Corridor Collaboration (20/21)	\$166	Commuting Solutions	TDM Partnership (20/21)	\$200	Smart Commute Metro North	TDM Partnership (20/21)	\$200
Bicycle Colorado	Digital Bicycle-Friendly Driving Course (20/21)	\$202	Boulder Transportation Connections	TDM Partnership (20/21)	\$200	Transportation Solutions	TDM Partnership (20/21)	\$200
DRMAC	Metro Area Transit Training (MATT) (20/21)	\$81	Denver South TMA	TDM Partnership (20/21)	\$200	Unallocated Waiting List		\$74
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal (CMAQ)		\$700	\$700	\$0	\$0			
Federal (STBG)		\$900	\$0	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$400	\$175	\$0	\$0			
Total	\$12,094	\$2,000	\$875	\$0	\$0	\$0	\$14,969	

RevisedTitle: **Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects**Project Type: **Congestion Management**TIP-ID: **1999-097**

STIP-ID:

Open to Public:

Sponsor: **DRCOG****Project Scope**

The Regional TDM Pool promotes alternatives to SOV travel, with the intent to reduce mobile source emissions.

This pool includes funds for **eight** TMA regional partnerships (CMAQ; \$100k each/year) and other TDM non-infrastructure projects to be selected through calls for projects.



Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Transportation Solutions	Commute Trip Reduction Plans and Pilots (20/21)	\$166	Commuting Solutions	Downtown Superior TDM Project (20/21)	\$141	Smart Commute Metro North	TDM Partnership (20/21)	\$200
Denver Streets Partnership	Denver Shifts Gears (20/21)	\$199	Commuting Solutions	TDM Partnership (20/21)	\$200	Transportation Solutions	TDM Partnership (20/21)	\$200
Northeast Transportation Connections	The Colfax Corridor Collaboration (20/21)	\$166	Boulder Transportation Connections	TDM Partnership (20/21)	\$200	Unallocated Waiting List		\$74
Bicycle Colorado	Digital Bicycle-Friendly Driving Course (20/21)	\$202	Denver South TMA	TDM Partnership (20/21)	\$200	West Corridor TMA	TDM Partnership (22)	\$100
DRMAC	Metro Area Transit Training (MATT) (20/21)	\$81	Downtown Denver Partnership	TDM Partnership (20/21)	\$200			
Littleton	SRTS Wayfinding and SchoolPool Implementation (20/21)	\$108	Northeast Transportation Connections	TDM Partnership (20/21)	\$200			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (CMAQ)		\$800	\$700	\$0	\$0		
Federal (STBG)		\$900	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$425	\$175	\$0	\$0		
Total	\$12,094	\$2,125	\$875	\$0	\$0	\$0	\$15,094

2007-094: Remove all listed pool projects for consistency with Region 1 Hazard Elimination Pool (TIP# 2007-073).
Project funding remains the same

Existing

Title: **Region 4 Hazard Elimination Pool**

Project Type: **Safety**

TIP-ID: **2007-094**

STIP-ID: **SR46666**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Pool funds hazard elimination projects in CDOT Region 4 (Boulder and SW Weld Counties).



Affected County(ies)
Boulder
Weld

Performance Measures

- ☐ Bridge Condition
- ☐ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Highlighted projects
to be removed

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
I-25 NB Ramp and SH52		\$436	Boulder	Intersection Improvements	\$332			
SH-287 and SH-52	Intersection Improvements	\$815	WCR 2 and I-76 Frontage Rd	Traffic Signalization	\$484			

Revised

Title: **Region 4 Hazard Elimination Pool**

Project Type: **Safety**

TIP-ID: **2007-094**

STIP-ID: **SR46666**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Pool funds hazard elimination projects in CDOT Region 4 (Boulder and SW Weld Counties). Specific projects will not be listed.



2007-096: Remove one pool project that is complete, reduce the cost and edit the limits of one existing pool project, and add one new pool project. Total project funding remains the same

Existing

Title: **Region 1 Surface Treatment Pool**

Project Type: **Roadway Reconstruction**

TIP-ID: **2007-096**

STIP-ID: **SR15215**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

Performance Measures

- ☐ Bridge Condition
- ☐ Congestion
- ☐ Freight Reliability
- ☒ Pavement Condition
- ☐ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Highlighted project
to be removed

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
US-85	Hampden to Florida	\$2,500	US-85	MP 101.75 to Louviers	\$5,000	SH-93	US-8/SH-58 to 58th Ave	\$4,000
Colfax	Peoria to Sable	\$2,500	US-36	28th St to Table Mesa Dr	\$4,000	SH-72	I-70 to Indiana St	\$4,000
SH-88 (Federal Blvd)	Alameda Ave to Hampden Ave	\$4,000	SH-7	I-25 to US-85	\$8,000	US-40	MP 252 to I-70	\$7,000
Preventative Maintenance	Various Locations (\$2M/yr)	\$8,000	SH-121	I-70 to 65th Ave	\$4,000	I-70	Chief Hosa to Colfax Ave.	\$9,500
I-70	EJMT Tunnel Paving	\$3,000	US-40	Genesee to CR-93	\$5,000	SH-391	Hampden Ave to Jewell Ave	\$4,000
US-85	H. Ranch Pkwy to C-470	\$3,000	I-76	York St to Dahlia St	\$12,000	US-287	I-70 to 92nd Ave	\$6,800
US-8	SH-119 to SH-58/SH-93	\$10,000	US-85	I-76 to 124th Ave	\$4,000	SH-265	I-70 to US-8	\$4,800
I-25	SH-86 to Castle Pines Pkwy	\$2,500	SH-224	I-25 to US-8	\$5,000	SH-8	Soda Lakes Rd to Bear Creek Blvd	\$1,000
I-70 EB	Georgetown to Empire Junction	\$3,000	I-70	Wadsworth Blvd to Pecos St	\$8,000	SH-83	Stroh Rd to Hilltop Rd	\$4,000
I-70	Floyd Hill to Chief Hosa	\$11,000	SH-2	MLK Blvd to US-8	\$3,000			
SH-86	Woodlands Blvd to IREA Access	\$8,000	SH-83	E-470 to Arapahoe Rd	\$8,000			
Amounts in \$1,000s								
	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Surface)		\$47,500	\$42,000	\$40,000	\$40,000			
Local		\$0	\$0	\$0	\$0			
Total	\$0	\$47,500	\$42,000	\$40,000	\$40,000	\$0	\$169,500	

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
US-85	Hampden to Florida	\$2,500	US-36	28th St to Table Mesa Dr	\$4,000	SH-72	I-70 to Indiana St	\$4,000
Colfax	Peoria to Sable	\$2,500	SH-7	I-25 to US-85	\$8,000	US-40	MP 252 to I-70	\$7,000
SH-88 (Federal Blvd)	Alameda Ave to Louisiana Ave	\$3,000	SH-121	I-70 to 65th Ave	\$4,000	I-70	Chief Hosa to Colfax Ave.	\$9,500
Preventative Maintenance	Various Locations (\$2M/yr)	\$8,000	US-40	Genesee to CR-93	\$5,000	SH-391	Hampden Ave to Jewell Ave	\$4,000
US-85	H. Ranch Pkwy to C-470	\$3,000	I-76	York St to Dahlia St	\$12,000	US-287	I-70 to 92nd Ave	\$6,600
US-6	SH-119 to SH-58/SH-93	\$10,000	US-85	I-76 to 124th Ave	\$4,000	SH-265	I-70 to US-6	\$4,600
I-25	SH-86 to Castle Pines Pkwy	\$2,500	SH-224	I-25 to US-6	\$5,000	SH-8	Soda Lakes Rd to Bear Creek Blvd	\$1,000
I-70 EB	Georgetown to Empire Junction	\$3,000	I-70	Wadsworth Blvd to Pecos St	\$8,000	SH-83	Stroh Rd to Hilltop Rd	\$4,000
I-70	Floyd Hill to Chief Hosa	\$11,000	SH-2	MLK Blvd to US-6	\$3,000	US-287	Colfax Ave to I-70	\$5,000
SH-86	Woodlands Blvd to IREA Access	\$8,000	SH-83	E-470 to Arapahoe Rd	\$8,000			
US-85	MP 191.75 to Louviers	\$5,000	SH-93	US-6/SH-58 to 58th Ave	\$4,000			

2020-086: Add \$2,130,000 in state Legislative funding for security, maintenance, preservation, and pre-NEPA work in the Burnham Yard property

Existing

Title: **I-25 Valley Highway: Phases 3 and 4**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-086**

STIP-ID:

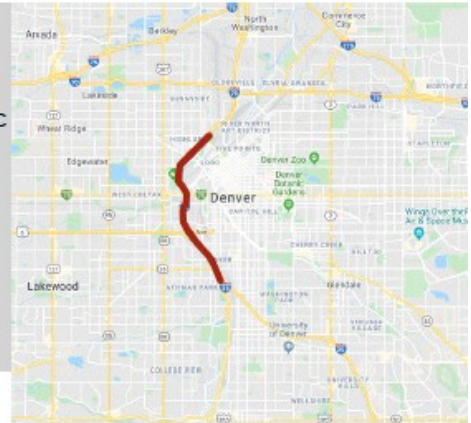
Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Valley Highway Phases 3 and 4 consolidate heavy and light rail tracks away from I-25 and provide space to improve safety through highway geometric and access improvements. This project also includes funding for I-25 Corridor Traffic and Revenue Study.

FY20 funds are primarily for ROW purchases.



Affected Municipality(ies)

Denver

Affected County(ies)

Denver

Performance Measures

- ☒ Bridge Condition
- ☒ Congestion
- ☒ Freight Reliability
- ☒ Pavement Condition
- ☒ Safety
- ☒ Transit Assets
- ☒ Transit Safety
- ☒ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$0	\$0	\$0		
State (Leg)		\$0	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$61,075	\$0	\$0	\$0	\$0	\$0	\$61,075

Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$0	\$0	\$0		
State (Leg)		\$2,130	\$0	\$0	\$0		
State (R P P)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$61,075	\$2,130	\$0	\$0	\$0	\$0	\$63,205

2020-087: Add one pool project and \$2,500,000 in state Legislative funding to reflect recent state awards

Existing

Title: **Safer Main Streets Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2020-087**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Urban arterial safety investments, with a focus on bicycle and pedestrian mobility. Improvements include shoulders, striping, medians, traffic signals, and safe crossings that align with DRCOG's Vision Zero elements. Pool funding contains both DRCOG and state funding sources.



Affected County(ies)

Regional

Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	\$450	Denver	Mississippi Avenue Vision Zero Safety Project	\$2,132	Lone Tree and Douglas County	C-470 Trail Connector to RTD/Park Meadows LRT	\$1,600
Arapahoe County	S. Federal Blvd. Sidewalk Improvements	\$464	Denver	SH-88/Federal Boulevard Median Gaps	\$3,600	Longmont	SH-119 & Sunset St Intersection Multimodal Safety Improvements (SDR6000)	\$1,200
Boulder	Safer Signals, Safer Streets	\$435	Denver	West Colfax Pedestrian and Transit Improvements + Partial E. Colfax	\$10,000	Morrison	Morrison Main Street Revitalization	\$426
Boulder	28th St. (US 36) and Colorado Ave. Protected Intersection	\$2,104	Denver	Broadway Corridor Multimodal Improvements (Elevate Project)	\$9,600	Nederland	Nederland Crosswalk Improvements	\$280
Boulder	30th Street – Separated Bike Lanes (SH-77/Arapahoe Avenue – Colorado Avenue)	\$2,300	Denver	Federal Blvd Pedestrian Improvement Project	\$3,812	Northglenn	Connect Northglenn Multimodal Improvements	\$560
Boulder County	US 36 Intersections Improvements Project (Lyons to Boulder)	\$240	Douglas County	US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)	\$880	Superior	US 36 Bikeway Extension - Rock Creek Parkway Segment	\$320
Broomfield	US 287/ 120th Avenue Sidepath Infill & Transit Access Improvements	\$2,000	Englewood	West Dartmouth Ave Multimodal Safety	\$1,260	Denver	Evans Ave Vision Zero Safety Project	\$744
Broomfield	CO 128 / US 36 Bikeway Connection	\$296	Erie	County Line Road Telleen to Evans	\$2,360	Douglas County	C-470 Trail & University Blvd Ped Grade Separation	\$5,120
Broomfield	112th/Uptown Ave. Complete Streets and Railroad Safety Improvements	\$3,542	Lakewood	West Colfax Pedestrian Safety and Infrastructure Project	\$10,000	Parker	Parker Rd (SH-83) Multi-Use Trail/Sidewalk	\$3,200
Centennial	Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation	\$400	Littleton	Mineral Station East Mobility-shed Improvements	\$1,600	RTD	Improving ADA Accessibility in Metro Denver	\$905
Centennial	S Holly St HAWK Signal and Pedestrian Improvements	\$250	Littleton	Prince Street Link Project	\$615			
Commerce City	Colorado Boulevard Bicycle and Pedestrian Improvements	\$2,720	Lone Tree	Rapid Rectangular Flashing Beacons (RRFBs)	\$248			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$17,500	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$16,300	\$0	\$0	\$0		
State (Leg-T)		\$17,000	\$0	\$0	\$0		
Local		\$12,451	\$0	\$0	\$0		
Total	\$32,518	\$63,251	\$0	\$0	\$0	\$0	\$95,769

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Arapahoe County	Arapahoe Road at Olathe St Intersection Improvements	\$450	Denver	Mississippi Avenue Vision Zero Safety Project	\$2,132	Lone Tree and Douglas County	C-470 Trail Connector to RTD/Park Meadows LRT	\$1,800
Arapahoe County	S. Federal Blvd. Sidewalk Improvements	\$464	Denver	SH-88/Federal Boulevard Median Gaps	\$3,600	Longmont	SH-119 & Sunset St Intersection Multimodal Safety Improvements (SDR5000)	\$1,200
Boulder	Safer Signals, Safer Streets	\$435	Denver	West Colfax Pedestrian and Transit Improvements + Partial E. Colfax	\$10,000	Morrison	Morrison Main Street Revitalization	\$426
Boulder	28th St. (US 36) and Colorado Ave. Protected Intersection	\$2,104	Denver	Broadway Corridor Multi-Modal Improvements (Elevate Project)	\$9,600	Nederland	Nederland Crosswalk Improvements	\$280
Boulder	30th Street – Separated Bike Lanes (SH-7/Arapahoe Avenue – Colorado Avenue)	\$2,300	Denver	Federal Blvd Pedestrian Improvement Project	\$3,812	Northglenn	Connect Northglenn Multimodal Improvements	\$560
Boulder County	US 36 Intersections Improvements Project (Lyons to Boulder)	\$240	Douglas County	US Highway 85 Shoulder Widening (Castle Rock Parkway to Daniels Park Road)	\$880	Superior	US 36 Bikeway Extension - Rock Creek Parkway Segment	\$320
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Centennial	Arapahoe and Clarkson Traffic Signal and Bike Lane Continuation	\$400	Littleton	Mineral Station East Mobility-shed Improvements	\$1,600	RTD	Improving ADA Accessibility in Metro Denver	\$905
Centennial	S Holly St HAWK Signal and Pedestrian Improvements	\$250	Littleton	Prince Street Link Project	\$615	CDOT R1	Urban Arterials Safety Study	\$2,500
Commerce City	Colorado Boulevard Bicycle and Pedestrian Improvements	\$2,720	Lone Tree	Rapid Rectangular Flashing Beacons (RRFBs)	\$248			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG)		\$17,500	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (Leg)		\$18,800	\$0	\$0	\$0		
State (Leg-T)		\$17,000	\$0	\$0	\$0		
Local		\$12,451	\$0	\$0	\$0		
Total	\$32,518	\$65,751	\$0	\$0	\$0	\$0	\$98,269

2020-099: Increase state Legislative funding by \$2,000,000 for design of additional bridges

Existing

Title: **I-70 Corridor: West Metro Bridges**

Project Type: **Bridge**

TIP-ID: **2020-099**

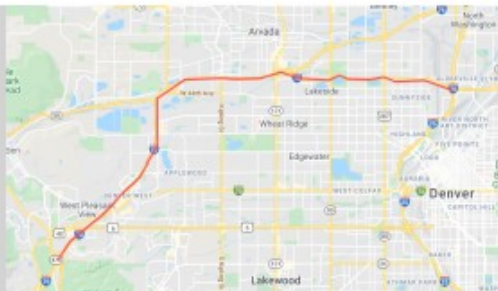
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Reconstruct approximately 3 bridges along the I-70 corridor. Specific bridge locations to be determined at a later date.



Affected Municipality(ies)

Arvada
Denver
Golden
Lakeside
Wheat Ridge

Affected County(ies)

Denver
Jefferson

Performance Measures

- ☒ Bridge Condition
- ☐ Congestion
- ☐ Freight Reliability
- ☒ Pavement Condition
- ☐ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$33,400	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$1,800	\$33,400	\$0	\$0	\$0	\$0	\$35,200

Revised

Title: **I-70 Corridor: West Metro Bridges**

Project Type: **Bridge**

TIP-ID: **2020-099**

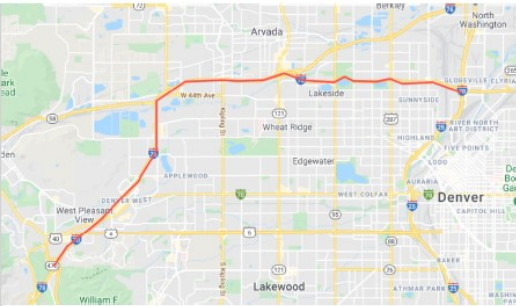
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Reconstruct approximately 5 bridges along the I-70 corridor. Specific bridge locations to be determined at a later date.



Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Leg)		\$35,400	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$1,800	\$35,400	\$0	\$0	\$0	\$0	\$37,200