AGENDA
BOARD OF DIRECTORS
WEDNESDAY, AUGUST 16, 2017
6:30-9:00 p.m.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Move to Approve Agenda
5. 6:35 Report of the Chair
   • Report on Regional Transportation Committee Meeting
   • Report on Performance and Engagement Committee
   • Report on Finance and Budget Committee
6. 6:45 Report of the Executive Director
7. 6:55 Public Comment
   Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

CONSENT AGENDA

8. 7:20 *Move to Approve Consent Agenda
   • Minutes of July 19, 2017
     (Attachment A)

  *Motion requested

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.
ACTION AGENDA

9. 7:25 *Discussion of amendments to the 2018-2021 Transportation Improvement Program
   (Attachment B) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

10. 7:30 *Discussion of 2020-2023 TIP set-asides
    (Attachment C) Douglas W. Rex, Acting Executive Director

INFORMATIONAL BRIEFINGS

11. 7:50 Presentation on Denver’s Vision Zero Action Plan
    (Attachment D) Douglas W. Rex, Acting Executive Director

12. 8:15 Presentation on Front Range Long Range Transit Planning
    (Attachment E) Jacob Riger, Long Range Planning Manager, Transportation Planning & Operations

13. 8:40 Committee Reports
    The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
    A. Report on State Transportation Advisory Committee – Elise Jones
    B. Report from Metro Mayors Caucus – Herb Atchison
    C. Report from Metro Area County Commissioners – Roger Partridge
    D. Report from Advisory Committee on Aging – Phil Cernanec
    E. Report from Regional Air Quality Council – Shakti
    F. Report on E-470 Authority – Ron Rakowsky
    G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

14. Executive Policies report
    (Attachment F) Jerry Stigall, Director, Organizational Development

15. 2018-2021 Transportation Improvement Program Administrative Modifications
    (Attachment G) Douglas W. Rex, Director, Transportation Planning and Operations

16. Relevant clippings and other communications of interest
    (Attachment H)
    Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

*Motion requested
ADMINISTRATIVE ITEMS

17. **Next Meeting – September 20, 2017**

18. **Other Matters by Members**

19. **9:00 Adjourn**
**SPECIAL DATES TO NOTE**

<table>
<thead>
<tr>
<th>Event</th>
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<tbody>
<tr>
<td>DRCOG Board Workshop</td>
<td>August 25/26, 2017</td>
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For additional information please contact Connie Garcia at 303-480-6701 or cgarcia@drcog.org

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**CALENDAR OF FUTURE MEETINGS**

**August 2017**

<table>
<thead>
<tr>
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<td>15</td>
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<td>18</td>
<td>Advisory Committee on Aging</td>
<td>Noon – 3 p.m.</td>
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**October 2017**

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<td>23</td>
<td>Transportation Advisory Committee</td>
<td>1:30 p.m.</td>
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* The Performance and Engagement Committee meeting will begin immediately following the Board work session; the time listed is approximate.
MINUTES
BOARD OF DIRECTORS
WEDNESDAY, JULY 19, 2017

Members/Alternates Present

Bob Roth, Chair
Steve O’Dorisio (Alternate)
Jeff Baker
Elise Jones
David Beacom
Robin Kniech
Crispy Fanganello
Roger Partridge
Casey Tighe (Alternate)
Bob Fifer
Aaron Brockett
Anne Justen
George Teal
Doris Truhlar
Laura Christman
Richard Champion
Rick Teter
Joe Jefferson
Daniel Dick
Lynette Kelsey
Storm Gloor (Alternate)
Ron Rakowsky
Shakti
Phil Cernanec
Wynne Shaw
Joan Peck
Ashley Stolzmann
Colleen Whittow
Kyle Mullica
John Diak
Sally Daigle
Rita Dozal
Eric Montoya (Alternate)
Herb Atchison
Joyce Jay
Adam Zarrin
Debra Perkins-Smith
Bill Van Meter

City of Aurora
Adams County
Arapahoe County
Boulder County
City and County of Broomfield
City and County of Denver
City and County of Denver
Douglas County
Jefferson County
City of Arvada
City of Boulder
Town of Bow Mar
Town of Castle Rock
City of Centennial
City of Cherry Hills Village
Town of Columbine Valley
City of Commerce City
City of Englewood
City of Federal Heights
Town of Georgetown
City of Glendale
City of Greenwood Village
City of Lakewood
City of Littleton
City of Lone Tree
City of Longmont
City of Louisville
Town of Mead
City of Northglenn
Town of Parker
City of Sheridan
Town of Superior
City of Thornton
City of Westminster
City of Wheat Ridge
Governor’s Office
Colorado Department of Transportation
Regional Transportation District

Others Present: Douglas W Rex, Acting Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Anna Sparks, Mark Moskowitz, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Jamie Hartig, Douglas County; Carolyn Scharf, Federal Heights; Kevin Forgett, Kent Moorman, Thornton;
Chair Bob Roth called the meeting to order at 6:30 p.m. Roll was called and a quorum was present.

Move to Approve Agenda

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

Report of the Chair
   • The Chair presented a five-year service award to Anne Justen, Town of Bow Mar.
   • Chair Roth reported the Regional Transportation Committee meeting items are all on the Board agenda.
   • Director Fifer reported the Executive Director recruitment is progressing. Interviews are scheduled for mid-September.
   • Director Diak reported the Finance and Budget Committee approved funding for the Colorado Care Transitions and ADRC programs, and received an update on the building lease negotiations. He introduced Sam DePizzol, CBRE, who briefed members on the two location options being explored. A tour of the two buildings will be scheduled.

Report of the Executive Director
   • Doug Rex noted the Board Workshop is scheduled for August 25/26 in Colorado Springs. He encouraged Directors to reserve their rooms before the July 25 deadline.
   • Mr. Rex reported the Mobility Choice Blueprint process is back on track with funding from the three partners in place. The blueprint will help prepare for the technological upgrades needed for future development.
   • The Small Communities forum was well attended. Topics were intergovernmental cooperation and affordable housing. A survey has been distributed to attendees.
   • Staff participated in an after-action review of the recent tanker crash incident on I-25.
   • State demographers are currently updating the regional employment forecast used in DRCOG’s modeling. A presentation will be provided to the Board at a future meeting.
   • At the March and May work sessions, Board directors provided input on the regional growth initiative, formerly known as the Urban Growth Boundary/Area. An update is scheduled for the September work session.

Public comment
   Randle Loeb, citizen, provided comment regarding chronic homelessness in the region, and the need for Colorado to pursue disaster relief funds to address homelessness.

Move to approve consent agenda

   Director Cernanec moved to approve the consent agenda. The motion was seconded and passed unanimously.
Items on the consent agenda included:
- Minutes of May 17, 2017 meeting

Discussion of amendments to Committee Policy, Guidelines and Descriptions
Staff noted the Fire Personnel Recruitment Advisory Committee was disbanded in conjunction with DRCOG ending the Firefighter Intraregional Recruitment and Employment program at the end of 2016. Staff recommends the Steering Committee of the Baghdad/Denver Region Partnership be disbanded due to inactivity. For the last several years the Partnership has primarily hosted activities only in conjunction with other groups such as World Denver. It is not staff’s intention to end the Partnership program, only the steering committee. The Partnership program will continue as a staff activity.

Director Truhlar moved to approve amendments to the Committee Policy, Guidelines and Descriptions as proposed. The motion was seconded and passed unanimously.

Discussion of the designation of a Critical Urban Freight Corridor
Matthew Helfant, DRCOG staff, introduced Jeff Sudmeier, CDOT staff, to provide a brief overview of the Critical Urban Freight Corridor program and the current request.

Director Stolzmann moved to designate US-85/Vasquez Boulevard from MP 291.6 (approximately 52nd Ave.) to MP 293.8 (approximately 64th Ave.) as a Critical Urban Freight Corridor. The motion was seconded and passed unanimously.

Discussion of amendments to the 2018-2021 Transportation Improvement Program
Todd Cottrell, DRCOG staff, provided a brief overview of the proposed amendments.

Director Fifer moved to amend the 2018-2021 Transportation Improvement Program as proposed. The motion was seconded and passed unanimously.

Discussion of project selection for the Regional Transportation Operations (RTO) Improvement Program of the Regional Transportation Operations Pool
Greg MacKinnon, DRCOG staff, provided an overview of the Regional Transportation Operations program and the projects proposed for funding.

Director Cernanec moved to approve adopt a resolution selecting projects for the Regional Transportation Operation Improvement Program of the Regional Transportation Operations Pool. The motion was seconded and passed unanimously.

Discussion of adoption of the 2018-2019 Unified Planning Work Program
Doug Rex provided brief remarks on the new Unified Planning Work Program (UPWP). The UPWP includes tasks that will be addressed by staff using federal UPWP funds.
Director Kniech moved to adopt the 2018-2019 Unified Planning Work Program. The motion was seconded and passed unanimously.

Bike to Work Day Update
Celeste Stragand, DRCOG staff, provided an update on Bike to Work Day results. The Way to Go website has a graphic showing where participants’ trips began and ended. Ms. Stragand noted this was the best attended Bike to Work Day yet, with approximately 34,000 riders.

Committee Reports
State Transportation Advisory Committee – Director Partridge reported the STAC discussed SB 267 and the challenge for CDOT to come up with $50 million in payments. The group received an update on ROADX, Panasonic-Pena Station; and the roadway usage charge pilot program.
Metro Mayors Caucus – Director Atchison noted the transportation committee met and discussed the lack of transportation funding.
Metro Area County Commissioners – No report was provided.
Advisory Committee on Aging – Director Cernanec reported the Committee discussed staff additions, orientation for new members, and the recent HIPAA audit. There is no meeting scheduled for July.
Regional Air Quality Council – Director Shakti reported the RAQC discussed informational items only.
E-470 Authority – Director Shaw reported a multi-year supplier contract was awarded for transponders. A report was provided on advertising.
Report on FasTracks – Director Van Meter reported the RTD Board awarded a contract to Parsons Transportation Group for the SH-119 BRT Corridor NEPA Study. The Board received an update on the pass program working group and the 16th Street mall NEPA study. RTD’s strategic budget plan and annual program evaluation are in process.

Next meeting – August 16, 2017

Other matters by members
Directors were encouraged to attend the Board workshop.

Adjournment
The meeting adjourned at 7:56 p.m.

_______________________________________
Bob Roth, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

____________________________________
Douglas W. Rex, Acting Executive Director
To: Chair and Members of the Board of Directors

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

Meeting Date | Agenda Category | Agenda Item #
--- | --- | ---
August 16, 2017 | Action | 9

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

PROPOSED ACTION/RECOMMENDATIONS
DRCOG staff recommends approval of the proposed amendments because they comply with the current Board-adopted TIP Amendment Procedures.

ACTION BY OTHERS
July 24, 2017 – TAC recommended approval.
August 15, 2017 – RTC will act on a recommendation.

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

- **2016-059** C-470 Managed Toll Express Lanes: I-25 to Wadsworth
  Revise funding, add new funding sources to reflect final financing package
- **New Project** C-470: Wadsworth to I-70
  New project for study and pre-construction activities
- **2016-080** I-25 S PEL: Monument to C-470
  Add funding for NEPA activities between Monument and Castle Rock

PREVIOUS DISCUSSIONS/ACTIONS
N/A

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

ATTACHMENTS
1. Proposed TIP amendments
2. Colorado HPTE letter to the C-470 Corridor Coalition Steering Committee, and Steering Committee response, regarding the C-470 Managed Lanes TIP Amendment
3. Draft resolution

ADDITIONAL INFORMATION
If you need additional information Douglas W. Rex, Director, Transportation Planning and Operations at 303 480-6747 or drex@drcog.org; or Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at 303-480-6737 or tcottrell@drcog.org.
2016-059: Adjust TIFIA to final loan amount, reduce RAMP funding to $52 Million (most shown in Prior Funding), increase Bonds/Loans, and add Water Quality and Operations funding. The amended amount reflects the current financing package going towards pre-construction and construction

Existing

Title: C-470 Managed Toll Express Lanes: I-25 to Wadsworth

Project Type: Roadway Capacity

Sponsor: CDOT Region 1

Project Scope
One tolled express lane in each direction on C-470 between I-25 and approximately Wadsworth Blvd, with auxiliary lanes in required locations. Safety and operational improvements between I-25 and Quebec St. Improvements to ramps including direct-connect ramps at I-25 and C-470.

Affected County(ies)
Arapahoe
Douglas
Jefferson

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**New Project:  Add new project**

**Title:** C-470: Wadsworth to I-70  
**Project Type:** Roadway/Transit Studies  
**Sponsor:** CDOT Region 1

**Project Scope**  
Study and pre-construction phases for C-470 expansion from Wadsworth to I-70.

### Affected Municipality(ies)
- Lakewood
- Morrison
- Unincorporated

### Affected County(ies)
- Jefferson

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2016-080: Add RAMP funding for NEPA activities for the gap section between Monument and Castle Rock

Existing

Title: I-25 S PEL: Monument to C-470
TIP-ID: 2016-080

Affected County(ies):
Douglas

Project Type: Roadway/Transit Studies
Sponsor: CDOT Region 1

Project Scope
Conduct PEL and preconstruction activities on I-25 between Monument and C-470.

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Revised Scope and Funding Table

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

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<td>State (TCC)</td>
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<td><strong>Total</strong></td>
<td><strong>$5,250</strong></td>
<td><strong>$19,000</strong></td>
<td><strong>$1,000</strong></td>
<td></td>
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<td></td>
<td><strong>$25,250</strong></td>
</tr>
</tbody>
</table>
Date: June 23, 2017  
To: C-470 Corridor Coalition Steering Committee  
From: David Spector, HPTE Director  
Subject: C-470 TIP Update & Amendment

After successfully closing the 2017 Senior Revenue Bonds and the TIFIA loan for the C-470 Express Lanes Project (I-25 to Wadsworth) (the Project), the Transportation Improvement Program (TIP) must be amended to reflect the final financing amounts going towards pre-construction and construction, and to reflect the consensus reached on the project’s RAMP funding between the C-470 Corridor Coalition Steering Committee (Committee) and the Transportation Commission (TC) in February of this year.

In summary, the TIP will be amended to reflect the following:
- Federal (TIFIA): $106,950,000 (Current/2018 TIP shows $106 million)
- State (Bond/Loans): $142,808,000 (Current/2018 TIP shows $100 million)
- State (RAMP): $48,000,000 (of which, $7,600,000 will be reflected in FY 18 -Current/2018 TIP shows $67.3 million)

The TIP will also be amended to show these funds as Previously Programmed:
- State (RAMP): $40,400,000
- State (HSIP): $6,300,000
- State (FASTER): $2,000,000
- Local (Douglas County): $10,000,000

Series 2017 Senior Revenue Bonds
Due to the project extending the tolled express lanes and stronger traffic and revenue, the borrowing capacity of the Project was able to be increased without negative effects on the Project debt service coverage. The ultimate bond pricing justified this decision, and on June 1, 2017, the Series 2017 Senior Revenue Bonds were sold to investors at extremely favorable rates and terms. Closing occurred on June 14th, with $142,807,892 in bond proceeds going towards construction costs.

TIFIA Loan
HPTE originally estimated a $105 million TIFIA loan, and ultimately closed the loan on June 7th for $106,950,231, all going towards eligible project costs.

RAMP Contribution
The $100 million in RAMP funds that were initially identified for the proposed C-470 project were reduced once the level 3 investment grade traffic and revenue study and the bidding process for the project were completed. Because the borrowing capacity increased, and after extensive discussions with the Committee, in February 2017 (adopted resolution #TC-17-2-8), the TC decided to allocate approximately $48 million of the $100 million RAMP funds for the Project. This decision resulted in approximately $52 million of RAMP funds being returned to the TC to be reallocated according to its discretion. The TC further agreed that up to $19 million would be used to fund completing NEPA from Wadsworth to I-70, preparing a Traffic & Revenue Study for that section, funding advanced right-of-way acquisition, and preparing 30 percent plans from Wadsworth to I-70. The TC determined that the remainder of the RAMP funding (approximately $33 million) would be allocated to the HPTE RAMP Development Fund for projects according to the Commission’s direction (which could include this or other corridors).

These decisions, which were supported by the Coalition at the February TC meeting, result in the following contribution to the Project for TIP purposes: State (RMP) $48,000,000 = $7,600,000 + $40,400,000 (Previously Programmed).
Next Steps
If you find the proposed TIP amendment acceptable, please provide your written concurrence. With your concurrence, we plan to place the proposed TIP amendment on the agenda for the DRCOG July TAC and August RTC and Board of Directors Meetings.
## 2018-2021 Transportation Improvement Program
### Project Amending Submittal Form

**TIP ID**
2016-059  

**STIP-ID**

**Project Name:**  
C-470 Managed Toll Express Lanes: I-25 to Wadsworth  
CDOT Region 1

**Sponsor:**

---

### Reason for amendment:
(describe why the amendment is needed) [Check all that apply]

- __Awarded new funding. Type?__
- __Canceled/renumber project__
- __Remove funding__
- __Increased project costs__
- __Reduced project costs__
- __Revised the scope__
- __Add new project to a pool__
- __Shift funding between projects within a pool__

### General amendment character:
(describe changes in (a) scope, (b) limits, (c) funding by year, (d) funding sources, (e) other)

---

### Existing Funding
(as in the current TIP)

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Previously Programmed</th>
<th>FY 18</th>
<th>FY 19</th>
<th>FY 20</th>
<th>FY 21</th>
<th>Future Funding</th>
<th>Total Project Costs</th>
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<td>Federal (TIFIA)</td>
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<td><strong>Total</strong></td>
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### New Funding
(existing from above, plus any funding revision (+ or -))

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<th>Previously Programmed</th>
<th>FY 18</th>
<th>FY 19</th>
<th>FY 20</th>
<th>FY 21</th>
<th>Future Funding</th>
<th>Total Project Costs</th>
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<td>Federal (TIFIA)</td>
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<td>State (Bond/Loans)</td>
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<td>State (RMP)</td>
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<td>State (HAZ)</td>
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Do not use, formula cells
Resolution # TC-17-2-8

Reallocation of C-470 Express Lanes Project RAMP Funds

Approved by the Transportation Commission on Feb. 16, 2017.

WHEREAS, the Colorado Transportation Commission has adopted the Responsible Acceleration and Maintenance Program ("RAMP") to accelerate completion of transportation projects and created or sustain jobs; and

WHEREAS, the Transportation Commission has set both a budget and a variance from the budget from RAMP by prior Commission actions; and

WHEREAS, specifically per Resolution TC-3137 approved on February 20, 2014, the Transportation Commission authorized the CDOT Chief Financial Officer to budget funds in the amount of $100 million for a RAMP project entitled "C-470 Managed Toll Express Lanes: Kipling to I-25" with a local contribution from Douglas County of $10 million; and

WHEREAS, the C-470 Phase 1 Express Lanes Project from I-25 to Wadsworth Boulevard (the "C-470 Express Lanes Project" or "Project") has advanced to the point where design/build contractor Flatiron/AECOM ("F/A") has been selected and construction has begun; and

WHEREAS, the Colorado High Performance Transportation Enterprise ("HPTE") will fund a portion of the C-470 Express Lanes Project expenses through a loan and bond financing; and

WHEREAS, the favorable price that CDOT was able to obtain from F/A for construction, in conjunction with the BBB indicative rating that HPTE has received from a nationally recognized rating agency for the Project, has resulted in an estimated $52.3 million of the budgeted RAMP funds for the Project being available for reallocation; and

WHEREAS, in a January 2017 workshop, the Transportation Commission requested that staff provide additional information in order for Transportation Commission to assess the highest and best use of the remaining Project RAMP funds; and

WHEREAS, the Department has provided the Transportation Commission with four options (Option 2 containing an "a" and "b" option) for the reallocation of the Project RAMP Funds; and

WHEREAS, Option 2b would allocate up to $19 million of the RAMP funds for environmental studies, a traffic and revenue study, advanced right-of-way
acquisition, and completion of 30-percent design for future extension of the Project from Wadsworth to I-70 to expedite construction; and

WHEREAS, under Option 2b the estimated remaining $33.3 million of Project RAMP funding would be reallocated to the HPTE Development Fund for other projects to be determined at the Transportation Commission’s direction.

NOW THEREFORE BE IT RESOLVED, the Transportation Commission, having considered the options presented by staff for the preferred use of the estimated $52.3 million in remaining C-470 Express Lanes Project RAMP funds, hereby adopts Option 2b outlined above and directs the CDOT Chief Financial Officer to budget and reallocate the remaining Project RAMP Funds as outlined in Option 2b, with such adjustments not inconsistent with this Resolution as may be necessary following the finalization of the terms of HPTE’s Project financing.

Herman Stockinger  
Transportation Secretary  

Date of Approval  
2-16-17
June 26, 2017

Mr. David Spector, HPTE Director
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, CO 80222

(Via Email)

Subject: C-470 Coalition Steering Committee Letter of Support for CDOT / HPTE proposed upcoming TIP Amendment associated with the C-470 Managed Toll Express Lanes Project (I-25 to Wadsworth).

Dear David,

Douglas County staff has reviewed the information (see attached) that you recently provided to us concerning the proposed upcoming DRCOG TIP Amendment associated with the C-470 Managed Toll Express Lanes Project. After discussing the proposed amendment with Mayor Noon (Chair, C-470 Coalition) and Commissioner Partridge, (Vice-Chair, C-470 Coalition) and we determined that it would be appropriate to send the following response to CDOT / HPTE.

On behalf of the C-470 Corridor Coalition Steering Committee Members, (Arapahoe County, Douglas County, Jefferson County, City of Centennial, City of Lakewood, the City of Littleton, the City of Lone Tree and the Highlands Ranch Metropolitan District, and Affiliate City of Greenwood Village), the C-470 Corridor Coalition Chair and Vice-Chair find the proposed upcoming DRCOG TIP Amendment to be consistent with the C-470 Coalition’s previous understanding of the need for a future amendment to reflect the project financing. The proposed amendment correctly reflects CDOT’s decision to retain $48 million in RAMP funds for constructing the current C-470 Express Lanes Project between I-25 and Wadsworth and shifting the remaining RAMP funds to other needs.

Additionally, the information in your letter to the C-470 Coalition, (dated June 23, 2017), is consistent with the Coalition’s previous request that was unanimously approved by CDOT Transportation Commission on February 14, 2017 (see attached Resolution) regarding allocating approximately $19 million in RAMP funds to be used to advance other C-470 corridor improvements between Wadsworth and I-70 (including completing: a NEPA study, a traffic & revenue study, 30% plans and accelerating ROW acquisition).
In closing, on behalf of the C-470 Corridor Coalition Steering Committee, we support CDOT / HPTE's upcoming proposed TIP Amendment. We also want to thank you and the other CDOT staff for working with the C-470 Coalition to continue to complete critical steps needed to advance the current construction project and future C-470 Corridor improvements between I-25 and I-70.

Sincerely,

[Signature]

Roger Partridge, C-470 Coalition Vice-Chair,
Douglas County Commissioner

Copies (via Email):  Cathy Noon, C-470 Coalition Chair, Mayor of Centennial
                      Adam Paul, Mayor of Lakewood
                      Jackie Millet, Mayor of Lone Tree
                      Ron Rakowsky, Mayor of Greenwood Village
                      Bruce Beckman, Mayor of Littleton
                      Phil Cernanec, Littleton Town Council
                      Kathleen Conti, Arapahoe County Commissioner
                      Nancy Sharpe, Arapahoe County Commissioner
                      Dave Weaver, Douglas County Commissioner
                      Lora Thomas, Douglas County Commissioner
                      Casey Tighe, Jefferson County Commissioner
                      Don Rosier, Jefferson County Commissioner
                      Allen Dreher, Highlands Ranch Metropolitan District
                      Paul Jesaitis, Richard Zamora, Carrie DeJiacomo-Wiedner, CDOT
                      Shaun Cutting, Emeka Ezekwemba, FHWA
                      Doug Rex, DRCOG
A RESOLUTION AMENDING THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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

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

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

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

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

RESOLVED, PASSED AND ADOPTED this ____ day of __________________, 2017 at Denver, Colorado.

______________________________________________
Bob Roth, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

______________________________________________
Douglas W. Rex, Acting Executive Director
To: Chair and Members of the Board of Directors

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

Meeting Date | Agenda Category | Agenda Item #
-------------|----------------|----------------
August 16, 2017 | Action | 10

SUBJECT
TIP set-asides for the draft 2020-2023 TIP.

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
July 24, 2017 – TIP Policy Work Group
August 2, 2017 – Board Work Session

SUMMARY
The 2016-2021 TIP Policy document defined five off-the-top set-asides in the current TIP. Over the past several months, the TIP Policy Work Group (TPWG) has discussed the merits of each current set-aside and developed a recommendation for set-asides to fund in the 2020-2023 TIP. At the August 2 Board Work Session, staff presented the TPWG recommendation; those present decided to bring the recommendation to the full Board.

Proposed TIP Set-Asides
The 2020-2023 TIP set-asides proposal and federal funding allocations are shown in Table 1. Four of the set-asides are derivations of current programs. One (Human Service Transportation) is a proposed new set-aside. Other recommended changes of note are:

- The Community Mobility Planning and Implementation set-aside would combine the existing STAMP/UC (Station Area Master Plan/Urban Centers) and TDM (Transportation Demand Management) set-asides and allow for a broader range of small infrastructure projects. Small infrastructure projects would increase from $1.6 million to $2.8 million.
- The Regional Traffic Operations Program would have a greater emphasis on emerging and advanced technologies and would increase from $16.8 million to $20 million.
- The Way to Go Program would increase from $7.2 million to $8.8 million to continue program growth and improved vehicle miles traveled reduction, and to replace alternate, dwindling non-federal funding.
<table>
<thead>
<tr>
<th>Proposed Set-Asides</th>
<th>4-Year Federal Funding Allocations for the 2020-2023 TIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Mobility Planning and</td>
<td>$4,800,000 (Combination of the current STAMP/UC Set-Aside and small infrastructure projects from the current TDM Set-Aside)</td>
</tr>
<tr>
<td>Implementation</td>
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<tr>
<td>• $2,000,000 for small area planning and/or transportation studies</td>
<td></td>
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<tr>
<td>• $2,800,000 for small infrastructure projects</td>
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<tr>
<td>• Small infrastructure projects must have been previously recognized in a study or local plan to be eligible.</td>
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<tr>
<td>• Includes first/last mile-type projects.</td>
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<tr>
<td>• Separate solicitations will be used for the studies and infrastructure projects.</td>
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<tr>
<td>TDM Services</td>
<td>$13,400,000 (Rebranded to include the TMA partnerships and TDM projects)</td>
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<tr>
<td>• $8,800,000 for the Way to Go program</td>
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<tr>
<td>• $2,800,000 for 7 regional TMAs partnership @ up to $100,000/year</td>
<td></td>
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<tr>
<td>• $1,800,000 for TDM projects</td>
<td></td>
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<tr>
<td>• Project solicitations will be used to select TDM projects.</td>
<td></td>
</tr>
<tr>
<td>Regional Transportation Operations and</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>Technology (traffic signals and ITS)</td>
<td></td>
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<tr>
<td>• Approximately one fourth for DRCOG Traffic Signal Program (staff and consultant costs)</td>
<td></td>
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<tr>
<td>• Includes advanced emerging technology projects.</td>
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<tr>
<td>• Approximately three-quarters will be available for project solicitation.</td>
<td></td>
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<tr>
<td>Air Quality Improvement</td>
<td>$7,200,000</td>
</tr>
<tr>
<td>• Regional Air Quality Council (RAQC) would receive:</td>
<td></td>
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<tr>
<td>• $4,800,000 for vehicle fleet technology</td>
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<tr>
<td>• $1,800,000 for the Ozone Aware Outreach Program</td>
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<tr>
<td>• $600,000 in FY20 for an ozone SIP modeling study</td>
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<tr>
<td>• Project solicitations will be used for the vehicle fleet technology.</td>
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<tr>
<td>Proposed Set-Asides</td>
<td>4-Year Federal Funding Allocations for the 2020-2023 TIP</td>
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<tr>
<td><strong>Human Service Transportation</strong> (new recommended set-aside)</td>
<td><strong>$4,000,000</strong></td>
</tr>
<tr>
<td>DRCOG would receive:</td>
<td></td>
</tr>
<tr>
<td>• $4,000,000 to improve service and mobility options for vulnerable populations by funding underfunded/underserved trips and rolling stock expansion.</td>
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<tr>
<td>➢ All funding will be distributed via project solicitation.</td>
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<tr>
<td>➢ Additional details are outlined below.</td>
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</table>

Below are additional details for the recommended new *Human Service Transportation* set-aside.

**Human Service Transportation Set-Aside**

- The purpose of the *Human Service Transportation* set-aside would be to provide a dedicated funding source to improve service and mobility options for vulnerable populations (older adults, low-income individuals, veterans, and individuals with disabilities). This includes funding to address identified gaps such as the following:
  - **Underfunded/Underserved Trips** – Currently underfunded/underserved trips include those to support daily living activities (store, bank, church, family visits, etc.) and urgent, after-hours, and weekend trips.
  - **Rolling Stock Expansion** – The older adult population in the Denver region is growing and additional vehicles will be needed to keep up with increasing demand. Currently, expansion vehicles are underfunded through existing funding sources.

- Funding would be allocated to DRCOG, which would work with area agencies on aging and transportation providers to fund prioritized service and capital projects.
  - This funding would complement FTA 5310 and Older Americans/Coloradans Act dollars by funding identified needs that are underfunded/underserved by those sources.
  - This dedicated funding would be coordinated with other funding sources to reduce duplication (clients whose trips are paid for with different funds riding on the same bus, rather than separate vehicles) and provide more trips.
  - In addition to FTA 5310 and Older Americans/Coloradans Act, DRCOG staff would also explore leveraging this funding with others like Medicaid, Social Security, and Temporary Assistance for Needy Families (TANF) to create an integrated and coordinated pot of funding dedicated to human service transportation with the goal of providing more needed service to vulnerable populations.
• The allocated TIP funding over the four years, including match, would total $5 million. Initial projections (assuming 70% new trips and 30% new vehicles) would allow for 175,000 new trips (using existing vehicles), and the purchase of 9 small buses and 21 sedans/small vehicles.

Existing TIP Set-Aside Benefits
In addition to information presented at the Board Work Session, Board members requested staff provide information that summarized the set-aside presentations given at the TPWG in regards to the successes of existing set-asides and the advantages of having these programs as set-asides. A summary of each set-aside is shown in Attachment 1.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to approve the proposed set-asides for incorporation into the 2020-2023 TIP Policy document.

ATTACHMENTS
1. Summary of Set-Asides
2. Staff presentation

ADDITIONAL INFORMATION
If you need additional information please contact Douglas W. Rex, Acting Executive Director, at 303 480-6747 or drex@drcog.org.
Summary of Set-Asides

Station Area Master Plan/Urban Center Planning Studies

- These funds assist local governments and other eligible entities in efforts to develop station area/urban center plans and implementation strategies. Over the past ten years, 43 studies have been funded totaling an investment of $6.3 million. The last funding cycle (FY16-17) made $1.2 million in federal funds available, funding eight projects with over $2.1 million requested.

- The regional benefit of emphasizing growth and investments in these areas has been demonstrated over the past two decades through several rounds of regional scenario planning. The recently adopted Metro Vision plan emphasizes the importance of supporting local planning, policies, and implementation in urban centers and station areas.

- Recent growth and development trends also suggest that local planning for growth in these areas is critical; between 2010 and 2014, nearly 50% of all new jobs in the region were created within one mile of an existing or planned rapid transit station, and nearly 1/3 of all new housing units (2010 – 2015).

Regional Transportation Demand Management (TDM)

- These funds assist local governments, Transportation Management Associations/Organizations, and other eligible entities to implement TDM strategies that reduce single occupant vehicle travel and ultimately contribute to improving regional air quality and reducing traffic congestion.

- The program started in 1999 and has been closely coordinated with DRCOG’s Way to Go regional TDM partnership program (see below), as well as DRCOG’s Congestion Management Program. In the most recent 2-year cycle (2016-2017), 18 project requests were received for $3.24 million, with $2.33 million available to fund 11 projects. Additionally, $1.12 million ($560,000 annually) is provided “off the top” to the Way to Go regional TDM partnership program.

- Funded projects include TDM marketing and outreach activities that strive to educate about travel options and encourage their use and, beginning with the 2016-2017 funding cycle, multimodal supportive small infrastructure projects (such as bike lockers/shelters at transit stations).

- Based on reported results from project sponsors, total annual VMT reduced is approximately 13.25 million per year for the 2012-2015 time period.
Way to Go Program

- The Way to Go program is a regional partnership between DRCOG and 7 transportation management associations (TMAs). The program uses strategies, tactics, and services to reduce single occupant vehicle travel, mitigating traffic congestion, and improving air quality. The program began as RideArrangers in the late 1970’s and the partnership was formed in 2011.

- DRCOG manages regionwide initiatives including Way to Go advertising and promotions, a web-based trip planning/tracking platform, the Vanpool program, Schoolpool, and Guaranteed Ride Home. In addition, DRCOG coordinates regional campaigns and events such as Bike to Work Day and WayToGoTober and oversees management of the partnership. DRCOG also conducts employer and community outreach outside TMA boundaries.

- The TMA partners collaborate on all major partnership elements and in their respective areas are responsible for providing employer and community outreach, local advertising and promotions, and regional collaboration on advertising.

- Way to Go has received recognition for excellence in campaigns including Bike to Work Day and WayToGoTober, and just this month received the ACT national award for its Schoolpool program.

- DRCOG has been able to increase advertising and promotions in recent years with non-federal funding, but to maintain growth and success, will need additional federal funding to keep the program whole. Recommended increases are included with the proposed set-asides for both Way to Go and the TMA Partnerships.

- Even with flat funding, DRCOG’s Way to Go vehicle miles traveled reduction (VMTR) has increased over the last 5 years by 38%, to 29 million. The reported cumulative VMTR for the TMA partners is 7.6 million.

Regional Transportation Operations (RTO) Program

- This program funds infrastructure and services that improve efficiency of multimodal transportation through traffic signal system improvements and the application of other traffic technologies. The RTO program helps to make the existing roadway and transit systems work better.

- Technology elements also improve the provision of traveler information to the public. It’s built on the foundation of two previous programs: traffic signal system improvement program and the intelligent transportation systems deployment program. The program is a partnership with regional stakeholders, local governments, and DRCOG.

- DRCOG staff and consultant resources are used to provide design services and coordinated signal timing plans as part of traffic signal system projects. The program has achieved a consistent travel delay benefit-to-cost ratio of about 35-to-1. Significant reductions in pollutant and GHG emissions have also been achieved.
**Air Quality Improvements**

The Air Quality Improvement set-aside encompasses three efforts that include:

- **Advanced Fleet Technologies (AFT):** This pass-through grant program funds electric vehicles and motorcycles, electric vehicle charging infrastructure, and other projects designed to reduce mobile source emissions. Eligible entities include local, state, and federal government agencies, non-profits, and private fleets.

- **Simple Steps. Better Air. (SSBA):** SSBA is a program that aims to create behavior change through increased outreach and public awareness about ground-level ozone pollution. The goal is to motivate more Coloradans to take action in reducing ozone-causing emissions.

- **Ozone SIP Modeling:** Ozone modeling is required to demonstrate ozone standard compliance in Colorado’s State Implementation Plan (SIP). RAQC staff, consultant resources, and other stakeholders collaborate to develop modeling scenarios for the SIP.

- **AFT and SSBA reduce ozone forming emissions, greenhouse gas emissions (GHG), and vehicle miles travelled (VMT).** Program benefits are derived from reported data and RAQC staff modeling. Program benefits are reported to DRCOG/CDOT annually.

- **Over the last 4-year contract, 80+ vehicle fleets were awarded through the AFT with retrofits such as 62 electric vehicles, 370 charging stations, 24 medium/heavy-duty alternative-fueled vehicles, 250 idle reduction heaters, 1,600 telematics units, and 45 tailpipe retrofits.**
Existing Urban Center/Station Area Master Planning
TIP Set-Asides Review

UC/STAMP funds are intended to assist local governments and other eligible entities in their efforts to develop station areas and urban center plans and implementation strategies (furthering Metro Vision goals)

2007 Beginning of program

Current TIP (FY16-19)

$2.4 Million allocated for planning studies in the region (Board approved FY16 & FY17 studies in 2015)

Total Funding Since 2007:

- 43 studies - over $6.3 million

- $1.2 million available (FY16-17)

- $2.158 requested (FY16-17)

Similar Peer Agency Programs
**Existing Urban Center/Station Area Master Planning**

**TIP Set-Aside Review**

- Established guidelines for unified, high-quality development around multiple transit stations
- Identified the functions, character, and design elements of infrastructure needed to maximize connectivity in (and beyond) study area
- Coordinated effort between Englewood and Sheridan to improve community-wide access to the stations (east-west connectivity)
- Evaluated previously proposed transportation projects (from the original study)

**Regional TDM Program Set-Aside Overview**

- Provide infrastructure to enable travel options, and services, and support to help people use infrastructure and travel options
  - Set-aside started in 1999
- Competitive project selection (two-year call for projects)
  - Multimodal supportive infrastructure projects
  - TDM marketing/outreach projects
- “Off the top” funding for Way to Go Regional TDM Partnership
  - $560,000 annually for 7 TMAs/TMOs
- Last call in 2015 for FY 2016 and FY 2017:
  - Project sponsors: local govts., TMA/Os, RAQC, RTD, non-profits
  - $2.33 million available, $3.24 million requested
  - 18 project applications received, 11 funded
Regional TDM Program Set-Aside Benefits

2012-2013 TDM Set-Aside Projects
- Total funding awarded: $1.77 million ($4 million requested)
- Number of funded projects: 15 (25 projects applied)
- Total annual reported VMT reduced: 13.2 million

2014-2015 TDM Set-Aside Projects
- Total funding awarded: $2.07 million ($3.8 million requested)
- Number of funded projects: 11 (18 projects applied)
- Total annual reported VMT reduced: 13.3 million

2016-2017 TDM Set-Aside Projects
- Implementation underway

Way to Go: A Regional Partnership

- DRCOG’s role in the partnership (Way to Go)
  - Regional advertising and promotions (collaboratively)
  - Manage Vanpool, Guaranteed Ride Home and Schoolpool programs
  - Manage development and design of MyWayToGo trip planning/tracking platform
  - Outreach outside TMA boundaries
  - Partnership coordination

- TMA role in the partnership (regional TMA partnership)
  - Employer and community outreach
  - Local advertising and promotions
  - Collaborate on advertising, initiatives
Way to Go: Promotes Commuter Choice

- Carpool, vanpool, transit, biking, walking, even alternate work schedules
- Anything other than driving alone – VMT and SOV reduction goals, link to the region’s Metro Vision plan
- Regional brand and coordinated effort
  - Consistent, cohesive successful campaigns
    - Bike to Work Day (2nd largest event in the country)
    - Way To GoTober employer campaign - Recipient of Colorado Business Marketing Association Gold award 2016 – for design and results
    - 2017 – ACT national award for Schoolpool program – best commute options campaign
- While the set-asides are separate, everything we do is collaborative

Way to Go: Funding

- Recommend increase in Way to Go (DRCOG) funding for outreach, promotions and services (vanpool, trip-planning platform, advertising & Guaranteed Ride Home) – from $1.8m/year to $2.2m/year
- Funding continued growth, and in part replacing dwindling funds from DRCOG
- We also use regional funds to supplement TMA partner efforts – Curb your frustration, HOV3 campaigns
- Partnership – recommend increase from $560k to $700k for outreach and local promotions/advertising
  - Redefining funding structure to reward performance
  - Contract administration may move from CDOT to DRCOG
Way to Go: Results

- With flat funding DRCOG Way to Go results have improved each year, and over 5 years by 38% - 2015 results 29 million VMTR
- MyWayToGo trip planning and tracking platform – 25,000 registered users (most successful platform in the region)
- Schoolpool – helping nearly 19,000 families
- Colorado highest rate of teleworkers in the nation
- Bike to Work Day – 34,000 riders, 2nd largest in country

- Reported cumulative (7 partners) – 7.6 million VMTR

Existing Regional Transportation Operations Program

- Infrastructure and services to improve efficiency of transportation
  - Traffic signal system improvements and other technologies
    - Incident management, monitoring, traveler information
    - Interjurisdiction coordination
    - Communication systems
- Traffic Signal Program started in 1989
- ITS (Intelligent Transportation Systems) Program in 2004
- Project funding to over 30 jurisdictions/agencies
- Board approved projects for 2018-2021 in July
RTO Program – Return on Investment (2011-2016)

• Total Program
  • Annual Investment: $2.7 million
  • Pollutant emissions reduced: 120,000 tons / year
  • GHG (greenhouse gas) reduced: 110,000 tons / year
    • Less idling, lower fuel use

• Traffic Signal Program:
  • Annual travel time reduction per driver on improved corridors: 40 hours
    • Fewer stops
  • Benefit-to-cost measurement of 35-to-1

Air Quality Improvement Set-Aside

• Advanced Fleet Technologies (ATF): Pass-through grant program for local, state, federal, non-profit, and private fleet partners to purchase electric vehicle charging infrastructure, tailpipe retrofits, and idling reduction equipment
  • Local, state, federal and non-profit fleets are eligible to purchase electric vehicles and motorcycles

• Simple Steps. Better Air (SSBA): An ozone awareness and behavior change program designed to educate the public on ground-level ozone. RAQC works with CDPHE to notify the public about high ozone days and conducts outreach through radio, digital advertising, social media, and outreach to local governments
**Air Quality Improvement Set-Aside**

- Ozone SIP modeling funding allows RAQC staff, consultants, and stakeholders to design and run scenarios for ozone SIP planning
- Program Reporting and Emissions Benefits
  - AFT gathers data biannually and utilizes this data and modeling tools to estimate emissions benefits, fuel saved, and other metrics
  - Over the last 4-year contract, 80+ vehicle fleets were awarded through the AFT with retrofits such as 62 electric vehicles, 370 charging stations, 24 medium/heavy-duty alternative-fueled vehicles, 250 idle reduction heaters, 1,600 telematics units, and 45 tailpipe retrofits
  - SSBA utilizes daily ozone alerts, media data, web analytics, and user reported data to determine behavior change, program emissions benefits, and VMT reductions
  - Benefits are reported to DRCOG/CDOT annually
- Annual Investment $1.8M

**Summary of Existing 2016-2021 TIP Set-Asides**

<table>
<thead>
<tr>
<th>Station Area Master Plans/ Urban Center Planning Studies</th>
<th>Urban Center or Station Area Master Plan</th>
<th>Next step studies</th>
<th>Corridor-wide studies</th>
<th>Area planning and implementation activities</th>
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<tr>
<td>Regional Transportation Demand Management (TDM)</td>
<td>regional TMA partnerships</td>
<td>traditional TDM marketing projects</td>
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<td>Way to Go Program</td>
<td>Trip-planning, tracking, ride-matching</td>
<td>Advertising and promotions</td>
<td>Employer outreach</td>
<td>Community outreach</td>
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<td></td>
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<td>Guaranteed Ride Home</td>
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<tr>
<td>Regional Transportation Operations</td>
<td>Approximately one-third for DRCOG Traffic Signal Program (staff and consultant costs), remaining for project solicitation</td>
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<tr>
<td>Air Quality Improvements</td>
<td>Regional Air Quality Council (RAQC) receives:</td>
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<tr>
<td></td>
<td>vehicle fleet technology</td>
<td>Ozone Awareness Outreach Program</td>
<td>allocate and administer to local projects</td>
<td>ozone SIP modeling study</td>
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![drcog](attachment:2)
## Proposed 2020-2023 TIP Set-Asides

### Existing Set-Asides

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<tr>
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<td>Regional TIP partnerships, Traditional TDM marketing projects, Small infrastructure projects</td>
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<tr>
<td>Way to Go Program</td>
<td>Trip-planning, tracking, ride-matching, Advertising and promotions, Employer outreach, Community outreach, Guaranteed Rides Home</td>
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<tr>
<td>Human Service Transportation</td>
<td>DRCOG would receive funding and issue project solicitations to improve service and mobility options for vulnerable populations by funding underfunded underserved trips and rides stock expansion</td>
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### Proposed Set-Asides

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<th>Category</th>
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<tr>
<td>Community Mobility Planning and Implementation</td>
<td>Small area planning and/or transportation studies, Small infrastructure projects</td>
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<td>TDM Services</td>
<td>Way to Go program, Regional TIP partnerships, TDM projects</td>
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<tr>
<td>Regional Transportation Operations and Technology</td>
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THANK YOU
SUBJECT
Presentation on Denver’s Vision Zero Action Plan

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTIONS BY OTHERS
N/A

SUMMARY
Denver’s Vision Zero Action Plan seeks to reduce and eventually eliminate fatal traffic crashes through infrastructure projects, policies and programs, increased coordination among partners, and improvements to data and transparency.

Denver began laying the groundwork for its Vision Zero initiative in 2015. During his 2017 State of the City address, Mayor Hancock announced the city’s commitment to eliminate all traffic-related deaths and serious injuries on Denver’s roadways by 2030. The Action Plan is a five-year approach that sets the City and its partners on a clear path to achieving this goal.

Denver developed the Plan in coordination with dozens of City agencies and partners, including the Denver Vision Zero Coalition, CDOT, Denver Health & Hospital Authority, DRCOG, RTD, Denver Public Schools, Colorado Department of Public Health and the Environment, AAA Colorado, and the Mayor’s pedestrian and bicycle advisory committees.

Rachael Bronson from Denver staff will present highlights of Denver’s Vision Zero Action Plan at the August Board meeting.

DRCOG will soon be initiating a regional Vision Zero effort as described in the 2018-2019 Unified Planning Work Program approved last month.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
N/A

ATTACHMENTS
1. Denver Presentation

Link to Denver Vision Zero Action Plan:
ADDITIONAL INFORMATION
If you need additional information Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org; or contact Matthew Helfant, Senior Transportation Planner, at 303-480-6731 or mhelfant@drcog.org; or Rachael Bronson, City and County of Denver, at 720-865-2658 or rachael.bronson@denvergov.org.
Vision Zero

Eliminate traffic fatalities through a data-driven, transparent, and multi-agency approach.

Recognize that people will make mistakes and build a transportation system that minimizes the consequences of human error.

Focus on equity.
Why is Vision Zero Needed?

- Deaths are unacceptable and preventable.
- In Colorado, motor vehicle crashes account for more than twice the number of deaths as homicides.
- Traffic deaths have risen over time, and our crash rate is much higher than most of our peer cities.

In Denver, compared to a motorist:

- Pedestrians are approximately 30 times more likely to die in a crash.
- Motorcyclists are nearly 13 times more likely to die in a crash.
- Bicyclists are 6.5 times more likely to die in a crash.
Issues to Address

Behaviors:

- Seatbelts were not used in nearly one-third of motor vehicle fatalities
- In over half of motorcyclist fatalities, the rider was not wearing a helmet
- Other behaviors such as failure to yield, careless/reckless driving, impairment, hit and runs

Context:

- Most fatal crashes occurred at mid-block locations
- The majority of pedestrian and bicyclist fatalities occurred in unlit conditions
- 50% of fatalities on 5% of street network

How We Got Here

Data Analysis & Best Practice Review
- Intensive data analysis
- Similar Vision Zero Plans
- Proven countermeasures
- City policies

Partner Discussions
- Working Group meetings:
  - Speed & Street Design
  - Impairment
  - Safety Culture
  - Stakeholder meetings

Public Surveys
- Online Map
- Intercept surveys

Thousands reached
Intercept Surveys

- April 2017
- 4 locations, nearly 200 responses
- Biggest concerns: speeding, distracted driving, and crossing times
- Top wish for City action: build safe streets for everyone
Map-based Survey

- >2800 responses
- Biggest concerns: speeding, failure to yield, and other
- Most people responded as: pedestrian taking work commute trips
Action Plan Timeline

February – April: TAC Working Group meetings
5/31: TAC draft recommendations
6/14: Comments due from TAC members
6/29: Core Group meeting to review draft Action Plan
7/19: TAC meeting: draft Action Plan
7/20: draft Action Plan open for public comment
8/11: draft Action Plan closes for public comment
9/7: TAC meeting: final Action Plan

Action Plan Components

• Front Matter
  • Mayor’s commitment, remembrances
• Our Call to Action
• Let’s Take Action
  • Strategies, actions, benchmarks
• Positive Changes
  • Recent projects, relevant history
• How We Developed the Plan
• How to be Part of Vision Zero
Our Call to Action

This is a five-year Action Plan for eliminating traffic deaths by 2030.

Someone loses their life every six days while traveling in our city. We do not have to accept this as inevitable.

Denver’s Needs

1. Enhance Processes and Collaboration
2. Build Safe Streets for Everyone
3. Create Safe Speeds
4. Promote a Culture of Safety
5. Improve Data and Be Transparent
An Equitable Plan

- Avoiding actions that have unintended consequences
- Prioritizing efforts towards Communities of Concern
- Choosing the right benchmarks

Focus Areas

*Focusing efforts on the most dangerous streets and in the most vulnerable communities is a responsible use of limited City resources.*
High Injury Network
All Modes

- 123 miles
- Around 5% of Denver’s street network
- Approximately 50% of fatalities occurred on HIN

Communities of Concern (CoC)

30% of Denver but 38% all traffic deaths and 44% of pedestrian deaths
What We’re Doing

30th Avenue & Downing Street: RRFB

What We’re Doing

Morrison Road: medians and bump-outs
What We’re Doing

13th Avenue & Broadway: left turn arrow and LPI

What We’re Doing

5th Avenue & Lincoln Street: temporary treatments
ATTACHMENT 1
To: Chair and Members of the Board of Directors

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

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
<th>Agenda Item #</th>
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<td>August 16, 2017</td>
<td>Informational</td>
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**SUBJECT**
Presentation on transit studies relating to the Southwest Chief and Front Range Passenger Rail Commission.

**PROPOSED ACTION/RECOMMENDATIONS**
N/A

**ACTION BY OTHERS**
N/A

**SUMMARY**
SB-153 re-constituted the existing Southwest Chief Commission to establish the Southwest Chief and Front Range Passenger Rail Commission. The purpose of this new Commission is twofold:

- Continue to oversee the preservation and expansion of Amtrak’s Southwest Chief rail service in southeastern Colorado, and
- Facilitate the development and operation of a Front Range passenger rail system along the I-25 corridor.

SB-153 also charges the Commission with developing draft legislation by December 1st to “facilitate the development of a front range passenger rail system that provides passenger rail service in and along the Interstate 25 corridor and that is a well-integrated component of a modern, efficient, and cost-effective multimodal transportation system.”

The Commission includes members from the previous Southwest Chief Commission as well as representatives from RTD, BNSF and Union Pacific Railroads, and the four Front Range MPOs, including DRCOG. Non-voting members include staff from CDOT and Amtrak. More information about the Commission is available [here](#).

The Commission held its first meeting on July 31st and received several helpful presentations on the status of planning for passenger rail and other long range transit planning efforts in Colorado. David Krutsinger, Deputy Director of CDOT’s Division of Transit and Rail, will present on this issue at the August Board meeting.

**PREVIOUS DISCUSSIONS/ACTIONS**
N/A

**PROPOSED MOTION**
N/A

**ATTACHMENT**
1. CDOT Presentation
ADDITIONAL INFORMATION
If you need additional information Douglas W. Rex, Acting Executive Director, at 303 480-6747 or drex@drcog.org; or Jacob Riger, Transportation Planning Manager, at 303-480-6751 or jriger@drcog.org; or David Krutsinger, CDOT, at 303 757-9008 or david.krutsinger@state.co.us.
Presentation to the DRCOG Board
August 16, 2017

<table>
<thead>
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<td>Riders</td>
<td>102,577</td>
<td>155,864</td>
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<td>Revenue</td>
<td>$1,014,781</td>
<td>$1,551,435</td>
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<tr>
<td>Fare Recovery</td>
<td>38%</td>
<td>53%</td>
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FY = State Fiscal Year.
North Route | FY 2015-2016 July - June | FY 2016-2017 July – June
--- | --- | ---
Riders | 42,959 | 64,642
Revenue | $345,748 | $500,785
Fare Recovery | 39% | 55%

South Route | FY 2015-2016 July - June | FY 2016-2017 July – June
--- | --- | ---
Riders | 40,404 | 57,306
Revenue | $365,427 | $503,965
Fare Recovery | 28% | 41%

FY = State Fiscal Year.
CDOT Rail Planning Activities

- North I-25 EIS Commuter Rail Update (2015)
- Interregional Connectivity Study (ICS) Complete July 2017
- State Freight & Passenger Rail Plan late 2017/early 2018

Interregional Connectivity Study (ICS)

**Tasks 1-4, 2012-2014**

- Initial Operating Segment (IOS) 132 Miles, 2/3 Costs, 1/3 Benefits
- Vision Network 340 Miles, $30B (2013$)

**ATTACHMENT 1**

IOS = Initial Operating Segment from Fort Collins to Briargate, from total corridor Fort Collins to Pueblo.
CR = Commuter Rail, HS = High Speed Rail.
Interregional Connectivity Study (ICS) Task 5 Alignment Alternatives (2016-2017)

Alternative 1 - ICS IOS
Alternative 2 - Southeast LRT and North Metro CR as HS Rail
Alternative 3 – East Corridor CR and North Metro CR as HS Rail

IOS = Initial Operating Segment from Fort Collins to Briargate, from total corridor Fort Collins to Pueblo. CR = Commuter Rail, HS = High Speed Rail.

**ICS Results Summary – 2017**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Description</th>
<th>CAPEX (B$)</th>
<th>OPEX (M$/yr)</th>
<th>Ridership (M/yr)</th>
<th>Revenue (M$/yr)</th>
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CAPEX = capital expenditure, OPEX = operating expenditure, B/C = Benefit/Cost, B$ = Billions of dollars, M$ = Millions of dollars.
Interregional Connectivity Study (ICS)

Project Leadership Team Recommendations

Alternative 1 - ICS IOS  
Alternative 2 - Southeast LRT and North Metro CR as HS Rail  
Alternative 3 – East Corridor CR and North Metro CR as HS Rail

Carry Forward  
Carry Forward  
Place Aside

Summary of Key Comments

• No community wants to be relegated to “Phase 2”

• Colorado Springs wants more study on how DIA and COS airports interact with rail

• Use of RTD track did not reduce costs significantly enough...Consider other ideas such as using Castle Rock - Littleton - DUS corridor on the South I-25 Corridor.

• Refer to North I-25 Commuter Rail Update for lower-cost option considered there.

FRA = Federal Railroad Administration, COS = Colorado Springs Airport, DIA = Denver International Airport.
North I-25 EIS Commuter Rail Update

- $684 M in 2009$
  \[\text{Inflation }= 4\%/\text{yr}\]
- $819 M in 2014$
  \[\text{Scope Changes}\]
- $1.2 B - $1.4 B 2014$
  \[\text{Inflation }= 4\%/\text{yr}\]
- $1.4 B - $1.6 B 2017$

EIS = Environmental Impact Statement

Front Range Transit & Rail Options

Bustang (w/ future Park & Rides)
- $55 M$
- $75 M$
- $150 M^*$
  *Includes Vehicles, 2017$

Commuter Rail + RTD
- $1.6 B$
- $2.1 B$
- $4.0 B^*$
  *Includes Vehicles, 2017$

High Speed Rail ICS
- $4.3 B$
- $6.1 B$
- $11.5 B^*$
  *Includes Vehicles, 2017*
ATTACHMENT 1

Front Range Transit & Rail Options

- Bustang (Existing): 1 hr 25 min
- Commuter Rail + RTD: 1 hr 45 min
- High Speed Rail: 36 min

State Freight & Passenger Rail Plan

- **Federal Railroad Administration requirement to remain eligible for intercity & high(er) speed intercity passenger rail funding.**

- **Used in Federal Transit Administration documents, i.e. State Transit Plan, to remain eligible “transit” funding.**
This page only, COS = Colorado Springs generically, not specific to the airport, FTC = Fort Collins, PnR = Park & Ride.

**Future Passenger Rail Opportunities**

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>“Do No Harm”</th>
<th>“Starter Rail”</th>
<th>“All Day Rail”</th>
<th>“High Speed Rail”</th>
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<td>Funds</td>
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< $100M | > $100M - $2B | $4B | $12B

Southwest Chief & Front Range Passenger Rail Commission

(SB 17-153, signed into law May 22, 2017)

SB = Senate Bill
Southwest Chief & Front Range Rail Commission Purpose
(SB 17-153)

- Continue Amtrak Southwest Chief Line track rehabilitation, expansion to Pueblo, and consider Walsenburg service
- Facilitate the development of Front Range Passenger Rail, including draft legislation due by December 1, 2017
- Authority to receive & expend funds

Opportunities & Challenges

Opportunities
- Population, VMT, congestion growing faster than highway lane miles are added
- Transit use growing through FasTracks, MAX BRT, Bustang, Outrider, PPRTA & others
- Millennials (for now) supporting flexible travel

Challenges
- Funding growing slower than population & congestion
- Fixed Transit (rail, BRT) projects are very costly, even though they return large benefits
- Agreeing on an implementation strategy:
  - incremental funding vs. whole-corridor
  - grow bus into rail vs. rail extensions
Next Steps

• SWC & FRRC: legislative report by December 1st

• CDOT Complete “State Rail Plan” by late 2017 or early 2018 to maintain funding eligibility w/ FRA

• CDOT South I-25 Planning & Environmental Linkage Study for Monument - Castle Rock, and also E-470, by mid 2018

• Walk-before-you-run strategy with Bustang unless and until there is political & financial support for more

• Continue to seek balance of travel time, price-point, and construction cost, all tied to public support
To: Chair and Members of the Board of Directors

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

Meeting Date | Agenda Category | Agenda Item #
--- | --- | ---
August 16, 2017 | Informational Item | 14

SUBJECT
This is the 2016 annual report on Executive Policies.

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTIONS BY OTHERS
In 2015, the Board Governance group developed Executive Policies for DRCOG’s Executive Director and staff.

SUMMARY
Executive Policies ensure that in the pursuit of Board goals and priorities the Executive Director and staff actions and decisions related to advancing Board goals and priorities are done in a legal, ethical and prudent manner. Executive Policies 1-7 are reported to the Board annually by staff and scored as; 1 = noncompliance, 2 = partial compliance, 3 = full compliance. Executive Policy 8, Communications with and Support of the Board, is evaluated by Board Directors through the Executive Director’s annual evaluation.

PREVIOUS DISCUSSIONS/ACTIONS
N/A.

PROPOSED MOTION
N/A

ATTACHMENT

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org; or Jerry Stigall at 303-480-6780 or jstigall@drcog.org.
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EXECUTIVE POLICIES SCORECARD - 2016

**Description:** This is the Executive Policies Scorecard and reports performance data on DRCOG staff’s compliance with these policies.

The following Executive Policies are contained in this section:

1. GENERAL EXECUTIVE DIRECTOR CONSTRAINT
2. TREATMENT OF CITIZENS, TAXPAYERS, STAFF AND VOLUNTEERS
3. COMPENSATION, BENEFITS, EMPLOYMENT
4. FINANCIAL PLANNING AND BUDGET
5. FISCAL MANAGEMENT AND CONTROLS
6. PROTECTION OF ASSETS
7. IMMEDIATE SUCCESSION
8. COMMUNICATIONS WITH AND SUPPORT OF THE BOARD – not reported in Executive Policies report.

This Period's Performance

Score: 7.44

This is the overview page of the Executive Policies scorecard. A score of 0-10 is assigned to non-measure-type components within the software, QuickScore, to provide a common method of scoring components within the scorecard that have varying units of measure. Three-color scoring is used to visually illustrate whether policies are in *compliance* (3), partial compliance (2), non-compliance (1).
**Description:** Executive Policies state the conditions that must be in place to successfully accomplish or further Board priorities.

Executive policies provide the necessary guidance for the Executive Director to effectively lead the organization toward progressing the goals and priorities of DRCOG. Executive Policies state conditions that must exist in order to achieve organizational strategic initiatives. Executive Policies prevent the goals from being achieved through means that create liabilities for the organization. For purposes of this document, the term “Board” refers to the entire DRCOG Board of Directors and their alternates acting as such.

**Scoring for Executive Policies 1-6 is based on the following legend:**

- 3 = Full compliance
- 2 = Partial Compliance
- 1 = Noncompliance

**Note:** Executive Policy 8 is included in the Executive Director's Annual Evaluation. The scoring for this policy is completed by Board Directors. The answer options are; Exceeds Expectations, Meets Expectations, Needs Improvement.

### This Period's Performance

**Score:** 7.44

### Historical Performance

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## Data Used in Calculations

DRCOG Scorecard >> Executive Policies

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### Notes

The scoring in the right-hand column for each policy is based on a QuickScore rating of 0-10, depending on the actual score of the measure.
1.0 GENERAL EXECUTIVE DIRECTOR CONSTRAINT - 2016

Description: 1.1 Within the scope of authority delegated to him/her by the Board, the Executive Director shall ensure that any practice, activity, decision or organizational circumstance is lawful and prudent and adheres to commonly accepted business and professional ethics. The Executive Director shall ensure that conditions are safe, fair, honest, respectful and dignified.

This Period's Performance

Actual Value: 3
Score: 7.5
Red Flag: 1.75
Goal: 2.75

Note: There were no reported violations of this Executive Policy in 2016.
2.0 TREATMENT OF CITIZENS, TAXPAYERS, STAFF, INTERNS AND VOLUNTEERS - 2016

**Description:** The success of DRCOG depends upon the partnership between the Board, agencies, jurisdictions, citizens, taxpayers, elected officials and DRCOG employees.

The Executive Director shall ensure:

2.1 Community opinion/input on relevant issues is obtained when decisions materially affect a community.
2.2 Communities are informed on a timely basis about relevant decision-making processes and decisions.
2.3 Interactions with the community are organized and clear.
2.4 Relevant problems raised by the community are addressed in a timely manner.
2.5 Staff is competent, respectful and effective in interactions with the Board, public, etc.
2.6 Confidential information is protected from unauthorized disclosure.

Accordingly, pertaining to paid staff, interns and volunteers within the scope of his/her authority, the Executive Director shall ensure:

2.7 Written personnel policies and/or procedures, approved by legal counsel, which clarify personnel rules for staff, provide for effective handling of grievances, and protect against wrongful conditions are in effect.
2.8 Staff, interns and volunteers are acquainted with their rights upon entering and during their work/time with DRCOG.
2.9 Avenues are available for non-disruptive internal expressions of dissent, and protected activities are not subject to retaliation.
2.10 Established grievance procedures are readily available and accessible to staff. The Board is appropriately apprised of violations of Board policies and of matters affecting the Board.

**Historical Performance**

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**Note:** There were no reported violations of this policy in 2016.
3.0 COMPENSATION, BENEFITS, EMPLOYMENT - 2016

Description: 3.1 The fiscal integrity of DRCOG is maintained.

Accordingly, the Executive Director shall ensure:

3.2 His/her own compensation is approved by the Performance and Engagement Committee according to adopted procedures.
3.3 Compensation and benefits are consistent with wage data compiled in DRCOG’s regular independent salary survey and approved in the annual budget.
3.4 Adherence to appropriate employment law practices.
3.5 Deferred or long-term compensation and benefits are not established.

This Period's Performance

Actual Value: 3
Score: 7.5
Red Flag: 1.75
Goal: 2.75

Historical Performance

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Note: There were no reported violations of this policy in 2016.
**4.0 FINANCIAL PLANNING AND BUDGET - 2016**

**Description:** With respect to strategic planning for projects, services and activities with a fiscal impact, the Executive Director shall ensure:

4.1 The programmatic and fiscal integrity of DRCOG is maintained.

Accordingly, the Executive Director shall ensure:

4.2 Budgets and financial planning are aligned to Board-adopted strategic initiatives.

4.3 Financial solvency is maintained by projecting in two- to five-year increments, in addition to annual budgeting.

4.4 Financial practices are consistent with any applicable constitutional and statutory requirements.

4.5 Adherence to Board-adopted strategic initiatives in its allocation among competing budgetary needs.

4.6 Adequate information is available to enable: Credible projections of revenues and expenses; separation of capital and operational items; cash flow projections; audit trails; identification of reserves, designations and undesignated fund balances; and disclosure of planning assumptions.

4.7 During any fiscal year, plans for expenditures match plans for revenues.

4.8 Maintain at a minimum 3 months of operating expenses, excluding amounts for in-kind and pass-through expense or as recommended by the independent auditor.

4.9 A budget Contingency Plan is capable of responding to significant shortfalls with the DRCOG budget.

4.10 No risks are present based on situations described in the Fiscal Management Control Policy.

4.11 Board activities during the year have been adequately funded.

**This Period's Performance**

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<th>Score</th>
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**Historical Performance**

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**Note:** there were no reported violations of this policy in 2016.
5.0 FISCAL MANAGEMENT AND CONTROLS - 2016

**Description:** 5.1 Board-adopted strategic initiatives are adhered to and financial controls prevent fiscal jeopardy.

5.2 Funds for expenditures are available during each fiscal year.
5.3 DRCOG obligations are paid in a timely manner and within the ordinary course of business.
5.4 Prudent protection is given against conflicts of interest in purchasing and other financial practices, consistent with the law and established in DRCOG Fiscal Management Control Policy.
5.5 Funds are used for their intended purpose.
5.6 Competitive purchasing policies and procedures are in effect to ensure openness and accessibility to contract opportunities.
5.7 Purchases, contracts and obligations which may be authorized by the Executive Director do not exceed the financial authority approved by the Finance and Budget Committee. Purchases, contracts and obligations exceeding the Executive Director's authority are approved by the Finance and Budget Committee.
5.8 In the absence of the Executive Director, the Director of Transportation Planning and Operations signs on behalf of the Executive Director. If the Executive Director and Director of Transportation Planning and Operations are unavailable for a signature, the Administrative Officer provides authorizing signatures.
5.9 Adequate internal controls over receipts and disbursements prevent the material dissipation of assets.
5.10 DRCOG's audit is independent and external monitoring or advice is readily accepted and available.
5.11 Revenue sources are consistent with the Board-adopted strategic initiatives and operations are financed without incurring debt that exceeds the Executive Director's authority unless approved by the Finance and Budget Committee.
5.12 Reserved, designated and undesignated fund balances are at adequate levels to mitigate the risk of current and future revenue shortfalls or unanticipated expenditures.
5.13 Creditworthiness and financial position are maintained from unforeseen emergencies.

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Historical Performance

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Notes: There were no reported violations of this Executive Policy in 2016.
Description: Within the scope of his/her authority in the Executive Director and given available resources, the Executive Director shall ensure:

6.1 Assets are protected and adequately maintained against unnecessary risk.
6.2 An insurance program exists to protect DRCOG in the event of a property and/or liability loss, including coverage insuring the Board, officers, employees, authorized volunteers and DRCOG against liabilities relating to the performance of their duties and DRCOG’s activities in an amount equal to or greater than the average for comparable organizations and, for tort liabilities, in an amount equal to or greater than statutory limits on amounts DRCOG may be legally obligated to pay.
6.3 A policy exists to insure against employee dishonesty and theft.
6.4 Facilities and/or equipment are used properly and maintained (except normal deterioration and financial conditions beyond the Executive Director’s control.)
6.5 Practices and policies are in place for DRCOG, Board and staff to minimize or prevent liability claims.
6.6 A policy exists to ensure protection from loss or significant damage of intellectual property (including intellectual property developed using DRCOG resources), information, files.
6.7 Internal control standards for the receipt, processing and disbursements of funds are at adequate levels to satisfy generally accepted accounting/auditing standards and costs for internal controls shall be consistent with the benefits expected.
6.8 DRCOG’s public image, credibility, and its ability to accomplish Board-adopted strategic initiatives goals are upheld.
6.9 Adequate planning is done for short and long-term capital or facility needs.
6.10 Board auditors or other external monitors or advisors are independent from internal influence.

This Period’s Performance

Actual Value: 3
Score: 7.5
Red Flag: 1.75
Goal: 2.75
Historical Performance

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Notes: There were no reported violations of this Executive Policy in 2016.
Description: 7.1 To protect the Board from sudden loss of Executive Director services, the Executive Director shall have at least one other member of the management team familiar with Board and DRCOG issues and processes.

This Period's Performance

- Actual Value: 3
- Score: 7.08
- Red Flag: 0.75
- Goal: 2.75

Historical Performance

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Notes: A succession plan was in place for 2016.
To: Chair and Members of the Board of Directors

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

<table>
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SUBJECT

August administrative modifications to the 2018-2021 Transportation Improvement Program.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

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

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

The August 2017 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2018-2021 TIP Administrative Modifications (August 2017)

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at (303) 480-6747 or drex@drcog.org; or Todd Cottrell, Senior Transportation Planner, at (303) 480-6737 or tcottrell@drcog.org.
To: TIP Notification List  
From: Douglas W. Rex, Director, Transportation Planning & Operations  
Subject: August 2017 Administrative Modifications to the 2018-2021 Transportation Improvement Program  
Date: August 16, 2017  

SUMMARY

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

PROJECT TO BE MODIFIED

- **2016-029** East Lafayette Multimodal Path Connection: Commerce Ct to Lafayette Park-n-Ride  
  - Add funding
- **2016-043:** RidgeGate Pkwy Widening: Havana St to Lone Tree City Limits  
  - Shift year and add funding
- **2016-054:** Boulder County Bus Then Bike Shelters  
  - Shift year and add funding

The following 14 administrative modifications are required by FTA to obligate partial or full previous year(s) funding on contracts managed by RTD by moving funding into FY 2018. For projects in the current 2018-2021 TIP, an appropriate amount of Prior Funding will be rolled forward into FY 2018. For projects in a previous TIP, that project will be placed within the current TIP and funding allocated to FY 2018.

- **1999-097:** Regional Transportation Demand Management (TDM) Program Pool
- **2007-059:** FasTracks Southeast Corridor Extension: Lincoln Ave to RidgeGate Pkwy
- **2007-089:** Station Area Master Plan/Urban Center Studies Pool
- **2008-111:** FasTracks Eagle P-3 Corridors (Gold and East Line)
- **2012-120:** Colfax Transit Priority
- **2016-009:** MetroRide Service Expansion: DUS to Civic Center
- **2016-010:** RTD Route L Service Enhancements
ATTACHMENT 1

- 2016-013: Superior Call-n-Ride
- 2016-014: Broomfield Call-n-Ride
- 2016-015: RTD Route #324 Service Improvements
- 2016-028: 16th St Mall Reconstruction: Arapahoe St to Lawrence St
- 2016-039: Route 62: Central Park Station to 60th Ave/Dahlia Transfer Station
- 2016-051: Regional BRT Feasibility Study
- 2016-063: Intercity Bus Purchase
**Existing**

Title: East Lafayette Multimodal Path Connection: Commerce Ct to Lafayette Park-n-Ride
TIP-ID: 2016-029  STIP-ID:  Open to Public: 2020  Sponsor: Lafayette

**Project Scope**

This project widens existing sidewalks and constructs new 10 ft wide concrete multi-use paths along South Boulder Rd from City Center Dr east to 120th St, and then continuing south along 120th St, connecting to existing sidewalks at Commerce Ct. Two additional connections will be made to the north from South Boulder Rd: one on Merlin Dr to Sanchez Elementary School, and another on City Center Dr to west of Strathmore Ln.

A physically-protected crossing at Avalon St, 20 bicycle parking spaces, AASHTO compliant lighting, and way-finding signage with destination and distance information will also be included.

Region 4 TAP funds will fill in existing infrastructure gaps with 10 ft wide multi-use path, concrete sidewalk with ADA accessible curb ramps, 1.8 miles of AASHTO-standard on-street bike lanes, enhanced pedestrian and bicycle crossings along South Boulder Rd and 120th St, as well as at the planned South Boulder Rd/120th St signalized intersection that integrates crosswalks, pedestrian lighting, concrete median refuges, and pedestrian-activated signage.

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**Revised**

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2016-029: Adjust FY 2018 CDOT TAP funding to accurately reflect award and add FY 2019 funding.
**2016-043**: Move FY 2018 funding into FY 2019 and add local overmatch to show increased total funding estimate

**Existing**

**Title**: RidgeGate Pkwy Widening: Havana St to Lone Tree City Limits

**Project Type**: Roadway Capacity

**TIP-ID**: 2016-043

**STIP-ID**:  

**Open to Public**: 2020

**Sponsor**: Lone Tree

**Project Scope**

This project will widen Ridgegate Pkwy from Havana St to the Lone Tree city limits from 2 to 4 lanes. Features include:

- Raised medians
- Left turn lanes at signalized intersections
- A separated cycle track bike detection
- Bike and transit amenities
- New sidewalks of a minimum width of 8 ft

### Affected Municipality(ies)

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<th>Affected Municipality(ies)</th>
<th>Affected County(ies)</th>
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### Project Phases

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<td>2019</td>
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### Amounts in $1,000s

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<th>FY19</th>
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<th>FY21</th>
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**2016-054:** Move project from 2016-2021 TIP into the 2018-2021 TIP and add additional local overmatch to obligate project funding

### Existing from 2016-2021 TIP

**Title:** Boulder County Bus-then-Bike Shelters  
**TIP-ID:** 2016-054  
**STIP-ID:**  
**Open to Public:** 2016  
**Sponsor:** Boulder County

**Project Scope**

This project will construct Bus-then-Bike shelters at four transit stops. Selected using CDOT TAP funds.

**Affected County(ies)**

Denver

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### Revised in 2018-2021 TIP

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1999-097: Add funding and 2 pool projects from FY 2016 to obligate project funding

**Existing**

**Title: Regional Transportation Demand Management (TDM) Program Pool**

**Project Type: Congestion Management**

**TIP-ID: 1999-097**

**STIP-ID:**

**Open to Public:**

**Sponsor: DRCOG**

**Project Scope**

The Regional TDM Program funds projects that promote alternatives to SOV travel, with the intent to reduce mobile source emissions.

This pool includes funds for seven TMA regional partnerships and other TDM projects selected through a call for projects.

**Affected County(ies):**

Regional

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**Revised**

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<th>Cost (Cont)</th>
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<th>Start-At and End-At</th>
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**Amounts in $1,000s**

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**Existing**

**Title:** FasTracks Southeast Corridor Extension: Lincoln Ave to RidgeGate Pkwy  
**Project Type:** Rapid Transit  
**TIP-ID:** 2007-059  
**STIP-ID:** SST7015  
**Open to Public:** 2019  
**Sponsor:** RTD

**Project Scope**

Extend Southeast Corridor LRT from Lincoln Ave to RidgeGate Pkwy Station in the City of Lone Tree.

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<th>Affected Municipality(ies)</th>
<th>Affected County(ies)</th>
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<td>Douglas</td>
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<th>FY21</th>
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<th>FY21</th>
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</table>

**2007-059:** Move local match for the existing CMAQ funding contained in Prior Funding to FY 2018
2007-089: Move FY 2017 funding and pool projects contained in Prior Funding into FY 2018 to obligate projects

**Existing**

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

**TIP-ID:** 2007-089  
**STIP-ID:** N/A  
**Open to Public:**  
**Sponsor:** DRCOG

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

**Amounts in $1,000s**

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<tr>
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<th>FY19</th>
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<th>FY21</th>
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<th>Cost (1,000s)</th>
<th>Facility Name</th>
<th>Start At and End At</th>
<th>Cost (1,000s)</th>
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<tbody>
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<td>Denver</td>
<td>North Capitol Hill/Catbts Urban Center Study (FY17)</td>
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**Amounts in $1,000s**

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2008-111: Move FY 2017 New Starts funding and match contained in Prior Funding into FY 2018 to obligate funds

**Existing**

**Title:** FasTracks Eagle P-3 Corridors (Gold and East Line)

**Project Type:** Rapid Transit

**TIP-ID:** 2008-111  
**Open to Public:** 2016  
**Sponsor:** RTD

**Project Scope**

Build electrified commuter rail line running from Denver Union Station to Denver International Airport (East Line) and Denver Union Station to Ward Rd (Gold Line). Projects being combined at the request of FTA due to outcome of P-3 process. Former East Corridor TIP-ID 2007-052 and Gold Line Corridor TIP-ID 2007-054.

**Affected Municipality(ies)**: Arvada, Aurora, Denver, Wheat Ridge

**Affected County(ies)**: Adams, Denver, Jefferson

<table>
<thead>
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<th>FY19</th>
<th>FY20</th>
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**Existing from 2012-2016 TIP**

**Colfax Transit Priority**

**TIP-ID:** 2012-120  
**STIP-ID:**  
**Open to Public:** 2015  
**Sponsor:** RTD

**Project Scope**

This project will construct bus infrastructure improvements on Colfax Ave from Broadway, Denver to Potomac Street, Aurora. Improvements include: bus stop upgrades, such as bulbouts; transit signal priority at key intersections; and TSP.

**Affected County(ies)**

- Adams
- Arapahoe
- Denver

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**Revised in 2018-2021 TIP**

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<th>Amounts in $1,000s</th>
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</table>
2016-009: Move FY 2017 funding contained in Prior Funding into FY 2018 to obligate funds

**Existing**

**Title:** MetroRide Service Expansion: DUS to Civic Center

**Project Type:** Bus Service Projects (Expanded)

**TIP-ID:** 2016-009  
**STIP-ID:**

**Open to Public:** 2016  
**Sponsor:** R T D

**Project Scope**

This project will expand the existing service hours and frequencies for the Free MetroRide. Hours will be extended by approximately four hours (2 hours in the morning and 2 hours in the afternoon) and the frequency will be increased to approximately 4.5 to 6-minute intervals.

<table>
<thead>
<tr>
<th>Affected Municipality(ies)</th>
<th>Affected County(ies)</th>
<th>Project Phases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver</td>
<td>Denver</td>
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<table>
<thead>
<tr>
<th>Year</th>
<th>Phase</th>
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<tbody>
<tr>
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**Revised**

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2016-010: Move FY 2017 funding contained in Prior Funding into FY 2018 to obligate funds

Title: RTD Route L Service Enhancement

TIP-ID: 2016-010  STIP-ID:  

Open to Public: 2016  
Sponsor: Boulder County

Project Type: Bus Service Projects (Expanded)

Project Scope

This project will expand the existing service on RTD’s L Route between Longmont and Denver. Service frequency on the route will be enhanced from two-hour to one-hour headways during the mid-day on weekdays. One additional late-night trip will be added on weekdays. Saturday service frequency will be enhanced from three-hour to ninety-minute headways.

Affected Municipality(ies): Broomfield, Denver, Erie, Lafayette, Longmont, Westminster, Unincorporated

Affected County(ies): Adams, Boulder, Broomfield, Denver, Jefferson

<table>
<thead>
<tr>
<th>Project Phases</th>
<th>Year</th>
<th>Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2018</td>
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<thead>
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<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
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Revised

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**2016-013**: Move FY 2017 funding contained in Prior Funding into FY 2018 to obligate funds

**Existing**

**Title**: Superior Call-n-Ride  
**TIP-ID**: 2016-013  
**Project Type**: Bus Service Projects (New)  
**Sponsor**: Superior

**Project Scope**

This project adds a new Call-n-Ride servicing an area generally from McCaslin Blvd to 96th St, and US 36 to south of Interlocken Loop. Service hours will be approximately 5:30am to 7pm Monday through Friday. The project includes the purchase of two additional buses.

<table>
<thead>
<tr>
<th>Affected Municipality(ies)</th>
<th>Affected County(ies)</th>
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<th>Year</th>
<th>Phase</th>
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**Revised**

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<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
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**2016-014**: Move FY 2017 funding contained in Prior Funding into FY 2018 to obligate funds

### Existing

**Title**: Broomfield Call-n-Ride  
**Project Type**: Bus Service Projects (Expanded)  
**Sponsor**: Broomfield

**TIP-ID**: 2016-014  
**STIP-ID**:  
**Open to Public**: 2016

#### Project Scope

This project expands the geographic area served by the existing Broomfield Call-n-Ride to include an area generally from Sheridan to Zuni, and 120th to 144th/Dillon, with the same service hours, Monday through Friday, from 5:30 AM until 7:00 PM. The project includes the purchase of two additional buses.

#### Affected Municipality(ies)  
Broomfield

#### Affected County(ies)  
Broomfield

#### Project Phases

<table>
<thead>
<tr>
<th>Year</th>
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<tbody>
<tr>
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#### Amounts in $1,000s

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### Revised

#### Amounts in $1,000s

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**2016-015: Move FY 2017 funding contained in Prior Funding into FY 2018 to obligate funds**

**Existing**

**Title:** RTD Route #324 Service Improvements  
**TIP-ID:** 2016-015  
**STIP-ID:**  
**Open to Public:** 2016  
**Sponsor:** Longmont  

**Project Scope**

This project will extend the weekday service hours and add Sunday service on RTD route #324.

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<th>Affected Municipality(ies)</th>
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<table>
<thead>
<tr>
<th>Year</th>
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**Revised**

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</table>
2016-028: Move project from 2016 TIP into the 2018 TIP to obligate project funding

Existing from 2016-2021 TIP

Title: 16th St Mall Reconstruction: Arapahoe St to Lawrence St

TIP-ID: 2016-028  Open to Public: 2017  Sponsor: R T D

Project Type: Roadway Reconstruction

Project Scope
Project will reconstruct one block of the 16th Street Mall between Lawrence St and Arapahoe St. The project will reconstruct the sub-base and rehab the existing pavers, along with improvements to intersection bulb-outs, utilities, and amenities, including fountains and tree pits/tree replacement, and urban design upgrades to existing furnishings (e.g., fresh paint, powdercoating, and wayfinding upgrades).

<table>
<thead>
<tr>
<th>Affected Municipality(ies)</th>
<th>Affected County(ies)</th>
<th>Project Phases</th>
</tr>
</thead>
<tbody>
<tr>
<td>Denver</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Phase</th>
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</thead>
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<td>2017</td>
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Revised in 2018-2021 TIP

<table>
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<th>Amounts in $1,000s</th>
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**Existing**

**Title:** Route 62: Central Park Station to 60th Ave/Dahila Transfer Station  
**TIP-ID:** 2016-039  
**STIP-ID:**  
**Open to Public:** 2016  
**Sponsor:** Commerce City  

**Project Scope**

This project will create a new RTD Route 62 north from Central Park Station to the 60th/Dahila Transfer Station, generally along Central Park Blvd, Prairie Pkwy Ave, E. 60th Ave, Holly St, 62nd Ave, and Parkway Dr.

The service will be for 12 service hours Monday through Saturday (approximately 6:30 a.m. to 6:30 p.m.), with 30 minute weekday headways and hourly headways on Saturday. The service also will provide special event service at Dicks Sporting Goods Park.

<table>
<thead>
<tr>
<th>Affected Municipality(ies)</th>
<th>Affected County(ies)</th>
<th>Project Phases</th>
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<th>Phase</th>
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**2016-039:** Move FY 2017 funding contained in Prior Funding into FY 2018 to obligate funds
Administrative Modifications – August 2017

2016-051: Move project from 2016-2021 TIP into the 2018-2021 TIP; shift funding to FY 2018 to obligate funds

**Existing from 2016-2021 TIP**

**Regional BRT Feasibility Study**

**Title:** Regional BRT Feasibility Study  
**TIP-ID:** 2016-051  
**STIP-ID:**  
**Open to Public:** 2018  
**Sponsor:** R T D

**Project Scope**

This project will analyze arterial corridors region-wide to determine those that could be suitable for establishing a regional arterial BRT network and establish a prioritization for implementation.

<table>
<thead>
<tr>
<th>Affected County(ies)</th>
<th>Project Phases</th>
<th>Year</th>
<th>Phase</th>
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**Revised in 2018-2021 TIP**

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**2016-063**: Move project from 2016-2021 TIP into the 2018-2021 TIP; shift funding to FY 2018 to obligate funds

**Existing from 2016-2021 TIP**

**Title**: Intercity Bus Purchase  
**Project Type**: Transit Vehicles  
**TIP-ID**: 2016-063  
**STIP-ID**:  
**Open to Public**: 2017  
**Sponsor**: RTD

**Project Scope**
Purchase four intercity coach buses to be used region-wide.

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**Revised**

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<tr>
<th>Amounts in $1,000s</th>
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<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
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“We’re believers,” said Rick Klein. “We can get things done.”

“This commission [Southwest Chief & Front Range Passenger Rail Commission] will move Colorado forward on passenger rail,” said City Manager Rick Klein, member of the commission which met in Denver on Monday. “We will finish the improvements needed on the Southwest Chief route and pursue a viable plan to put passenger rail along the Front Range from Trinidad to Fort Collins.”

“We’ve got some believers — there’s a can-do attitude on the board.” The board makeup is comprised of some leftover members of the former Southwest Chief Commission: Klein, Sal Pace (Pueblo), Pete Rickershauser (Class 1 Railroad representative), and Jim Souby (passenger rail advocate). Now representatives from both Class 1 Railroads, Burlington Northern Santa Fe and Union Pacific, are represented: Rickershauser from BNSF and Sara Cassidy from UP. Councils of Governments from along the Front Range are represented: Becky Karasko from North Front Range Metropolitan Planning Organization, Jacob Riger of Denver Regional Council of Governments, Terry Sears from South Central Council of Governments, Jill Gaebler from the Pikes Peak Area Council of Governments, Terry Hart from the Pueblo Area Council of Governments. Bill Van Meter represents the Regional Transportation District. Also sitting with the commission but not voting are Mark Imhoff of the Colorado Department of Transportation and Ray Lang of Amtrak. Pace is the chairman and Karasko the vice chair.

Klein is looking forward to working with his fellow commissioners. He is acting chair of the Southwest Chief Committee. He has already started working with Kansas, Colorado and New Mexico and affected communities along the route to put together a new TIGER grant.

“We have $41 million in improvements needed to complete the Southwest Chief project. The next grant, we will apply for $25 million, the maximum they will allow.” He added, “We’ll also be pursing moving forward on the through train from Pueblo to La Junta to connect with the current Southwest Chief route.”
Bridgepoint Education Ranked First Place in Employee Participation in Denver's Bike to Work Day

Second year in a row Bridgepoint was ranked first in the large business category for the Bike to Work Day Business Challenge

By: BRIDGEPOINT EDUCATION, INC.
Jul 19, 2017

DENVER, July 19, 2017 /PRNewswire/ -- Bridgepoint Education, Inc. (NYSE: BPI) today announced it was ranked first place in employee participation in the large business category for Denver's Bike to Work Day. Held June 28, 2017, more than 144 Denver-based Bridgepoint Education, Ashford University, and University of the Rockies employees participated in Denver's Bike to Work Day. This is the second consecutive year Bridgepoint has placed first in the large business category.

"Bridgepoint Education supports employee health and wellness and is honored to be recognized again this year for placing first in the large business category for the Bike to Work Day business challenge," said Dr. Ted Blashak, regional vice president of shared services operations for Bridgepoint Education. "Bike to Work Day is a great opportunity for Bridgepoint employees to stay active and participate in a community effort to help the environment."

Organized by the Denver Regional Council of Governments' Way to Go program, the Bike to Work Day event is a grassroots effort by cities, counties, transportation planners, and community organizations across the state to educate commuters about the benefits of using two wheels to get to work. The annual event is designed to encourage people to utilize their bikes as an alternative means for transportation in order to reduce congestion and improve air quality.

Bike to Work Day was first celebrated in the city of Boulder, Colo. more than 25 years ago. In 1995, the Denver Regional Council of Governments began helping the area's cities and counties link their individual events together. Today, the event is celebrated in many communities in Colorado and throughout the nation.
Bike to Work Day brings out commuters on two wheels
By: STEPHANIE MASON – Centennial Citizen
July 3, 2017

Colorado residents buckled their helmets and took to the bike lanes to participate in Bike to Work Day on June 28.

“The idea is to introduce people to cycling,” said Steve Erickson, director of communications and marketing for the Denver Regional Council of Governments. “They see how easy it is and they realize all the benefits. In the future we hope they will continue cycling at least part of the time.”

Erickson biked from his home in Littleton to his place of work in downtown Denver.

“We got lucky with the weather,” Erickson said. “It was beautiful in the morning. I think all across the region it was just about a perfect day.”

The motto of this year’s event was “bike today for a better tomorrow,” Erickson said. The phrasing indicated that cycling to work has benefits of improved health and improves the air quality. In addition, it helps people save money and avoid traffic congestion in their typical commute to work.

Businesses around Denver and the metro area encouraged cyclists by setting up breakfast booths, water stops and bike parties. Lone Tree Brewing Co., at 8200 Park Meadows Drive, set up a bike party.

“Riding is better than getting stuck in traffic,” said Chris Hegue, a first-time participant in Bike to Work Day who stopped for a beer at the brewing company. “It wasn't too bad. I'm glad it ended at a brewery.”

“But, the best part was going downhill,” joked Ryan Rees, a friend who rode with Hegue.

The brewing company made Bike to Work Day an entire event, offering raffle prizes for anyone who rode their bike to work, hosting a Douglas Library booth and offering stretching sessions and back massages from local chiropractors.

Traditionally, Colorado’s Bike to Work Day takes place the fourth Wednesday in June. This year, approximately 34,000 Colorado riders participated in Bike to Work Day, up from the calculated 25,000 cyclists in Colorado five years ago. Colorado’s Bike to Work Day is the second largest event of its kind, behind that in the San Francisco Bay Area.

The purpose behind Bike to Work Day, Erickson said, is to encourage different modes of transportation, like bicycling, carpooling and public transportation.

“We cannot build our way out of traffic congestion,” Erikson said. “We try and get people out of single occupancy vehicles and using other modes of transportation.”

Most Coloradans took the day as an opportunity to further enjoy their beautiful state's scenery.

“It's beautiful outside,” said Karl Freiburghaus, resting on his way home from work. “I love the state and the fresh air. Best of all, I don't have to wait in traffic.”