

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, DECEMBER 18, 2019
6:30 – 9:00 p.m.
1001 17TH STREET
ASPEN-BIRCH CONFERENCE ROOM

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. Move to Approve Agenda
5. 6:35 Community Spotlight
 - City of Louisville
6. 6:45 Report of the Chair
 - Introduction: Bill Thiebaut, Chair, Colorado Transportation Commission
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
7. 6:50 Report of the Executive Director
8. 7:00 Public Comment

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

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

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



CONSENT AGENDA

9. 7:30 Move to Approve Consent Agenda
 - i. Minutes of November 20, 2019
(Attachment A)
 - ii. 2020-2023 Transportation Improvement Program (TIP) amendments
(Attachment B)
 - iii. State Legislative Policy Statement
(Attachment C)
 - iv. Approval of the proposed project from the Non-MPO MMOF Call for Projects to be included within the CDOT State Transportation Improvement Program
(Attachment D)

ACTION ITEMS

10. 7:35 Discussion on staff recommended approval of proposed actions regarding FY 2019 project delays
(Attachment E) Todd Cottrell, Senior Planner, Short Range Transportation Planning, Transportation Planning & Operations
11. 7:45 Discussion on DRCOG becoming the direct recipient for Federal Transit Administration (FTA) Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program funding
(Attachment F) Matthew Helfant, Senior Transportation Planner, Transportation Planning & Operations
12. 7:55 Discussion on federally required performance-based planning safety targets
(Attachment G) Beth Doliboa, Transportation Planner, Transportation Planning & Operations

INFORMATIONAL BRIEFINGS

13. 8:15 Proposed 2050 Metro Vision Regional Transportation Plan proposed scenarios to test
(Attachment H) Jacob Riger, Manager, Long Range Transportation Planning, Transportation Planning & Operations
14. 8:30 Introduction to the Denver Regional Climate Action Plan effort
(Attachment I) Brad Calvert, Director, Regional Planning and Development
15. 8:50 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report from State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Herb Atchison
 - C. Report from Metro Area County Commissioners – Roger Partridge
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report from E-470 Authority – George Teal

- G. Report from CDOT – Rebecca White
- H. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

- 16. Annual listing of projects that receive federal obligation
(Attachment J) Todd Cottrell, Senior Planner, Transportation Planning & Operations
- 17. Federal Legislative Policy
(Attachment K) Rich Mauro, Senior Policy and Legislative Analyst

ADMINISTRATIVE ITEMS

- 18. **Next Meeting – January 15, 2020**
- 19. Other Matters by Members
- 20. 9:00 Adjourn

CALENDAR OF FUTURE MEETINGS

December 2019

4	Board Work Session	Cancelled
9	Transportation Advisory Committee	1:30 p.m.
17	Regional Transportation Committee	8:30 a.m.
18	Performance and Engagement Committee	5:30 p.m.
18	Finance and Budget Committee	6:00 p.m.
18	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Cancelled

January 2020

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

February 2020

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

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

SUMMARY
BOARD OF DIRECTORS
WEDNESDAY, November 20, 2019

Members/Alternates Present

Bob Fifer, Chair	City of Arvada
Eva Henry	Adams County
Elise Jones	Boulder County
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Libby Szabo	Jefferson County
Larry Vittum	Town of Bennett
Kim Groom (Alternate)	City and County of Broomfield
Randy Weil	City of Cherry Hills Village
Steve Conklin	City of Edgewater
Linda Olson	City of Englewood
Bill Gippe	Town of Erie
Lynette Kelsey	Town of Georgetown
Rachel Binkley	City of Glendale
Jim Dale	City of Golden
George Lantz	City of Greenwood Village
Larry Strock	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Ashley Stolzmann	City of Louisville
Joyce Palaszewski	Town of Mead
Julie Duran Mullica	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Bud Starker	City of Wheat Ridge
Herb Atchison	City of Westminster
Rebecca White	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Division Assistant, DRCOG; Kristin Sullivan, Adams County; Bryan Weimer, Arapahoe County; Scot Lewis, Arvada; Mac Callison, Aurora; Brad Boland, Castle Rock; Lauren Pulver, Douglas County; Deborah Fahey, Louisville; Kent Moorman, Thornton; Anita Seitz, Westminster; Tim Kirby, Jordan Rudel, CDOT; Danny Herrmann, CDOT R1; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell Public Affairs; and DRCOG staff.

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

The Chair noted new members and alternates: George Lantz, new member for the City of Greenwood Village, and Deborah Fahey, new alternate for the City of Louisville.

Move to approve agenda

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

Kendrick Lakes Elementary School – FIRST Lego League Presentation

Lisa Houde, Public Engagement Specialist, introduced Coach Chris Johnson and the students that make up the Lego Robotics Team: The Robofins. With the theme for the FIRST Lego League competition being “City Shaper,” this team chose to address the issue of the Last Mile problem. Their solution was to introduce drone cars that could fly from your home directly to your destination.

Community Spotlight

Director Elise Jones provided information on activities and projects taking place in Boulder County

Report of the Chair

Chair Fifer reported that Director Beacom and Director Roth were not re-elected, and thanked them for their service.

- Director Stolzmann reported the Performance and Engagement Committee met and discussed the Executive Director’s salary adjustment to reflect his excellent performance. She noted the committee selected Director George Teal to represent P&E on the Nominating Committee.
- Director Flynn reported the Finance and Budget Committee selected Director Elise Jones to represent F&B on the Nominating Committee. He also noted the committee passed four resolutions authorizing Executive Director Rex to move forward with contracts for nutrition, transportation and senior services with service providers.

Report of the Executive Director

- Executive Director Rex noted the December 4 Board work session will be cancelled.
- The 2020 DRCOG Way To Go Awards celebration is scheduled for April 22 and will be held at Empower Field at Mile High. DRCOG has opened the nominations for the three major award categories and the deadline for nominations is January 17.
- The Medicare Enrollment is currently open, DRCOG provides free health insurance counseling. To date, our SHIP has helped over 500 people navigate through the state’s 52 different health insurance plans.
- Executive Director Rex presented the DRCOG 2050 Metro Vision Regional Transportation Plan video.

Public comment

There was no public comment

Move to approve consent agenda

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

Items on the consent agenda included:

- Minutes of the October 16, 2019 meeting

Discussion of 2020 Budget

Jenny Dock, Director, Accounting and Finance, presented a fiscal guide for the operation of DRCOG beginning January 1 – December 31, 2020.

Director Atchison wanted to know what plans are in place in case federal funds are held up and there is a threat of services being cut. Jayla Sanchez stated that there are funds that have been reserved and additional funding that has not existed in the past that will help avoid that issue. Jenny Dock also responded that DRCOG has reserves that would keep everything in operation for three months if needed.

Director Atchison **moved** to approve the DRCOG 2020 Budget. The motion was **seconded** and **passed** unanimously.

Selection of member to Nominating Committee

Executive Director Rex noted that both the Finance and Budget, and Performance and Engagement committees selected members to the Nominating Committee. Those are Director Jones and Director Teal, respectively.

Director Baker **moved** to appoint Jim Dale to represent the Board of Directors on the Nominating Committee. The motion was **seconded** and **passed** unanimously.

Chair Bob Fifer expressed his selection of Director Julie Duran Mullica to serve on the Nominating Committee as the Chair's representative.

Presentation on I-70 Coalition

Margaret Bowes, Director, I-70 Coalition, provided an update on the importance of the I-70 mountain corridor, the Coalitions advocacy, services, and priorities.

CDOT Statewide Plan Midpoint Report

Rebecca White, Director, CDOT Division of Transportation Development, presented their midpoint report detailing their process so far on the Statewide Plan (SWP). This included a 10-year time horizon, which provides a near-term picture of transportation needs than the usual 20- or 25-year time period covered by a transportation plan.

Update on Metro Vision Regional Transportation Plan – Scenario Planning

Jacob Riger, Manager, Long Range Transportation Planning, provided an overview of the 2050 MVRTP and scenario planning process. The 2050 MVRTP will focus on how the region's multimodal transportation system can best implement Metro Vision's outcomes and performance targets.

Director Mullica wanted to know if the cost of fares is being looked at for causing a decline in ridership and what obstacles are being identified for access to transit. Mr. Riger responded that staff has performed some sensitivity testing of the transportation model in

preparation of the scenario planning work. To potentially address transit access obstacles, fare cost will likely be included in a transit scenario.

Chair Bob Fifer noted that if we could convince companies to promote teleworking amongst their staff, we could improve the congestion issue immensely in our region.

Committee Reports

State Transportation Advisory Committee – Director Jones reported the group received an overview on the National Highway Freight Program and the proposed project list for it. She announced that Steve Harelson is the new Chief Engineer for CDOT. The group participated in a discussion on how funds will be allocated from SB267 and SB262.

Metro Mayors Caucus – Director Atchison reported that the group will meet in the month of December.

Metro Area County Commissioners – No report was provided

Advisory Committee on Aging – Jayla Sanchez-Warren reported that staff member AJ Diamontopoulos created a presentation on the Hospital Transformation Project that he presented at the state. AAA received an update from Seniors' Resource Center, that they are still dealing with workforce issues, however they are moving in a positive direction.

Regional Air Quality Council – Doug Rex reported at the November meeting there was a presentation on proposed oil & gas and emission control regulations. At the meeting, there was approval on amendments to RAQC bylaws and articles of incorporation. There was a presentation on oil and gas well development and operations from the Colorado Oil & Gas Association.

E-470 Authority – Director Diak reported the group passed a resolution to keep toll rates the same on express and license plate toll.

Report on FasTracks – Director Van Meter reported the Board approved the promotional flat fare pilot for the N-line. The Board will be meeting in a study session to delve into operator challenges for light rail and bus.

Chair Fifer wanted to note that he would like to discuss the possibility of adding CDOT back to the Committee Reports for future meetings.

Next meeting – December 18, 2019

Other matters by members

Executive Director Rex mentioned that any comments for the State Legislative Policy are due by December 6.

Adjournment

The meeting adjourned at 8:35 p.m.

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

ATTEST:

Douglas W. Rex, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Consent	9 - ii

SUBJECT

2020-2023 Transportation Improvement Program (TIP) amendments.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendments because they comply with the current TIP amendment procedures, as contained within the Board-adopted [2020-2023 TIP Policy](#).

ACTION BY OTHERS

[December 9, 2019](#) – TAC recommended approval
[December 17, 2019](#) - RTC will make a recommendation

SUMMARY

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

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the [2020-2023 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments

- **New Project** **I-25 Valley Highway: Phases 3 and 4**
Add \$60 million in State SB-1 funding for ROW purchases
- **New Project** **Region 1 Urban Roadway Arterial Safety Pool**
Add \$25 million in State SB-267 funding for regional safety improvements
- **2007-096** **Region 1 Surface Treatment Pool**
Add seven new pool projects using available funding
- **2018-014** **I-25 Capacity Improvements: Castle Rock to El Paso County Line**
Add \$26 million in State SB-267 funding to remove materials to finish roadway completion

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the attached amendments to the *2020-2023 Transportation Improvement Program (TIP)*.

ATTACHMENT

1. Proposed TIP amendments

ADDITIONAL INFORMATION

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

New Project: Adds \$60 million primarily for ROW purchases to consolidate heavy and light rail tracks away from I-25 for highway safety improvements

New Project

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

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request**

STIP-ID:

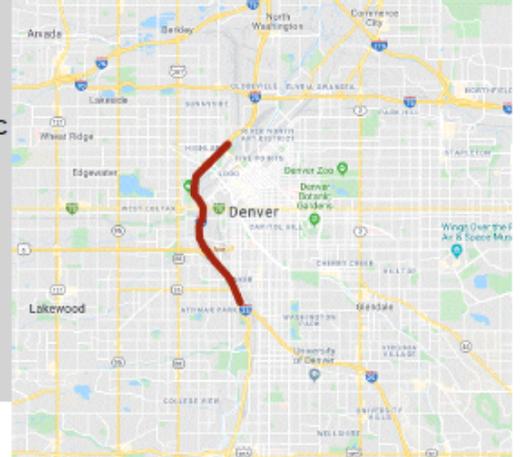
Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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

FY20 funds are primarily for ROW purchases.



Affected Municipality(ies)

Affected County(ies)

Denver

Denver

Performance Measures

- Bridge Condition
- Congestion
- Freight Reliability
- Pavement Condition
- Safety
- Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (SB-1)		\$60,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total		\$0	\$60,000	\$0	\$0	\$0	\$60,000

New Project: Adds \$25 million for urban arterial safety investments, focused on bicycle and pedestrian mobility

New Project

Title: **Region 1 Urban Roadway Arterial Safety Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **Request**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

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



- Affected County(ies)**
- Adams
 - Arapahoe
 - Broomfield
 - Denver
 - Douglas
 - Jefferson

- Performance Measures**
- Bridge Condition
 - Congestion
 - Freight Reliability
 - Pavement Condition
 - Safety
 - Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (SB267)		\$25,000	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$25,000	\$0	\$0	\$0	\$0	\$25,000

2007-096: Add seven new pool projects using available FY 2023 funding

Existing

Title: Region 1 Surface Treatment Pool

Project Type: Roadway Reconstruction

TIP-ID: 2007-096

STIP-ID: SR15215

Open to Public:

Sponsor: CDOT Region 1

Project Scope

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



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

Performance Measures	
<input type="checkbox"/>	Bridge Condition
<input type="checkbox"/>	Congestion
<input type="checkbox"/>	Freight Reliability
<input checked="" type="checkbox"/>	Pavement Condition
<input type="checkbox"/>	Safety
<input type="checkbox"/>	Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
University	Arapahoe to Hampden	\$5,000	SH-74	I-70 to CR-65	\$2,500	SH-7	I-25 to US-85	\$8,000
US-85	Hampden to Florida	\$2,500	US-85	H. Ranch Pkwy to C-470	\$3,000	SH-121	I-70 to 65th Ave	\$4,000
Santa Fe	Florida to I-25	\$3,500	SH-88	University to I-25	\$4,000	US-40	Genesee to CR-93	\$5,000
US-85	124th to 168th	\$8,000	US-267	Colfax to I-70	\$4,000	I-76	York St to Dahlia St	\$12,000
Wadsworth	Bear Creek to 4th	\$5,500	US-6	SH-119 to SH-58/SH-93	\$5,000	US-85	I-76 to 124th Ave	\$4,000
I-25	County Line Rd to Belleview	\$12,000	I-25	SH-86 to Castle Pines Pkwy	\$2,500	SH-224	I-25 to US-6	\$5,000
I-225	I-25 to Parker Rd	\$7,500	I-70 EB	Georgetown to Empire Junction	\$3,000	I-70	Wadsworth Blvd to Pecos St	\$8,000
Colfax	Peoria to Sable	\$2,500	US-6	Loveland Pass to I-70	\$5,000	SH-2	MLK Blvd to US-6	\$3,000
Hampden	Dahlia to Yosemite	\$4,000	SH-67	MP 125.6 to SH-105	\$750	SH-83	E-470 to Arapahoe Rd	\$3,000
US-6	Frel Pk, east of I-70	\$3,000	I-70	Floyd Hill to Chief Hosa	\$11,000	SH-93	US-6/SH-56 to 58th Ave	\$4,000
SH-88 (Federal Blvd)	Alameda Ave to Hampden Ave	\$4,000	SH-86	Woodlands Blvd to IREA Access	\$8,000	SH-72	I-70 to Indiana St	\$4,000
SH-83 (Leetsdale Dr)	Mississippi Ave to Colorado Blvd	\$3,000	US-85	MP 191.75 to Louvers	\$4,000	US-40	MP 252 to I-70	\$5,000
Preventative Maintenance	Various Locations (\$2Myr)	\$8,000	US-36	28th St to Table Mesa Dr	\$4,000			
I-70	EJMT Tunnel Paving	\$3,000	US-85 NB	County Line Dr to Aspen Grove	\$2,000			

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Surface)		\$30,000	\$46,200	\$48,200	\$40,000		
Local		\$0	\$0	\$0	\$0		
Total		\$0	\$30,000	\$46,200	\$48,200	\$40,000	\$0 \$164,400

ATTACHMENT 1

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
University	Arapahoe to Hampden	\$5,000	SH-88	University to I-25	\$4,000	US-85	I-76 to 124th Ave	\$4,000
US-85	Hampden to Florida	\$2,500	US-287	Colfax to I-70	\$4,000	SH-224	I-25 to US-6	\$5,000
Santa Fe	Florida to I-25	\$3,500	US-6	SH-119 to SH-58/SH-93	\$5,000	I-70	Wadsworth Blvd to Pecos St	\$8,000
US-85	124th to 168th	\$8,000	I-25	SH-86 to Castle Pines Pkwy	\$2,500	SH-2	MLK Blvd to US-6	\$3,000
Wadsworth	Bear Creek to 4th	\$5,500	I-70 EB	Georgetown to Empire Junction	\$3,000	SH-83	E-470 to Arapahoe Rd	\$3,000
I-25	County Line Rd to Belleview	\$12,000	US-6	Loveland Pass to I-70	\$5,000	SH-93	US-6/SH-58 to 58th Ave	\$4,000
I-225	I-25 to Parker Rd	\$7,500	SH-67	MP 125.6 to SH-105	\$750	SH-72	I-70 to Indiana St	\$4,000
Colfax	Peoria to Sable	\$2,500	I-70	Floyd Hill to Chief Hosa	\$11,000	US-40	MP 252 to I-70	\$5,000
Hampden	Dahlia to Yosemite	\$4,000	SH-86	Woodlands Blvd to IREA Access	\$8,000	I-70	Chief Hosa to Colfax Ave.	\$9,500
US-6	Frei Pit, east of I-70	\$3,000	US-85	MP 191.75 to Louviers	\$4,000	SH-391	Hampden Ave to Jewell Ave	\$4,000
SH-88 (Federal Blvd)	Alameda Ave to Hampden Ave	\$4,000	US-36	28th St to Table Mesa Dr	\$4,000	US-287	I-70 to 92nd Ave	\$6,600
SH-83 (Leetsdale Dr)	Mississippi Ave to Colorado Blvd	\$3,000	US-85 NB	County Line Dr to Aspen Grove	\$2,000	SH-265	I-70 to US-6	\$4,600
Preventative Maintenance	Various Locations (\$2M/yr)	\$8,000	SH-7	I-25 to US-85	\$8,000	SH-8	Soda Lakes Rd to Bear Creek Blvd	\$1,000
I-70	EJMT Tunnel Paving	\$3,000	SH-121	I-70 to 65th Ave	\$4,000	SH-83	Stroh Rd to Hilltop Rd	\$4,000
SH-74	I-70 to CR-65	\$2,500	US-40	Genesee to CR-93	\$5,000	SH-121	Chatfield Ave to Bowles Ave	\$5,700
US-85	H. Ranch Pkwy to C-470	\$3,000	I-76	York St to Dahlia St	\$12,000			

2018-014: Add \$26 million to remove unsuitable materials to allow for project completion

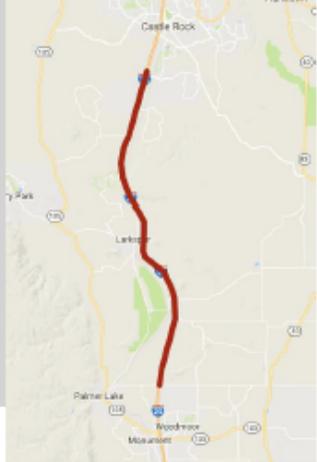
Existing

Title: **I-25 Capacity Improvements: Castle Rock to El Paso County Line** Project Type: **Roadway Capacity**
 TIP-ID: **2018-014** STIP-ID: Open to Public: **2021** Sponsor: **CDOT Region 1**

Project Scope

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

Total CDOT project cost is approximately \$367 million and extends south of the DRCOG boundary to Monument.



Affected County(ies)
 Douglas

- Performance Measures**
- Bridge Condition
 - Congestion
 - Freight Reliability
 - Pavement Condition
 - Safety
 - Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$8,000	\$0	\$0	\$0		
Federal (INFRA)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$0	\$0	\$0		
State (SB-1)		\$0	\$0	\$0	\$0		
State (SB267)		\$0	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$0		
Local		\$50	\$0	\$0	\$0		
Total	\$321,500	\$8,050	\$0	\$0	\$0	\$0	\$329,550

Revised

Amounts in \$1,000s	Prior Funding	FY20	FY21	FY22	FY23	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (FR8)		\$8,000	\$0	\$0	\$0		
Federal (INFRA)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$0	\$0	\$0		
State (Faster-S)		\$0	\$0	\$0	\$0		
State (SB-1)		\$0	\$0	\$0	\$0		
State (SB267)		\$26,000	\$0	\$0	\$0		
State (Surface)		\$0	\$0	\$0	\$0		
Local		\$50	\$0	\$0	\$0		
Total	\$321,500	\$34,050	\$0	\$0	\$0	\$0	\$355,550

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Consent	9 - iii

SUBJECT

This item concerns adoption of the *Draft 2020 Policy Statement on State Legislative Issues*.

PROPOSED ACTION/RECOMMENDATIONS

Board adoption of the policy statement

ACTION BY OTHERS

N/A

SUMMARY

Each year, the Board adopts two policy statements on a range of specific state and federal legislative issues. These documents provide the DRCOG Board, staff and lobbyists with policy direction on legislative issues during the coming year.

The *Draft 2020 Policy Statement on State Legislative Issues* was provided at the November Board meeting to give Board members and their staff sufficient time to review its contents before the Board considers and acts on the document in at its December 2019 meeting. No comments were received.

Also note the attached Principle Statement. It lays out the Board's general guidelines for the types of issues to be considered for positions. These particularly focus on issues with a specific significance to the Denver region; a unique effect upon local governments in this region; or a specific effect on DRCOG.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt *Draft 2020 Policy Statement on State Legislative Issues*

ATTACHMENTS

Draft 2019 Policy Statement on State Legislative Issues (with track changes)

ADDITIONAL INFORMATION

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

2020 POLICY STATEMENT ON STATE LEGISLATIVE ISSUES

INTRODUCTION

This paper outlines the key state policy issues of the Denver Regional Council of Governments (DRCOG). It identifies policy positions intended to inform the General Assembly, state executive branch officials and others as they develop and implement state policy on these issues. This policy statement guides positions and actions taken by the DRCOG Board, its staff and members during the 2019 state legislative session.

DRCOG is a membership organization of local elected officials representing 48 municipalities and nine counties in the Denver metro area. Under federal law, DRCOG serves as the metropolitan planning organization (MPO) coordinating transportation planning with air quality goals and serves as the Area Agency on Aging in eight counties to aid the 60-plus population. Under state statutes DRCOG, as the regional planning commission, prepares and adopts a regional plan for the metro area and has regional responsibility for oversight of transit projects and certain state-sponsored and private toll-road projects.

REGIONAL PLANNING & DEVELOPMENT

Regional growth and development are of significant concern for metro area residents, policymakers and community leaders. The counties and municipalities of the Denver region have been advancing a shared aspirational vision of the future of the metro area for more than 60 years. Working together to make life better for our communities and residents, that vision has taken various forms over the years— most recently as a regional plan known as Metro Vision.

Metro Vision fulfills DRCOG's statutory duty to make and adopt a regional plan for the physical development of the region's territory. The plan remains advisory for a local jurisdiction unless its planning commission chooses to adopt it as its official advisory plan under Colorado Revised Statutes 30-28-106(2). The current Metro Vision plan was most recently adopted by DRCOG's board of directors on April 18, 2018.

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives and initiatives established by the DRCOG board to make life better for the region's residents. Metro Vision is aspirational and long-range in focus, but it has historically served to inform nearer-term policies and initiatives.

The DRCOG board of directors recognizes that the success of the Metro Vision plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations. **DRCOG supports those efforts that contribute to the achievement of Metro Vision's regional outcomes and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional**

agreements to advance shared objectives.

Metro Vision establishes 14 interrelated aspirational outcomes, which describe a future that DRCOG, local governments and its partners will work toward together. DRCOG may support or oppose legislative proposals based on their potential to impact the region's ability to achieve these outcomes and the associated performance measures, targets and action elements. These Metro Vision outcomes are as follows:

Outcomes – An efficient and predictable development pattern

- The region is comprised of diverse, livable communities.
- Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated areas.
- Connected urban centers and multimodal corridors throughout the region accommodate a growing share of the region's housing and employment.

Outcomes – A connected multimodal region

- The regional transportation system is well-connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

Outcomes – A safe and resilient natural and built environment

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards is reduced.

Outcomes – Healthy, inclusive and livable communities

- The built and natural environment supports healthy and active choices.
- The region's residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities.

Outcomes – A vibrant regional economy

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive

and prosper.

Metro Vision also includes numerous objectives and strategic initiatives that identify areas for continuous improvements and specific voluntary opportunities that DRCOG and our many partners can consider. To help track the region's progress toward our shared outcomes, the plan establishes a series of regional performance measures.

More information on the Metro Vision plan, including objectives and performance measures that may inform DRCOG's position on legislative proposals can be found on the DRCOG website (metrovision.drcoq.org).

Transit-oriented development

The residents of the Denver metro area have made a significant financial commitment to expand the region's rapid transit system. To maximize the benefit of this investment, the areas surrounding existing and future transit stations should be developed or redeveloped to include appropriate higher-density, mixed-use, pedestrian- and bicycle-oriented development that supports transit use. **DRCOG supports legislative initiatives that foster transit-oriented development, including but not limited to: a) providing the Regional Transportation District (RTD) with the ability to manage its park-and-ride facilities using best practices that help the region reduce vehicle miles traveled (VMT); b) expanding the ability of RTD and local governments to enter into joint- development agreements; and c) protecting local authority to use tax-increment financing to lever- age development in areas around transit stations.**

Local land use authority and planning

Local comprehensive/master plans provide a framework for the exercise of local land use authority. They form the basis for local growth and development decisions. **DRCOG supports the use of comprehensive/master plans as the foundation for local land use decision- making.**

Private property rights

DRCOG respects private property rights within a legal context that protects local land use authority and emphasizes that governmental actions often add value to private property. While acknowledging that there are concerns over a potential for inappropriate uses of that authority, DRCOG believes that U.S. Supreme Court decisions defining constitutional restrictions on local government regulation of private property are adequate to protect both public and private rights. When these restrictions are coupled with established precedents of the Colorado Supreme Court, protections accorded to landowners are reasonable, appropriate and balanced. Therefore, **DRCOG opposes further restrictions on the ability of governmental entities to regulate private property for the benefit of the public and opposes takings and eminent domain legislation that goes beyond the existing rulings of the U.S. Supreme Court and the Colorado Supreme Court as an attempt to unconstitutionally restrict local**

land use authority.

Planning data and technical support

DRCOG recognizes the importance of unbiased, reliable and consistent data in effective local and regional planning and decision-making. DRCOG also collaborates with the state to provide a variety of planning and technical assistance services to small communities. **DRCOG encourages the General Assembly and state agencies to further support efforts that would provide local governments with planning tools, technical assistance and other resources needed to enhance local and regional decision-making. DRCOG supports legislation that ensures readily available access to public data sets, including digital data, for use in planning analysis.**

Housing

An adequate supply and mix of housing options continues to be a concern of local governments. Housing choices allow individuals and families to find desirable housing that is affordable and accessible in communities throughout the region, allowing them to stay in their community of choice as their economic or life circumstances change. A range of housing options across the region benefits both individuals and families and can improve the economic vitality and diversity of local communities. **DRCOG supports the following principles pertaining to the quality, quantity and affordability of housing in the Denver metro area:**

- policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities
- regional approaches to addressing the affordable housing issue that incentivize local efforts, particularly as they relate to preservation of existing affordable housing stock
- an adequate supply of permanently affordable housing located near job and transit hubs and continued public- and private-sector support for such an effort
- increased state financial support for loan and grant programs for low- and moderate-income housing, including associated amenities supportive services and programs that promote wellness, stability and access to opportunity
- collaboration among public and private entities, including efforts to develop loan programs and address the jobs-housing connections
- renters and homeowners (including manufactured home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law.
- actions to provide more accessible and obtainable housing options for seniors

TRANSPORTATION

Transportation planning

Federal and state laws and regulations establish a critical role for the metropolitan planning organization (MPO) in the transportation planning process. Congress has emphasized the importance of local government involvement, through the designated regional planning agency, in selecting projects and prioritizing funding for transportation. **DRCOG supports the process established between DRCOG, the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT) to address the following issues before final adoption of the Statewide Transportation Plan and will evaluate state legislative and administrative actions for consistency with this process:**

- the distribution of estimated future transportation revenues and the range of certainty regarding estimated funding allocations
- rules and criteria for determining regional transportation project selection, including system preservation projects as well as immediate and future transportation priorities based on the Regional Transportation Plan
- a dispute-resolution process to mediate disputes related to these requirements

The synergy between transportation and land use affects the region's growth and development, use of transportation facilities and environmental quality. A coordinated approach between the state and regional transportation systems' planning efforts and local project development is crucial to ensure environmental compatibility, efficient system performance and cost-effective solutions. Although individual local governments can take actions to address these issues in their own jurisdictions, a regional approach to addressing them also is necessary. **DRCOG supports early and frequent consultations between state, regional and local agencies to coordinate regionwide system and project planning efforts, as well as to coordinate transportation, land use and air quality planning efforts. DRCOG will evaluate state legislative and administrative actions for consistency with this policy.**

Role of the MPO

The interdependence of transportation systems in metropolitan areas, particularly in the context of population growth and its demands on resources, necessitates a regional approach to transportation problem solving. As the MPO for the Denver metro area, DRCOG is responsible for planning and programming funds for a regional multimodal transportation system. The role of the MPO and the importance of cooperation among transportation agencies are recognized in federal law and regulation. The MPO serves as the forum for collaborative decision-making on regional transportation issues and brings together decision-makers from local governments, other regional agencies and state transportation agencies to consider strategic and innovative solutions.

The critical role of the MPO needs to be recognized and supported at the state level. Consensus between state and regional transportation agencies also is critical. **DRCOG supports the following principles with regard to the role of the MPO:**

- transportation planning that is coordinated between DRCOG, CDOT, RTD and local communities, with each participating transportation agency's plan recognizing the region's priorities in the context of statewide transportation priorities
- a strong role for MPOs placing them on equal footing with CDOT and applicable regional transit agencies in selecting projects to be funded to ensure that local, regional and state transportation needs are met in a coordinated and cooperative manner
- legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests
- legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census

Transportation financing

Colorado and the Denver metro area face serious funding shortages for meeting their transportation needs. Regional and statewide analyses show existing revenue sources are inadequate to maintain current infrastructure, let alone address congestion, provide multimodal options desired by the public, address needs in agricultural and energy-impacted areas, and ensure safe travel throughout the state. The region's long-term economic vitality requires a built environment that includes effective and convenient transportation options. Colorado and the metro area need a revenue system that is reliable and sufficient to maintain the existing transportation system in good condition and to invest in the system to keep pace with population growth. Thus, enhancements to existing revenue sources and the enactment of new revenue sources are necessary.

DRCOG supports the following principles and actions to meet transportation financing needs:

- Increase funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.
- Reduce or eliminate off-the-top appropriations from the Highway Users Tax Fund.
- Consider alternative revenue and financing mechanisms, such as road usage charges, and, under certain circumstances, tolling and congestion pricing of existing roadways.
- Provide an appropriate share of new or increased revenues back to local governments.
- Consider the effects of land use decisions on transportation infrastructure needs.

- Protect and expand the authority of regions to implement regional financing tools.
- Where appropriate, support the use of managed lanes, including tolled express lanes, to help drivers reliably anticipate travel time on major corridors in the Denver metropolitan area. Retain the requirement that any road, highway or tolled lane within or affecting the Denver metro area be reviewed and approved by the DRCOG board for inclusion in the fiscally constrained regional transportation plan. Ensure toll receipts remain in the regional highway system that is being tolled.
- Allow toll receipts to be used for multimodal improvements and accumulated for system reconstruction.
- Allocate federal and state funds to achieve funding equity statewide based on justified needs (system preservation, congestion and multimodal options) and contribution to overall revenues.
- Re-examine state formulas and procedures to ensure an adequate amount of federal and state funds are made available to urbanized and metropolitan areas to relieve congestion, increase safety, and achieve and maintain air quality standards.
- Consider revising the responsibilities for maintenance and supervision of the non-National Highway System portions of the current state highway system, subject to the condition that any devolution to local governments be accompanied by the funding necessary to avoid unfunded mandates and pursuant to review by, and consent of, affected local and regional agencies.

Multimodal transportation

Efforts to address transportation needs in the region must draw upon an array of transportation modes to reduce single-occupant vehicle demand and to provide a variety of transportation choices. DRCOG strongly believes multimodal travel options are imperative to preserve and enhance our quality of life. **DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.**

Coordination of regional and statewide transportation efforts

The DRCOG area generates a significant number of trips throughout the state of Colorado. At the same time, residents from throughout Colorado travel to, and through, the metro area. Coordination of transportation planning and funding efforts between DRCOG and neighboring councils of governments, transportation planning regions and coalitions, especially in the primary north-south (Interstate 25) and east-west (Interstate 70) corridors will provide mobility and economic benefits not just for the DRCOG region but for the entire state. Regional consensus through the existing planning processes is critical for defining large-scale projects in the state's major transportation corridors, establishing their priorities, and broadening the base for their funding. **DRCOG**

supports regional and statewide efforts to enhance consensus-building among partners and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.

Advanced mobility

Rapidly changing technology is revolutionizing transportation mobility. From dockless scooters and e-bikes (electric bicycles) to the potential for connected and automated vehicles, the transportation sector is undergoing a rapid and uncharted evolution toward mobility on demand and mobility as a service. In 2018, DRCOG participated in Mobility Choice Blueprint – a one-of-a-kind planning and funding partnership among CDOT, DRCOG, RTD and the Denver Metro Chamber of Commerce to help the Denver region identify how to best prepare for the era of advanced mobility. Through the Mobility Choice Blueprint process, DRCOG has identified leadership opportunities in the areas of advanced mobility governance and data management. As the MPO, DRCOG coordinates the region’s transportation planning process among DRCOG, CDOT and RTD. Advanced mobility represents a natural extension of DRCOG’s MPO role as the region implements and expands the Mobility Choice Blueprint process. Similarly the cooperative and collaborative data management essential to the region’s successful integration of new and emerging transportation technologies will be facilitated by DRCOG’s experience leading the Denver Regional Data Consortium and creating or serving as a repository of numerous land use, transportation, traffic, GIS and other data sets. **DRCOG encourages the General Assembly and state agencies to support efforts to provide local governments with planning tools, technical assistance and the other resources necessary to prepare for new and emerging transportation technologies.**

Transportation demand management

Transportation demand management programs, projects and services can help reduce congestion and improve air quality by decreasing the amount of automobile traffic during high-demand periods. DRCOG sees transportation demand management as an important element of the region’s long-range growth management and transportation planning strategy. **DRCOG supports the following principles and programs to promote transportation demand management efforts:**

- a coordinated regionwide effort (Way to Go) to promote and encourage adoption of non-single- occupant-vehicle (non-SOV) travel options
- active transportation to encourage healthier travel choices, including bicycling and walking
- transit
- telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions

- carpooling, vanpooling and other forms of ridesharing including the underlying technologies to facilitate matches
- encouraging parents to use carpools for taking students to school and infrastructure that facilitates these transportation options
- non-automobile infrastructure investments by the state, counties and cities
- employer promotion of alternative mode use by employees
- coordination of transportation alternatives wherever traffic congestion occurs, such as at schools, large retail shopping centers and in connection with sporting or cultural events or major transportation infrastructure construction
- incentives to individuals who use alternative modes

Safe and effective management of the transportation system

Efforts to promote the effective day-to-day operational management of the freeway and arterial road systems and transit facilities are important to making the best use of existing transportation investments. **DRCOG supports approaches that make use of the roadways and transit facilities more efficient, including collaborative programs for incident management and intelligent transportation systems. DRCOG supports efforts that improve or expand situational awareness for transportation operators and supports their ability to both effectively manage transportation systems and distribute real-time traveler information.**

DRCOG's board-adopted Metro Vision plan includes a safety performance measure to reduce the number of traffic fatalities to fewer than 100 annually by 2040. ~~Additionally, the~~The board will ~~focus its~~consider investments ~~in-through~~ the ~~next-~~ Transportation Improvement Program ~~on improving~~to improve the safety and security of the transportation system. **DRCOG supports efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists. DRCOG supports educational, enforcement and engineering approaches that enhance safety to reduce crashes, serious injuries and fatalities. These include approaches to optimize the multimodal transportation system to improve the safe and reliable flow of people and goods such as incident management, safety education and awareness, driver safety measures and other measures proved to enhance safety.**

Transportation for older adults and vulnerable populations

Access to transportation is critical for older adults and individuals with disabilities, low income individuals, veterans and other vulnerable populations. Transportation allows them to obtain health care, food and to maintain and increase social, family and other life-sustaining relationships. DRCOG promotes the concept of regional cooperation and coordination among counties and local service providers to most effectively use the limited resources available for transportation for older adults and other vulnerable populations. **DRCOG supports the following:**

- a system that:
 - ensures more and better service is provided to older adults and vulnerable populations
 - reduces administrative and service duplication
 - increases coordination among funding sources, providers, jurisdictions and trips
 - efficiently uses taxpayer dollars to provide life-sustaining mobility
- increased state funding for general and Medicaid transportation services for older adults and other vulnerable

OLDER ADULTS & INDIVIDUALS WITH DISABILITIES

As the designated Area Agency on Aging (under the federal Older Americans Act) for Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Gilpin and Jefferson counties, DRCOG advocates, plans, funds and coordinates the provision of services for older adults. DRCOG also has been designated as an Aging and Disability Resource Center (ADRC) under the Affordable Care Act and in that capacity is charged with providing a coordinated and streamlined access point to long-term care services and supports for adults age 60 and over or age 18 and over living with a disability, and their caregivers. As an advocate for older adults, individuals with disabilities, veterans and their caregivers, DRCOG works with various agencies, groups and individuals to support state legislation, regulations and programs to meet their needs. DRCOG also provides the direct services of a long-term care ombudsman and information, referral and assistance. In performing these roles, **DRCOG supports the following:**

Planning and delivery of services

Federal and state laws mandate critical roles for area agencies on aging: planning and developing programs and services to meet the needs of older adults; advocating for and representing the issues and concerns of older adults; and distributing federal and state funds to service providers. As an ADRC, DRCOG is directed to provide older adults, individuals with disabilities, and their caregivers with information and assistance about available resources and options counseling. DRCOG works with the state, other government agencies, consumers, service providers, private and nonprofit organizations, and foundations to identify needs for services and then brings the parties together to determine the preferred approaches to address these needs. **DRCOG**

supports:

- state legislative and regulatory provisions reinforcing collaboration between the state and area agencies on aging and respecting their respective roles and interests, consistent with state and federal laws. ~~DRCOG supports~~
- collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an area agency on aging and an ADRC, ~~including policies, projects, programs and funding to improve data collection and analysis of cost effectiveness.~~
- collaboration in the exploration of partnerships to provide access to area agency on aging services through public and private health insurance benefits that would be coordinated with the AAA's across the state to provide cost effective community-based services.
- the establishment of local wellness funds, which are locally controlled pools of funds created to support community wellbeing and clinical preventions efforts that improve health outcomes and reduce the cost of health care.

Funding

Colorado and the Denver metro area face serious funding shortages related to economically and socially needy older adults, individuals with disabilities and their caregivers in the region. Regional and statewide assessments show that existing revenue sources are insufficient to meet current needs for services such as home modifications, meals, transportation to medical appointments and health promotion. Thus, enhancements to existing sources and development of more reliable sources are necessary. **DRCOG supports:**

- increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities, including efforts to improve data collection and analysis of cost effectiveness.
- efforts to use state funds for programs that provide prescription drugs more efficiently and effectively, including efforts to increase pricing transparency and reduce the costs of purchasing such prescription drugs to enable associated programs to better serve their growing caseloads.
- increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.
- action by the General Assembly to fully fund the required share to match federal

funds available to the state through the Older Americans Act, including the National Family Caregiver Support Program, so as not to require an increase in the required local share. Such state or local shares or matches should not be required to come from existing program funds.

- distributing State Funding for Senior Services monies, including the Older Coloradans Cash Fund, using the existing structure created to administer Older Americans Act funds. DRCOG also supports the equitable distribution of federal and state funds to area agencies on aging based on the needs and contribution of each region.
- re-examination of state procedures and distribution formulas for federal and state funds to ensure adequate funds are available to urbanized areas to meet the needs of older adults.

Long-term care

Older adults receiving long-term care services, including those living in long-term care communities (such as nursing homes and assisted living facilities) and those enrolled in the Program of All-Inclusive Care for the Elderly (PACE) are some of the most vulnerable members of the regional community. As the operator of the Long-Term Care Ombudsman Program for the region, DRCOG is an advocate for the rights of residents and quality of care for those in long-term care communities and participants in PACE. **DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.**

Housing

Available, affordable and accessible housing is a particular concern of older adults and individuals with disabilities, who mostly live on fixed incomes. However, an equally critical concern is the ability to live independently as part of the larger community. As individuals age or experience disability, the availability of in-home and related services that enable them to remain in their homes becomes increasingly important. Growing evidence indicates older adults and individuals with disabilities are healthier and require fewer costly services when they have affordable and accessible housing choices, are provided with the ability to age in place, remain connected to the community and its networks, and have access to long-term care. **DRCOG supports:**

- increased funding and regulatory changes that improve the availability of supportive services, while maintaining consumer protections for clients and family caregivers
- property tax relief to help reduce a tax liability that especially burdens low-income seniors and older adults on fixed incomes

- policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place

Driver safety and older adults

As individuals age, their ability to drive safely may diminish. However, DRCOG is concerned that addressing this issue solely based on age imposes undue hardships on older residents who can drive safely. When older residents are not allowed to drive, the availability of transportation for medical appointments, grocery shopping and social activities is essential for seniors to maintain independence. **DRCOG supports functional assessments of driving ability rather than age cut-off as the basis for imposing limitations on driving by individuals. DRCOG supports adequate funding for providing transportation services for the elderly and individuals with disabilities.**

ENVIRONMENT

Air quality

Air quality affects all residents of the region and continues to be a concern. The region fails to meet current federal standards for ozone and more stringent standards are expected to be established by the Environmental Protection Agency. Meeting a more aggressive ozone standard will require continuous efforts from many parties. **DRCOG supports:**

- efforts to reduce emissions from all sources sufficient to meet federal air quality standards
- transportation and land use strategies that improve air quality in the region
- alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels
- incentives for purchasing high fuel economy or alternative fuel vehicles or for accelerated retirement of inefficient or high-polluting personal, commercial or fleet vehicles that are beyond repair
- offering services, including incentives that encourage and facilitate the use of alternative modes of travel
- examination of the potential of select speed limit reductions

Water supply

An adequate, dependable supply of water is necessary for urban, agriculture, recreation and open-space priorities both in the Denver metro area and throughout the state. Metro Vision calls for maximizing the wise use of water resources through efficient land development and other strategies. **DRCOG supports:**

- collaborative efforts among local governments, water providers and other stakeholders to promote water conservation
- data collection and research to increase understanding of the link between land development and water demand, and best practices to promote the efficient use of water resources across the region
- water resource planning, management and development within the existing constitutional framework and pursuant to the basin roundtables process established in the Colorado Water for the 21st Century Act (HB 05-1177), in which interbasin compacts are negotiated for the equitable distribution of the state's waters
- water reuse as one component in efforts to meet water supply needs and thus supports efforts to facilitate the reuse of water consistent with Colorado's constitutional water rights system
- policies and practices that, consistent with local government authority, protect Colorado's water resources
- the development of Colorado's Water Plan that emphasizes conservation, storage, drought mitigation and streamlining of the regulatory processes, aligns the state's various water efforts and provides a benchmark for future collaboration in addressing Colorado's water supply needs

Open space

Open space resources available to citizens in the Denver metro area are important to our quality of life. **DRCOG supports:**

- planning, acquisition, protection and preservation of open space resources
- increasing funding for open space preservation
- Great Outdoors Colorado and other efforts advancing major land acquisitions along the Front Range that link open spaces in the metro area to protect canyons and river corridors, the mountain backdrop and prominent geographic features, freestanding community buffer areas, and the east metro plains

INTERGOVERNMENTAL RELATIONS

Intergovernmental cooperation

The state government, local governments and regional agencies all provide critical services and implement programs for the benefit of Colorado residents. Legislative bodies and executive agencies at each level should respect the roles and responsibilities of the others. **DRCOG supports building consensus among state, local and regional entities in developing and implementing new and existing programs and improved approaches to planning and service provision.**

Shared services

Many of the services provided by local governments to their residents are also provided by neighboring communities. To address related coordination and funding concerns, local governments have entered into agreements with each other and with DRCOG for shared-service delivery. **DRCOG encourages local governments to enter into shared-services agreements and supports efforts to ensure such agreements are honored and endorsed by the state.**

State-regional relations

As the state's policy issues become more complex, it is evident that the solutions are not one-size-fits-all. The Denver metro area has made significant progress in developing collaborative solutions and decision-making processes for several complex issues with which it has been confronted – especially in the related areas of growth and transportation. As the regional planning commission, the metropolitan planning organization for transportation, and the Area Agency on Aging, DRCOG is in a unique position to convene parties of interest on intergovernmental issues, provide the necessary forum for their resolution and facilitate a negotiated outcome. **In recognition of the importance of regionalism, it is an appropriate role for DRCOG to act as a facilitator of regional approaches. Consequently, it is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted Metro Vision plan.**

Regional service delivery

The state plays an important role in the funding of public services and programs administered at the regional and local levels. When making such funding and programmatic decisions, it is appropriate for state agencies and the General Assembly to give consideration to which programs are most appropriately implemented at the local and regional level. State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve desired efficiencies and cost-effectiveness. Also, some programs are most appropriately and effectively addressed at the regional level. The collaborative partnerships typical of regional approaches can provide the critical mass of users and clients for services or programs to be cost-effective. **DRCOG urges the state, when making funding and programmatic decisions, including creating new programs or changing existing programs, to consider the following principles:**

- use existing local or regional service delivery systems wherever practical
- ensure a consultative process among federal, state and local governments and regional councils before making changes to services currently being delivered at the local or regional level
- ensure existing levels of services are maintained and adequate administrative funds are provided to implementing agencies

- ensure the state treats the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs by respecting the local and regional programs already in existence

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Consent	9 - iv

SUBJECT

Outcome of the DRCOG Non-MPO Multimodal Transportation Options Funds (MMOF) Call for Projects.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed project from the Non-MPO MMOF Call for Projects to be included within the CDOT State Transportation Improvement Program (STIP).

ACTION BY OTHERS

[July 2018](#) – Board approval to conduct the Call for Projects after the adoption of the 2020-2023 TIP.

[December 9, 2019](#) – TAC recommended approval

[December 17, 2019](#) - RTC will make a recommendation

SUMMARY

Background

In 2018, SB18-001 provided State General Fund transfers to the State Highway Fund, the Highway Users Tax Fund, and a new Multimodal Transportation Options Fund (MMOF). Of these transfers, 15% was allocated to the MMOF. The MMOF was further distributed 15% to CDOT for state multimodal projects and 85% for local multimodal projects. For the 85%, SB18-001 directed the CDOT Commission to establish a distribution formula based on population and transit ridership to the Transportation Planning Regions (TPRs) throughout the state, including DRCOG, to then distribute to local multimodal projects.

Using the formula previously established by CDOT for developing its Transit Development Program, DRCOG received 60.2% (\$45,811,000) of the disbursement for local multimodal projects. Note this allocation was for the entire DRCOG region, not just the Metropolitan Planning Organization (MPO) boundary.

In July 2018, the DRCOG Board acted to set-aside \$500,000 for a special call for projects for those areas in the non-MPO portion of DRCOG (Clear Creek County, Gilpin County, and eastern Adams and Arapahoe Counties, east of Kiowa Creek).

Call for Projects and Outcome

On September 3, DRCOG issued the Call for Projects to eligible agencies in the non-MPO portion of DRCOG. Per the 2020-2023 TIP Policy, a required training session was held on September 11, at which 6 agencies were in attendance.

At the close of the call on October 24, DRCOG received one application:

- Clear Creek County - Peaks to Plains (P2P) Trail: Canyon Segment Phase 2, requesting \$500,000 in FY2020 MMOF. The MMOF funding will assist Clear Creek

County to complete a funding package to construct 0.75 miles of trail connecting to Phase 1 within the county.

After a review for eligibility and scoring the submittal, DRCOG staff is recommending funding the project.

If funding is approved for this project by the DRCOG Board, the project will not be required to be placed in the 2020-2023 TIP, due to the project being located outside of the MPO boundary. However, staff will work with CDOT to place the project within the STIP, a requirement for Clear Creek County to receive the funds.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the project selected for funding from the Non-MPO MMOF Call for Projects.

ATTACHMENTS

1. Link - [Clear Creek County project submittal](#)

ADDITIONAL INFORMATION

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

ATTACHE

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Action	10

SUBJECT

Delayed projects or project phases that were scheduled to receive Fiscal Year 2019 TIP funding.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of proposed actions regarding FY 2019 project delays.

ACTION BY OTHERS

[December 9, 2019](#) – TAC recommended approval

[December 17, 2019](#) - RTC will make a recommendation

SUMMARY

The [FY 2016-2021 Policy on TIP Preparation](#) document identifies expectations for project initiation and policy for addressing delays for projects/phases with DRCOG-allocated federal funding. Timely initiation of TIP projects/phases is an important objective of the Board. Delays, regardless of the reason, tie up scarce federal funds that could have been programmed to other ready projects/phases.

At the end of FY 2019 (September 30, 2019), DRCOG staff reviewed the implementation status of DRCOG-selected projects/phases with CDOT and RTD. DRCOG staff discussed with the sponsors the reason(s) for the delays and action plans demonstrating the sponsor's commitment to timely initiation.

The TIP Project Delays Report for FY 2019 summarizes the reasons for delays and actions proposed by sponsors to get the project or particular phase(s) initiated. The report includes DRCOG staff recommendations for committee and Board consideration.

PREVIOUS BOARD DISCUSSIONS/ACTIONS

NA

PROPOSED MOTION

Move to approve actions proposed by DRCOG staff regarding TIP project delays for Fiscal Year 2019.

ATTACHMENT

1. TIP Project Delays Report for FY 2019

ADDITIONAL INFORMATION

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

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2019

A. POLICY

The FY2019 TIP Project Delays Report reviews project phases funded in the previous 2016-2021 and 2018-2021 TIPs. The report is based on procedures established in the 2016-2021 Policy on Transportation Improvement Program (TIP) Preparation, adopted July 14, 2014, with amendments accordingly. The policy states that “**implementation of an entire project or single project phase (if project has federal funding in more than one year) may be delayed only once by the project sponsor.**” The objective of this delay policy is to minimize the number of projects delayed and improve the efficiency of spending federal dollars.

B. PROCESS

To implement the policy, the following steps were taken:

1. At the beginning of October (coinciding with the beginning of the new federal fiscal year), DRCOG staff requested CDOT and RTD to conduct a comprehensive review of all DRCOG-selected projects receiving TIP funds in FY2019. The review also included projects/phases previously delayed from FY2018.
2. CDOT and RTD reviewed all such project phases, identifying those that have not been initiated, and therefore delayed.
3. Project phases delayed for a second year (first year delay was in FY2018) are ineligible to receive further federal funding reimbursement, unless the DRCOG Board grants a variance to continue. Two projects met this qualification and were brought to the Board in October 2019. These are discussed in Section C below.
4. In late October, DRCOG staff notified first year delayed project/phase sponsors and requested a discussion regarding the delay. These projects are discussed in Section D.

C. SECOND-YEAR DELAY (FY2018) PROJECTS SEEKING A VARIANCE TO CONTINUE

1. Denver

Name: I-25 & Broadway Interchange Reconstruction

TIP ID: 2016-021

Project Phase: Initiate Construction

FY2018 Federal funding: \$6,833,000

<https://apps.drcoq.org/TRIPS/TipProject/2018-2021/details/48883>

This project went before the Board in October to seek a variance to continue the project. A variance was granted for 120 days, meaning Denver will need to advertise the project no later than January 29, 2020. Denver is currently actively working on an agreement with all project partners, including the neighborhood association who previously did not agree with some environmental elements, to resolve their concerns. CDOT and Denver anticipate issuing concurrence to advertise within the 120-day period.

Recommendation - *Continuously monitor the progress of this project through project advertisement.*

- If Denver is unable to achieve this status before January 29, 2020, they must stop all federal reimbursement payment requests retroactive to September 30, 2019.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2019

2. Lakewood

Name: Multi-use path on the D10: Wadsworth Blvd to Zephyr St and Kipling St to Oak St

TIP ID: 2016-006

Project Phase: Initiate Construction

FY2018 Federal funding: \$1,064,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48681>

This project went before the Board in October to seek a variance to continue the project. A variance was granted for 120 days, meaning Lakewood will need to advertise the project no later than January 29, 2020. Lakewood is working to finalize agreements with the irrigation ditch companies, working towards final city council approval in January for the RTD land exchange, and closing on the remaining right-of-way properties. The current estimate on issuing concurrence to advertise is late January 2020.

Recommendation - *Continuously monitor the progress of this project through project advertisement.*

- If Lakewood is unable to achieve this status before January 29, 2020, they must stop all federal reimbursement payment requests retroactive to September 30, 2019.

D. FIRST-YEAR DELAY (FY2019) PROJECTS SEEKING APPROVAL TO CONTINUE

Project phases delayed below NOT initiated until after October 15, 2020, will be delayed for a second year and sponsors will need to appear before the DRCOG Board in October 2020 to seek a variance to continue.

1. Arapahoe County

Name: Iliff Ave Operational Improvements: Parker Rd to Quebec St

TIP ID: 2016-024

Project Phase: Initiate Construction

FY2019 Federal funding: \$6,846,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48707>

Arapahoe County reports the project has been delayed due to utility coordination and working with other local projects within the vicinity of the project. ROW and utility relocation and coordination is ongoing, with a Final Office Review (FOR) scheduled for January 2020. It's anticipated the project can be advertised in July 2020.

Recommendation—*DRCOG staff recommends the delay be approved subject to the following condition:*

- Arapahoe County and CDOT staff continue to aggressively pursue project advertisement no later than the end of July 2020. If unachieved, Arapahoe County and DRCOG staff shall discuss this project at the first of each month beginning in August 2020, until the project is advertised.
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2019

2. Aurora

Name: CCTV Network Upgrade

TIP ID: 2016-004 (RTO Pool)

Project Phase: Initiate Procurement

FY2019 Federal funding: \$254,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/49437>

Aurora reports the project has been delayed due to the NTP being held up by CDOT and FHWA. It's anticipated procurement will take place at the end of November.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Aurora and CDOT staff continue to aggressively pursue procurement no later than the end of November 2019. If unachieved, Aurora and DRCOG staff shall discuss this project at the first of each month beginning in December 2019, until procurement has taken place.
-

3. Boulder

Name: 30th St and Colorado Ave Bike/Ped Underpass

TIP ID: 2016-035

Project Phase: Initiate Construction

FY2019 Federal funding: \$3,350,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48721>

Boulder reports the project has been delayed due to the design being reconfigured after further review, which also caused additional ROW. The design and three of the five ROW agreements have been completed. Boulder anticipates going to ad in April 2020.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Boulder and CDOT staff continue to aggressively pursue project advertisement no later than the end of April 2020. If unachieved, Boulder and DRCOG staff shall discuss this project at the first of each month beginning in May 2020, until advertisement has taken place.
-

4. Boulder

Name: Broadway Reconstruction: Violet Ave to US-36

TIP ID: 2016-026

Project Phase: Initiate Construction

FY2019 Federal funding: \$3,825,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48825>

Boulder reports the project has been delayed due to stakeholder-requested design changes. In addition, those design changes triggered additional FEMA floodplain regulations, delaying the process further. Boulder anticipates going to ad in June 2020.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2019

- Boulder and CDOT staff continue to aggressively pursue project advertisement no later than the end of June 2020. If unachieved, Boulder and DRCOG staff shall discuss this project at the first of each month beginning in July 2020, until advertisement has taken place.
-

5. Boulder County

Name: 71st St. Multimodal Pathway Connection: Winchester to Idylwild Trail

TIP ID: 2016-030

Project Phase: Initiate Construction

FY2019 Federal funding: \$860,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48715>

Boulder County reports the project has been delayed due to higher than expected interagency partnership complexity. In addition, not enough contracting firms were available for subsurface utilities, which slowed the process. Boulder County anticipates finishing ROW and obtaining project clearances late this year, working towards project advertisement by February 2020.

Recommendation—DRCOG staff recommends the delay be approved subject to the following condition:

- Boulder County and CDOT staff continue to aggressively pursue project advertisement no later than February 2020. If unachieved, Boulder County and DRCOG staff shall discuss this project at the first of each month beginning in March 2020, until the project is advertised.
-

6. Broomfield

Name: Sheridan Boulevard Traffic Signal Interconnect Upgrade

TIP ID: 2016-004 (RTO Pool)

Project Phase: Initiate Construction

FY2019 Federal funding: \$362,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/49437>

This project was advertised on December 4.

Recommendation— Since the project is no longer delayed, no conditions will be placed upon it.

7. CDOT Region 1

Name: R1 Traffic Adaptive Pilot Implementation

TIP ID: 2016-004 (RTO Pool)

Project Phase: Initiate Procurement

FY2019 Federal funding: \$980,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/49437>

CDOT Region 1 reports the project has been delayed due to staff changes caused by moving the project management from CDOT HQ to Region 1, and slower than anticipated previous project phases. Project procurement is anticipated for March 2020.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2019

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- CDOT Region 1 staff continue to aggressively pursue project NTP no later than the end of March 2020. If unachieved, CDOT and DRCOG staff shall discuss this project at the first of each month beginning in April 2020, until the NTP is given.
-

8. Denver

Name: ITS Device Performance and Reliability Improvement

TIP ID: 2016-004 (RTO Pool)

Project Phase: Initiate Design

FY2019 Federal funding: \$999,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/49437>

Denver reports the IGA is currently with CDOT to be executed and is working towards NTP for design, anticipated to be in April 2020.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Denver and CDOT staff continue to aggressively pursue release of the RFP for design no later than April 2020. Denver and DRCOG staff shall discuss this project at the first of each month beginning in May 2020, until the RFP has been released.
-

9. Denver

Name: South Platte Greenway Access Sidewalk Improvements: Iowa Ave RR Underpass and Santa Fe Dr

TIP ID: 2016-077

Project Phase: Initiate Construction

FY2019 Federal funding: \$343,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48759>

Denver reports the project has been delayed due to NEPA, specifically the bridge structure being deemed historic. This has triggered additional environmental review and redesign. Denver anticipates project advertisement to be in September 2020.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Denver and CDOT staff continue to aggressively pursue project advertisement no later than September 2020. Denver and DRCOG staff shall discuss this project at the first of each month beginning in July 2020, until the project is advertised.
-

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2019

10. Douglas County

Name: C-470 Multi-use Trail: Grade Separation at Yosemite St

TIP ID: 2016-031

Project Phase: Initiate Construction

FY2019 Federal funding: \$1,500,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48717>

Douglas County reports the project has been delayed due to design complications and one ROW parcel owner holdout. The Final Office Review (FOR) is scheduled for November and project advertisement is anticipated for February 2020.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Douglas County and CDOT staff continue to aggressively pursue project advertisement for no later than February 2020. If unachieved, Douglas County and DRCOG staff shall discuss this project at the first of each month beginning in March 2020, until the project is advertised.
-

11. Douglas County

Name: US 85: Highlands Ranch Pkwy. to County Line Rd. Capacity Improvements

TIP ID: 2016-042

Project Phase: Initiate Construction

FY2019 Federal funding: \$26,273,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48920>

Douglas County reports the project has been delayed due to underestimated utility coordination within the corridor and one ROW parcel owner holdout. Project advertisement is anticipated for June 2020.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Douglas County and CDOT staff continue to aggressively pursue project advertisement for no later than June 2020. If unachieved, Douglas County and DRCOG staff shall discuss this project at the first of each month beginning in July 2020, until the project is advertised.
-

12. Lafayette

Name: East Lafayette Multimodal Path Connection: Commerce Ct to Lafayette Park-n-Ride

TIP ID: 2016-029

Project Phase: Initiate Construction

FY2019 Federal funding: \$999,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48844>

Lafayette reports the project has been delayed due to staff changes from earlier in the year. Now solved, ROW is ongoing with half of the parcels having agreements. Project advertisement is anticipated for March 2020.

ATTACHMENT 1

TIP PROJECT DELAYS REPORT

End of Fiscal Year 2019

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Lafayette and CDOT staff continue to aggressively pursue project advertisement no later than March 2020. If unachieved, Lafayette and DRCOG staff shall discuss this project at the first of each month beginning in April 2020, until the project is advertised.
-

13. Wheat Ridge

Name: Wadsworth Blvd Widening: 35th Ave to 48th Ave

TIP ID: 2016-020

Project Phase: Initiate Construction

FY2019 Federal funding: \$11,280,000

<https://apps.drcog.org/TRIPS/TipProject/2018-2021/details/48947>

Wheat Ridge reports the project has been delayed due to the environmental phase taking twice as long as anticipated, and therefore pushing the design and ROW phases back. Final ROW plans are anticipated for December, and final construction plans in April 2020. Project advertisement is anticipated for July 2020.

Recommendation—DRCOG staff recommends the delay be approved subject to the following conditions:

- Wheat Ridge and CDOT staff continue to aggressively pursue project advertisement no later than July 2020. If unachieved, Wheat Ridge and DRCOG staff shall discuss this project at the first of each month beginning in August 2020, until the project is advertised.

ATTACH F

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Action	11

SUBJECT

Discussion on DRCOG becoming the Designated Recipient for Federal Transit Administration (FTA) Section 5310 (*Enhanced Mobility of Seniors & Individuals with Disabilities*) Program funding.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval for DRCOG to file applications with the Federal Transit Administration (FTA), for federal transportation assistance authorized by 49 U.S.C. Chapter 53; Title 23, United States Code, or other federal statutes administered by the FTA and to request that the governor of Colorado appoint DRCOG as Designated Recipient for FTA section 5310 funding in the Denver-Aurora Urbanized Area.

ACTION BY OTHERS

[December 9, 2019](#) – TAC recommended approval
[December 17, 2019](#) - RTC will make a recommendation

SUMMARY

The FTA 5310 program funds projects to increase the mobility of older adults and individuals with disabilities. Eligible projects include both capital investment and operating assistance for service that goes beyond minimum Americans with Disabilities Act (ADA) complementary paratransit service requirements. There is an annual allocation of just under \$2 million for the Denver-Aurora Urbanized Area.

DRCOG previously selected projects for this program and its predecessor program for several cycles on behalf of RTD. The DRCOG Area Agency on Aging (AAA) also administers transportation projects funded through the Older Americans Act (OAA). In addition, DRCOG will also administer the new Human Service Transportation (HST) Set Aside Program of the 2020-2023 Transportation Improvement Program (TIP) in 2020.

The integration of all three funding sources could significantly increase service efficiency, reduce duplication, and increase the number of trips provided. Also, the FTA allows funding expended from OAA and HST transportation projects to count towards the local match requirement for FTA 5310. For those reasons, combining multiple human service transportation funding sources is a primary recommendation of the [Transportation Coordination Systems Study](#), a joint effort of DRCOG, the Denver Regional Mobility Access Council (DRMAC), and other stakeholders. In fact, this study recommended as a best practice the integration and leveraging of multiple funding sources to best serve transportation needs for vulnerable populations.

Becoming the Designated Recipient would be a new responsibility for DRCOG. It would mean working more directly with another federal agency (FTA). It would also mean overseeing projects undertaken by subrecipients and reimbursing them for their work

with federal funds. These responsibilities are similar to ones that the DRCOG AAA has had for decades in their role as a recipient of Older Americans Act and Older Coloradans Act funds. FTA 5310 Designated Recipients can use up to 10% of the annual allocation to cover administrative costs associated with administering the program with no local match requirement.

Finally, DRCOG staff have had numerous meetings with CDOT, FTA, RTD, and stakeholders to obtain input and support/concurrence for DRCOG to take this step.

PREVIOUS DISCUSSIONS/ACTIONS

[October 3, 2018](#) – Board Work Session

PROPOSED MOTION

Move to approve DRCOG filing applications with the Federal Transit Administration (FTA), for federal transportation assistance authorized by 49 U.S.C. Chapter 53; Title 23, United States Code, or other federal statutes administered by the FTA and to request that the governor of Colorado appoint DRCOG as Designated Recipient for FTA section 5310 funding in the Denver-Aurora Urbanized Area.

ATTACHMENT

1. Draft Letter to Colorado Governor re: FTA 5310 Designation for Denver-Aurora Urbanized Area
2. Staff presentation
3. [Link - Denver-Aurora Urbanized Area Map](#)

ADDITIONAL INFORMATION

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

December 19, 2019

The Honorable Jared S. Polis
Governor, State of Colorado
136 State Capitol
Denver, Colorado 80203-1792

RE: Request to replace the Colorado Department of Transportation with the Denver Regional Council of Governments as the Designated Recipient of Federal Transit Administration Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) funds for the Denver-Aurora Urbanized Area

Dear Governor Polis:

I am writing to request, pursuant to 49 U.S.C. Section 5310, action in replacing the Colorado Department of Transportation (CDOT) with the Denver Regional Council of Governments (DRCOG) as the Designated Recipient for the Denver-Aurora Urbanized Area for the Federal Transit Administration (FTA) Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities) program beginning with Federal Fiscal Year 2021 funding.

CDOT has been the Designated Recipient for Section 5310 in the Denver-Aurora Urbanized Area since 2014. Over the last several months, DRCOG has been working with CDOT, the Federal Transit Administration (FTA), and Regional Transportation District (RTD) to explore the possibility of DRCOG taking over the administration of this program from CDOT. After significant dialogue among these parties and the 5310 service providers, DRCOG is pursuing the transfer of the program for the following reasons:

- As the Metropolitan Planning Organization (MPO) for the Denver region, DRCOG develops the long-range transportation plan; ensures that existing and future expenditures of government funds for transportation projects are based on a continuing, cooperative, and comprehensive planning process; and develops and updates the Coordinated Public Transit Human Services Transportation Plan (Coordinated Transit Plan) from which federal law requires all Section 5310 projects to be funded.
- Consolidating this program within DRCOG with other related funding (Older Americans Act and a new Human Services Transportation set aside in our Transportation Improvement Program) provides an opportunity to increase services in the region. The ability to use the services funded by Older Americans Act funding to match the 5310 funding will mean more services to the region. The arrangement will also allow consolidated calls for projects (creating efficiencies for service providers) and build on DRCOG's Veterans Transportation and Community Living Initiative (VTCLI) project to coordinate services.
- DRCOG has previously selected projects for FTA programs in the Denver region: New Freedom, Job Access Reverse Commute (JARC), and 5310.

DRCOG submits this request pursuant to Fixing America's Surface Transportation Act (FAST Act) requirements that DRCOG, as the MPO for the Denver-Aurora Urbanized Area, "initiate the process for

designating a 5310 Designated Recipient.” This request is supported by and submitted in collaboration with CDOT. RTD is aware of the proposal and has no concerns.

Thank you for your consideration.

Sincerely,

Douglas W. Rex
Executive Director

CC:

CDOT

David Krutsinger, Director, Division of Transit and Rail

RTD

Bill Van Meter, Assistant General Manager, Planning

FTA

Tracey MacDonald, Director, Planning and Program Development Office Region 8

Kristin Kenyon, AICP, Community Planner, Planning and Program Development Office Region 8



DRCOG Becoming Designated Recipient for FTA 5310 in Denver-Aurora Urbanized Area Board of Directors

Presented by:

Matthew Helfant

December 18, 2019



What is FTA 5310?

Enhanced Mobility of Seniors & Individuals with Disabilities

- Formula funding to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options
- About \$2 million annual appropriation for Denver-Aurora Urbanized Area



Eligible Project Types

- Vehicles & accessories
- Transit-related information technology
- Operating assistance/contracted service
- Travel training
- Volunteer driver programs
- Small infrastructure including accessible path to bus stop & curb-cuts
- Signage, or way-finding technology
- Incremental cost of providing same day service or door-to-door service
- Accessible taxi cabs and van pool vehicles
- Mobility management



Coordination

- Primary recommendation of DRMAC study
 - Best practice: integration & leveraging of multiple funding sources to best serve transportation needs for vulnerable populations
- Coordination of 3 funding sources could increase service efficiency, reduce duplication, & increase trips:
 - FTA 5310
 - Older Americans Act/Older Coloradans Act from DRCOG Area Agency on Aging
 - Human Service Transportation Set-Aside (HST)
- FTA allows non-US DOT funds to count toward local match

THANK YOU!

A decorative graphic consisting of three overlapping chevrons pointing to the right, located in the bottom right corner of the slide. The chevrons are in shades of purple and white.

ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Action	12

SUBJECT

Setting 2020 safety targets as part of the performance-based planning requirements of the *Fixing America's Surface Transportation* (FAST Act).

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends setting the proposed 2020 safety targets for the DRCOG Transportation Management Area.

ACTION BY OTHERS

[December 9, 2019](#) – TAC recommended approval

[December 17, 2019](#) - RTC will make a recommendation

SUMMARY

The FAST Act requires state DOTs and MPOs to annually set targets and report on progress towards achieving those targets for several topics in support of a performance-based approach to transportation planning and programming. These topics include safety, infrastructure (pavement and bridge condition), system performance, and transit asset management. DRCOG has until February 2020 to set and report the 2020 safety targets to CDOT. The proposed 2020 targets are:

Safety Measures	2020 Targets (2016-2020 Five Year Averages)
• Number of fatalities	259
• Rate of fatalities (<i>per million VMT</i>)	0.90
• Number of serious injuries	1814
• Rate of serious injuries (<i>per million VMT</i>)	6.36
• Number of combined non-motorized fatalities and serious injuries	366

The proposed fatality-related safety targets are based on the “Metro Vision” methodology, and serious injury-related targets are based on the “hold the line” methodology used to set the 2018 and 2019 targets. Staff will review methodologies, update progress on 2018 and 2019 targets and explain the proposed 2020 safety targets at the December RTC meeting. As a reminder, FAST Act safety targets are prescribed by federal regulations to be short-term and pragmatic.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the proposed 2020 safety targets for the DRCOG Transportation Management Area as required by the FAST Act.

ATTACHMENT

1. Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Beth Doliboa, Transportation Planner, at 303-480-5647 or bdoliboa@drcog.org.



Proposed FAST Act 2020 Safety Targets

Presented by:

Beth Doliboa

Board of Directors -
December 18, 2019



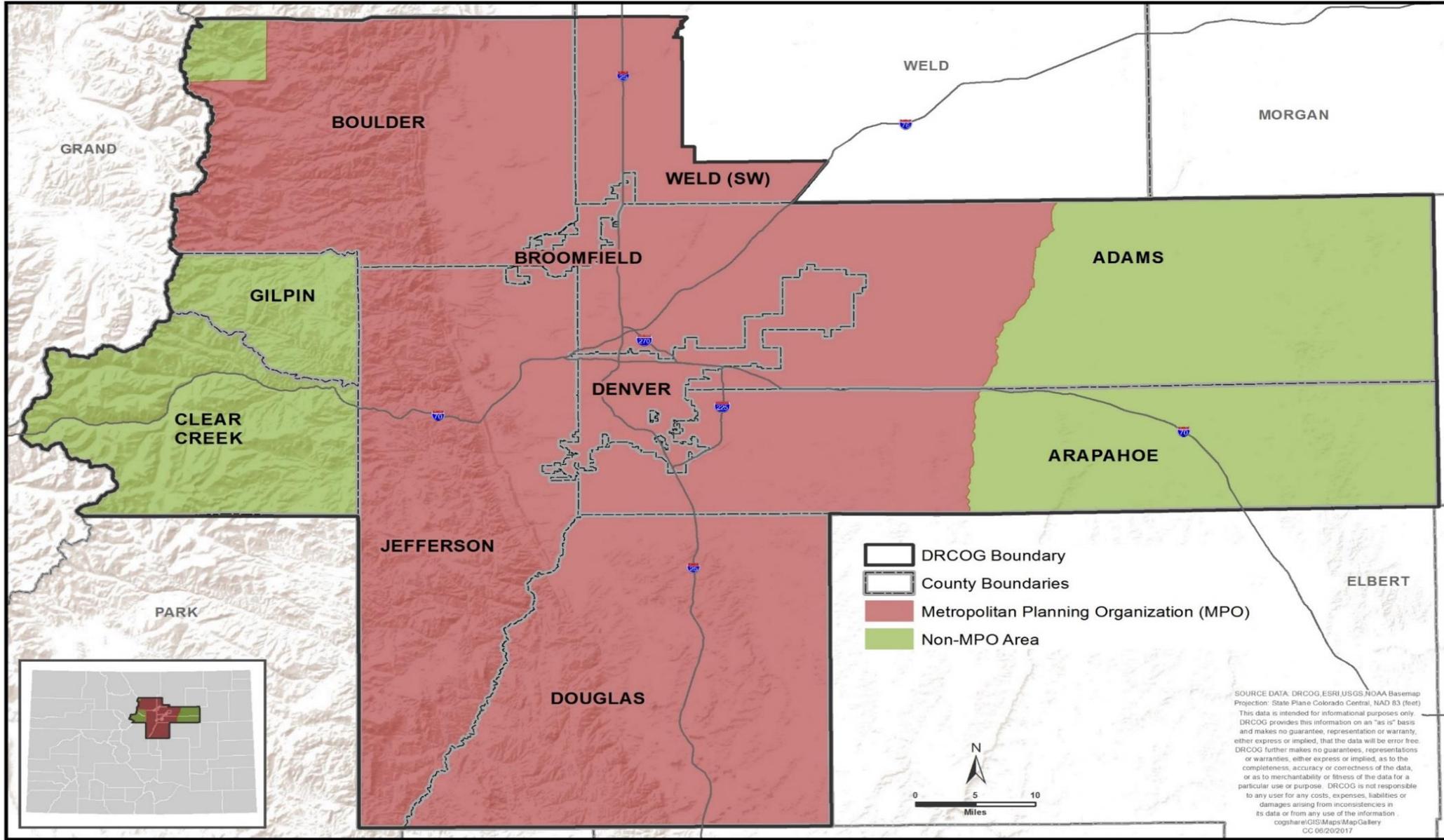
Required Performance Measure Topics





Annual Safety Target Setting

Measure Area	Performance Measures
Safety	<ul style="list-style-type: none">• Number of fatalities• Fatalities per million vehicle miles traveled• Number of serious injuries• Serious injuries per million vehicle miles traveled• Number of non-motorized fatalities and non-motorized serious injuries



METRO VISION SAFETY TARGET SETTING METHOD

Regional Objective 5: Operate, manage and maintain a safe and reliable transportation system.

The region will optimize the multimodal transportation system to improve the safe and reliable flow of people and goods. System optimization will include projects and initiatives that make the multimodal transportation system’s capacity as productive as possible. The multimodal system will require maintenance to continue safe and sound conditions. Safety projects and other related initiatives will reduce fatalities and serious injuries for all travel modes. The region will also increase the deployment of technology and mobility innovations to improve reliability and optimize capacity.

Supporting Objectives:

- Maintain existing and future transportation facilities in good condition.
- Improve transportation system performance and reliability.
- Improve transportation safety and security.

Performance Measures

Measure	Where are we today? (Baseline)	Where do we want to be? (2040 Target)
Non- single occupant vehicle (Non-SOV) mode share to work	25.1 percent (2014)	35.0 percent
Daily vehicle miles traveled (VMT) per capita	25.5 daily VMT per capita (2010)	10.0 percent decrease from 2010
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30
Daily person delay per capita	6 minutes (2014)	Less than 10 minutes
Number of traffic fatalities	185 (2014)	Fewer than 100 annually

DRCOG Fatalities	DRCOG Fatalities 5 Year Moving Average	Year	DRCOG Fatality Rate	DRCOG Fatality Rate 5 Year Moving Average
192		2007	0.85	
220		2008	0.96	
153		2009	0.67	
163		2010	0.69	
157	177	2011	0.68	0.77
166	172	2012	0.73	0.75
166	161	2013	0.73	0.70
183	167	2014	0.73	0.71
229	180	2015	0.91	0.76
274	204	2016	1.01	0.82

267	224	2017	0.96	0.87
259	242	2018	0.91	0.90
252	256	2019		
245	259	2020		
238	252	2021		
230	245	2022		
223	238	2023		
216	230	2024		
208	223	2025		
201	216	2026		
194	208	2027		
187	201	2028		
179	194	2029		
172	187	2030		
165	179	2031		
157	172	2032		
150	165	2033		
143	157	2034		
135	150	2035		
128	143	2036		
121	135	2037		
114	128	2038		
106	121	2039		
99	114	2040		

64% REDUCTION TO HIT 2040 TARGET

FATALITY AND FATALITY RATE TARGET UPDATE AND TARGET SETTING

2018 Fatality and Fatality Rate Targets

Metro Vision Annual Fatality Targets	DRCOG TMA Fatalities	DRCOG TMA Fatalities 5 Year Moving Average	Year	DRCOG TMA Fatality Rate	DRCOG TMA Fatality Rate 5 Year Moving Average
	183		2014	0.73	
	229		2015	0.91	
	274		2016	1.01	
259	264		2017	0.94	
267	243	239 ✓	2018	0.85	0.89 ✓
252	252	256	2019	0.88	0.92
245	245	259	2020	0.83	0.90
238	238	252	2021		
230	230	245	2022		
223	223	238	2023		
216	216	230	2024		
208	208	223	2025		
201	201	216	2026		
194	194	208	2027		
187	187	201	2028		
179	179	194	2029		
172	172	187	2030		
165	165	179	2031		
157	157	172	2032		
150	150	165	2033		
143	143	157	2034		
135	135	150	2035		
128	128	143	2036		
121	121	135	2037		
114	114	128	2038		
106	106	121	2039		
99	99	114	2040		

Progress Towards 2019 Fatality and Fatality Rate Targets

DRCOG TMA Fatalities	DRCOG TMA Fatalities 5 Year Moving Average	Year	DRCOG TMA Fatality Rate	DRCOG TMA Fatality Rate 5 Year Moving Average
229	180	2015	0.91	0.76
274	204	2016	1.01	0.82
264	223	2017	0.95	0.86
243	239	2018	0.85	.89
256	253	2019	.88	.92

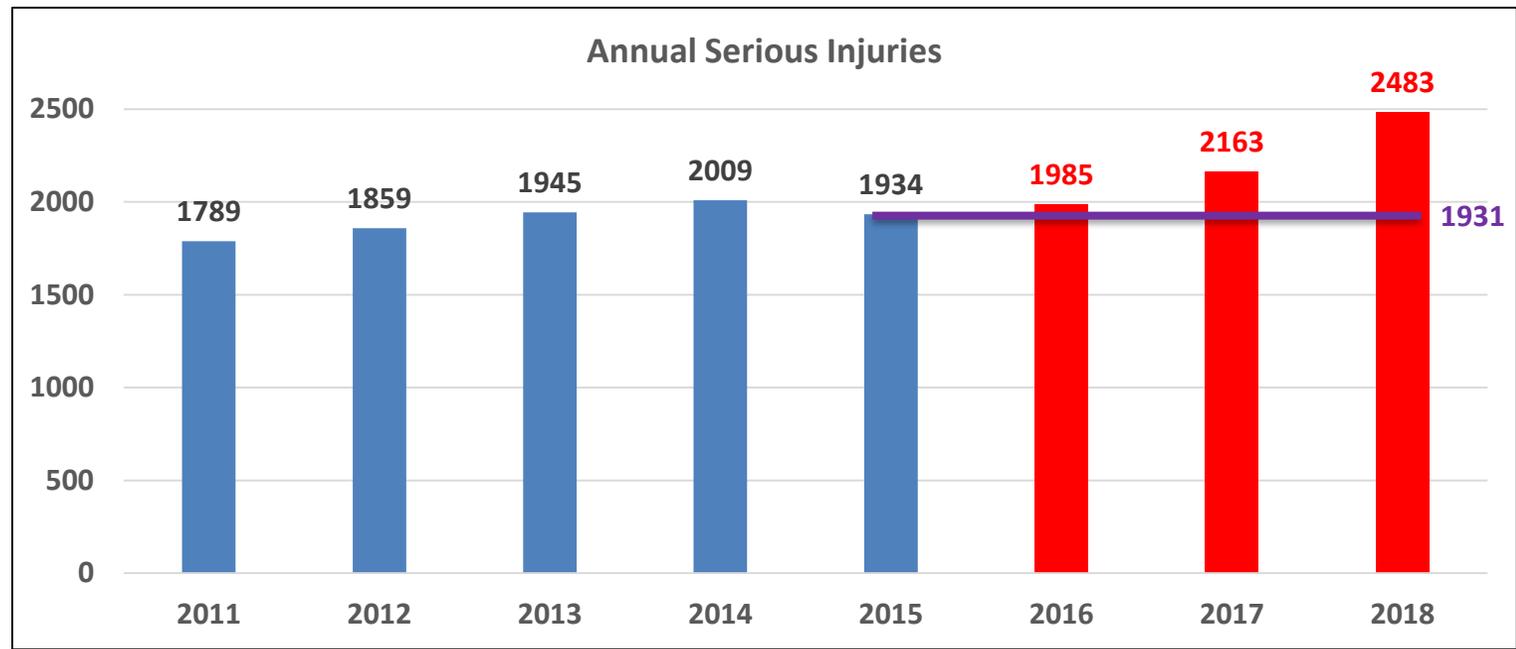
**** 2019 target will be hit as long as DRCOG TMA is under 272 fatalities**

SAFETY TARGETS (Five Year Averages)		Methodology Used	2018 TARGETS 2014-2018 Five Year Averages	2019 TARGETS 2015-2019 Five Year Averages	PROPOSED 2020 TARGET 2016-2020 Five Year Averages
1	DRCOG FATALITIES	Metro Vision	242 ✓	256	259
2	DRCOG FATALITY RATE	Metro Vision	0.90 ✓	0.93	0.90

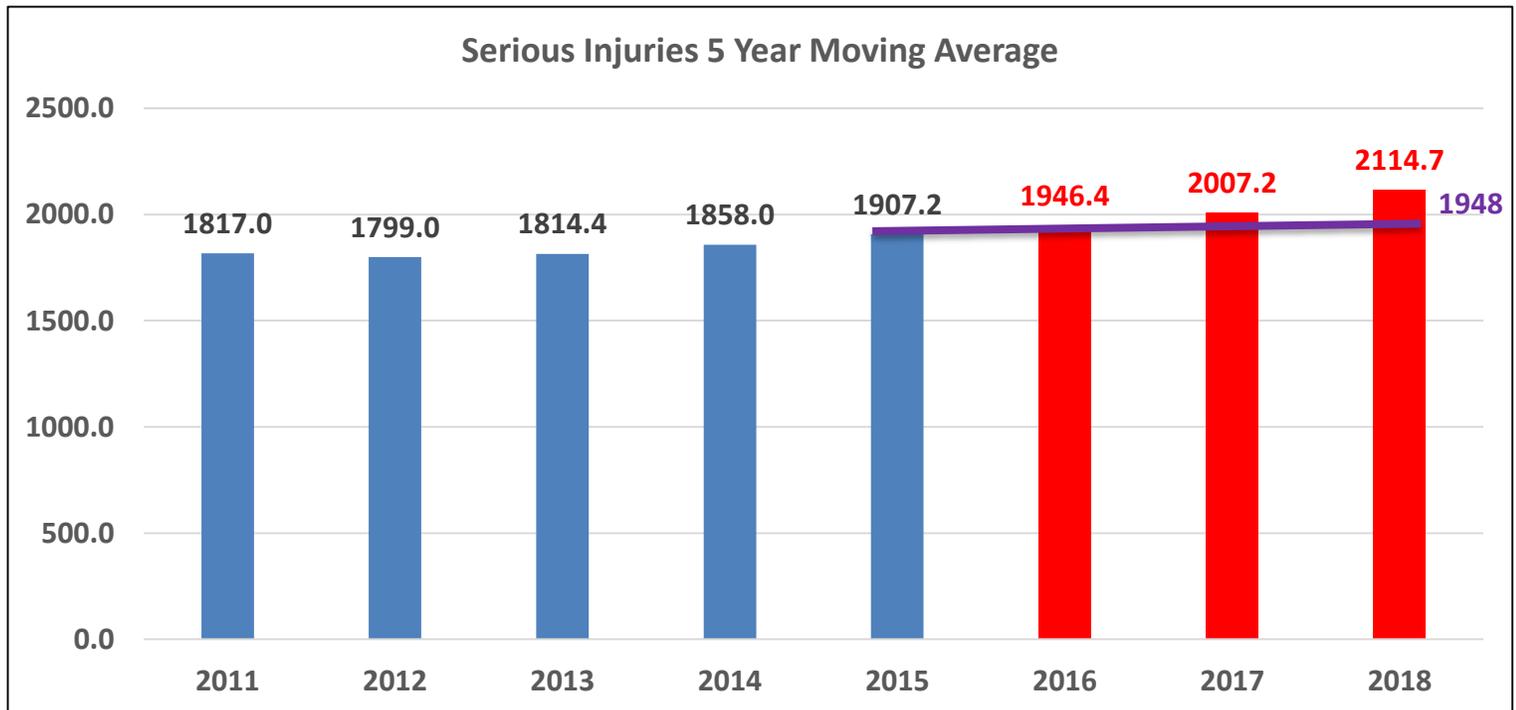
HOLD THE LINE

TARGET SETTING METHOD RECAP

DRCOG TMA Serious Injury Annual Targets	DRCOG TMA Serious Injures Including all of Weld County	DRCOG TMA Annual Serious Injuries Including ONLY Southwest Weld County	Year
2009	2009	1866	2014
1934	1934	1808	2015
1933	1948	1854	2016
1932	1882	1775	2017
1931	2002	1827	2018
1930	1930		2019



SAFETY TARGETS (Five Year Averages)		2018 TARGETS 2014-2018 Five Year Averages	2019 TARGETS 2015-2019 Five Year Averages
3	DRCOG SERIOUS INJURIES	1,948	1,935
4	DRCOG SERIOUS INJURY RATE	7.20	6.97



HOLD THE LINE SERIOUS INJURY AND SERIOUS INJURY RATE TARGET SETTING

DRCOG TMA Serious Injury Annual Targets	DRCOG TMA Annual Serious Injuries Including SW Weld	DRCOG TMA Serious Injuries 5 Year Moving Average	Year	DRCOG TMA Serious Injury Rate Including SW Weld	DRCOG TMA Serious Injury Rate 5 Year Moving Average
1866	1866		2014	7.02	
1808	1808		2015	6.58	
1933	1854		2016	6.58	
1932	1775		2017	6.23	
1931	1834	1827 ✓	2018	6.33	6.55 ✓
1930	1804	1815 ✓	2019	6.11	6.36 ✓

DRCOG TMA Revised Annual Serious Injury Targets	DRCOG TMA Annual Serious Injuries Including SW Weld	DRCOG TMA Serious Injuries 5 Year Moving Average	Year	DRCOG TMA Serious Injures Rate Including SW Weld	DRCOG TMA Serious Injury Rate 5 Year Moving Average
1866	1866		2014	7.32	
1808	1808		2015	6.81	
1807	1854		2016	6.74	
1806	1775		2017	6.30	
1805	1834	1827	2018	6.44	6.72
1804	1804	1815	2019	6.22	6.50
1803	1803	1814	2020	6.11	6.36

SAFETY TARGETS (Five Year Averages)		2018 TARGETS 2014-2018 Five Year Averages	2019 TARGETS 2015-2019 Five Year Averages	Proposed 2020 TARGETS 2016-2020 Five Year Average
3	DRCOG SERIOUS INJURIES	1,948 ✓	1,935	1814
4	DRCOG SERIOUS INJURY RATE	7.20 ✓	6.97	6.36

NON-MOTORIZED FATALITY AND SERIOUS INJURY TARGET SETTING RECAP

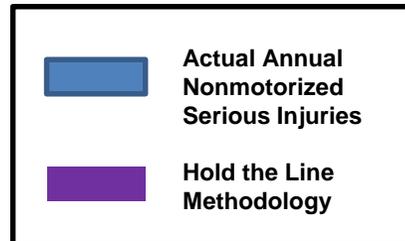
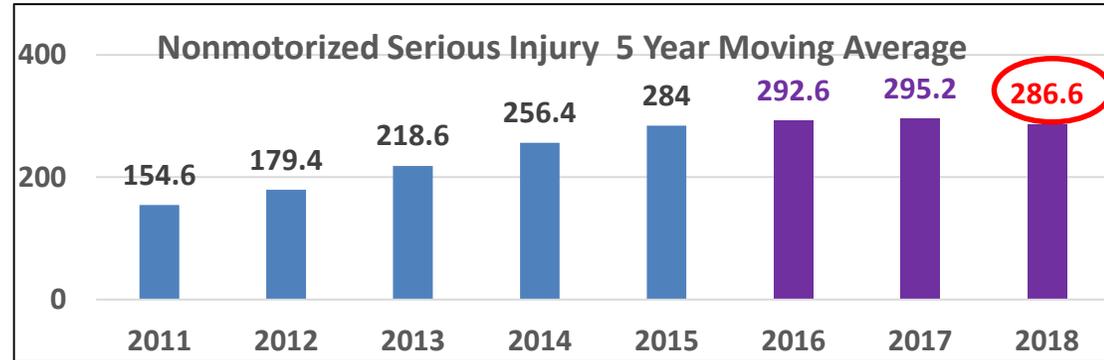
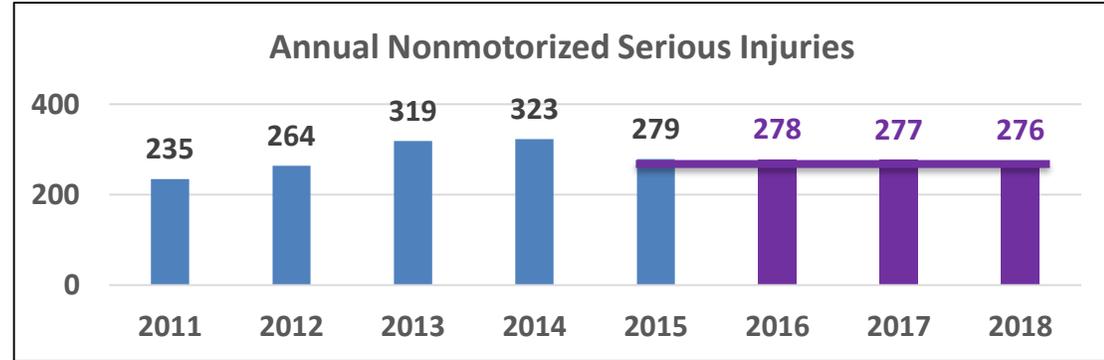
METRO VISION METHODOLOGY FOR NON-MOTORIZED FATALITIES

DRCOG Bike/Ped TMA Fatalities	DRCOG Bike/Ped TMA Fatalities 5 Year Moving Average	Year
49	42	2014
51	47	2015
67	53	2016

65	54	2017
63	59	2018
62	62	2019
60	63	2020
58	62	2021
56	60	2022
55	58	2023
53	56	2024
51	55	2025
49	53	2026
48	51	2027
46	49	2028
44	48	2029
42	46	2030
40	44	2031
39	42	2032
37	40	2033
35	39	2034
33	37	2035
32	35	2036
30	33	2037
28	32	2038
26	30	2039
24	28	2040

64% REDUCTION TO HIT 2040 TARGET

HOLD THE LINE METHODOLOGY FOR NON-MOTORIZED SERIOUS INJURIES



$$59 + 287 = 346$$

NON-MOTORIZED FATALITIES AND SERIOUS INJURY TARGET SETTING

Year	DRCOG TMA Non-motorized Bike/Ped Fatality Annual Targets	DRCOG TMA Non-motorized Bike/Ped Annual Fatalities	DRCOG TMA Non-motorized Bike/Ped Fatalities 5 Year Moving Average	DRCOG TMA Bike/Ped Serious Injury Annual Targets	DRCOG TMA Non-motorized Bike/Ped Annual Serious Injuries	DRCOG TMA Non-motorized Bike/Ped Serious Injuries 5 Year Moving Average	DRCOG TMA Non-motorized Bike/Ped Annual Combined Annual Fatalities and Serious Injuries	DRCOG TMA Non-motorized Bike/Ped Combined Fatalities and Serious Injuries 5 Year Moving Average	Year
2014	49	49		323	323		272		2014
2015	51	51		279	279		330		2015
2016	67	67		278	292		359		2016
2017	65	58		277	328		386		2017
2018	63	64	58	276	353	315	417	373 ✘	2018
2019	62	62	60	275	275	305	337	365	2019
2020	60	60	62	274	274	304	334	366	2020

SAFETY TARGETS (Five Year Averages)		2018 TARGETS 2014-2018 Five Year Averages	2019 TARGETS 2015-2019 Five Year Averages	2020 TARGETS 2016-202- Five Year Averages
5	NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	346 ✘	344	366



DRCOG'S FAST Act Safety Targets

FAST ACT SAFETY TARGETS		2018 TARGETS 2014-2018 Five Year Averages	2019 TARGETS 2015-2019 Five Year Averages	PROPOSED 2020 TARGETS 2016-2020 Five Year Averages
1	DRCOG FATALITIES	242	256	259
2	DRCOG FATALITY RATE PER 100 MILLION VMT	0.90	0.93	0.90
3	DRCOG SERIOUS INJURIES	1,948	1,935	1814
4	DRCOG SERIOUS INJURY RATE PER 100 MILLION VMT	7.20	6.97	6.36
5	NON-MOTORIZED FATALITIES AND SERIOUS INJURIES	346	344	366



QUESTIONS?

ATTACH H

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Informational Briefing	13

SUBJECT

Proposed scenarios to test for the 2050 Metro Vision Regional Transportation Plan (2050 MVRTP).

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

At the October TAC meeting, DRCOG staff introduced the scenario analysis process for the 2050 MVRTP and sought input on thematic concepts to test. Staff has also been soliciting input from the DRCOG Board and county transportation forums, along with the results of the 2050 MVRTP phase I engagement results (public events and online survey) presented at the October TAC meeting. As a reminder, the primary objective of the scenario planning analysis is to test the ability of conceptual transportation and urban form approaches to address Metro Vision Plan outcomes through 2050. It is an exploratory exercise to test regional relationships between urban form, transportation investment approaches, and travel behavior.

Based on all feedback received so far, staff is proposing several scenarios to test, shown in Attachment 1. The proposed scenarios encompass a range of multimodal transportation and land use concepts. Some considerations in this process:

- Staff continues to seek input from the county transportation forums, the Regional Transportation Committee, and the DRCOG Board in December. Accordingly, the attached proposed scenarios may be refined through this process.
- Scenario testing is an iterative process, meaning that initial results will inform refinements to the proposed scenarios during the testing process. Staff will keep TAC informed during the testing process regarding initial results and subsequent scenario refinements.
- Finally, as discussed at the October TAC meeting, evaluating scenarios is also an important consideration. While the focus has been on defining scenarios to test, staff will initiate discussion with TAC about scenario evaluation at the January or February 2020 TAC meeting.

Staff will provide an overview of the proposed scenarios and seek endorsement at the December Board meeting.

PREVIOUS DISCUSSIONS/ACTIONS

BOD – [November 20, 2019](#)

PROPOSED MOTION

N/A

ATTACHMENTS

1. 2050 MVRTP proposed scenarios to test
2. Staff presentation

ADDITIONAL INFORMATION

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

Proposed Scenario	Key Scenario Concept	Land Use Components	Transportation Componets
Baseline	comparison with scenarios below	base development constraints (regulatory & natural)	2040 Fiscally Constrained RTP
Transit Emphasis	transit network & service emphasis	upzone housing/jobs at transit stations, urban centers & along frequent-service transit lines	<ul style="list-style-type: none"> • RTD federal & state \$\$ BRT corridors • finish FasTracks and test extensions <ul style="list-style-type: none"> • free fares • increased transit frequency • expand/improve access to transit
Regional Highway & Operations Emphasis	improve operations & traffic flow on highways/freeways	base development constraints (regulatory & natural)	<ul style="list-style-type: none"> • build out freeway managed lanes system with direct connections (HPTE Express Lanes Master Plan) • roadway operations/incident management strategies
Freeway/Interstate Congestion Emphasis	build out of freeway/interstate system to address off-peak congestion	base development constraints (regulatory & natural)	add general purpose lanes to region's freeways & interstates with severe off-peak congestion
Technology/Connected Vehicles Emphasis	version A: autonomous vehicles (AVs) benefit regional mobility	base development constraints (regulatory & natural)	increase operating capacities on highways/freeways
	version B: Avs impact regional mobility	base development constraints (regulatory & natural)	decrease operating capacities on highways/freeways
Travel Choices Emphasis	Increase travel and mobility choices along region's major arterials	upzone for redevelopment/mixed uses along major arterials & urban centers	<ul style="list-style-type: none"> • Increase walking/bicycling attractiveness (complete streets approach) • Telecommuting & other TDM strategies • Increase access to base transit network • Reduce speeds on major arterials (safety)
Regional Jobs/Housing Balance Emphasis	Better balance travel patterns at the regional level by locating housing and jobs closer together	<ul style="list-style-type: none"> • upzone for housing in/near employment centers • upzone housing/jobs along major transportation facilities & urban centers 	



2050 Metro Vision Regional Transportation Plan – Proposed Scenarios to Test

Board of Directors
December 18, 2019

Presented by:
Jacob Riger, AICP

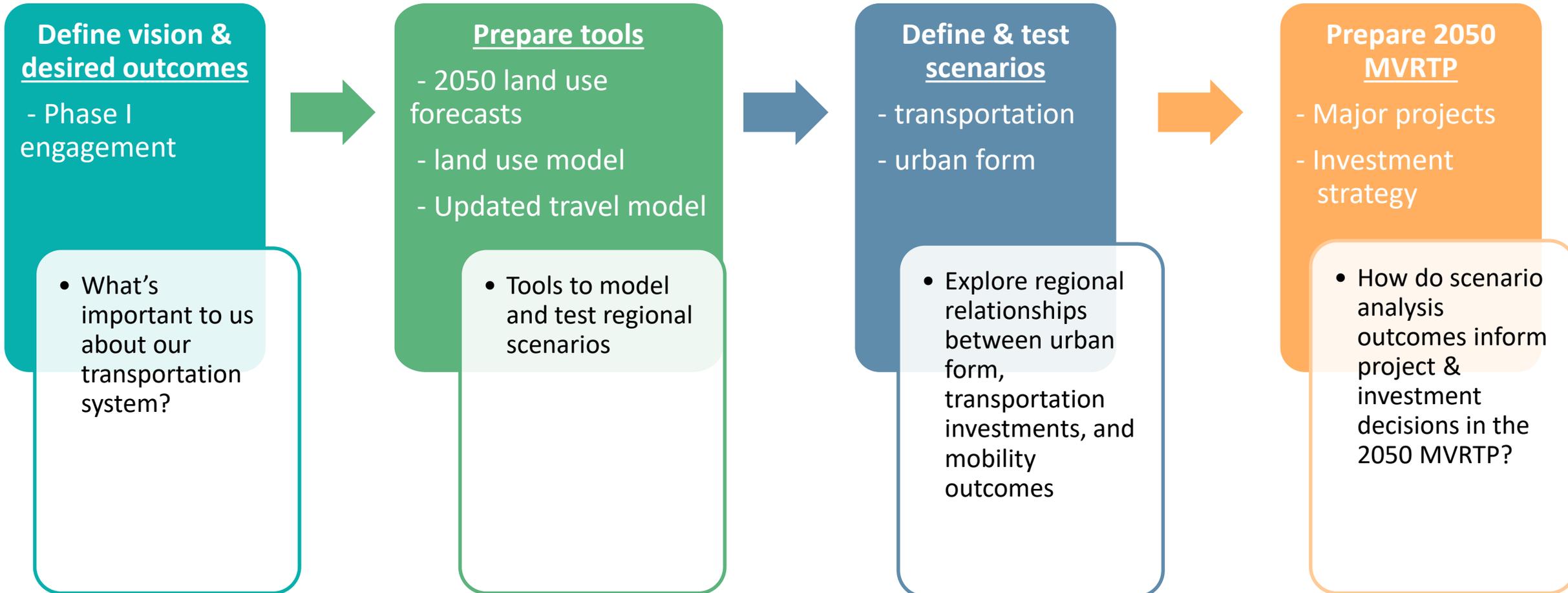


2050 MVRTP major milestones & timeline





2050 MVRTP & scenario planning process framework





Regional scenario planning context

- Explores “**what if**” alternative futures
- Tests alternative transportation and urban form **approaches** through the lens of Metro Vision
- **Relative** comparisons between scenarios and baseline
- Provide **guidance and direction** for transportation investments in the 2050 MVRTP

Proposed scenarios to test

Proposed Scenario	Key Scenario Concept	Land Use Components	Transportation Components
Baseline	comparison with scenarios below	base development constraints (regulatory & natural)	2040 Fiscally Constrained RTP
Transit Emphasis	transit network & service emphasis	upzone housing/jobs at transit stations, urban centers & along frequent-service transit lines	<ul style="list-style-type: none"> • RTD federal & state \$\$ BRT corridors • finish FasTracks and test extensions <ul style="list-style-type: none"> • free fares • increased transit frequency • expand/improve access to transit
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Regional Jobs/Housing Balance Emphasis	Better balance travel patterns at the regional level by locating housing and jobs closer together	<ul style="list-style-type: none"> • upzone for housing in/near employment centers • upzone housing/jobs along major transportation facilities & urban centers 	



Transit Emphasis scenario

- *Key concept: transit network and service emphasis*
- Key land use component:
 - Upzone housing/jobs at transit stations, urban centers & along frequent transit service lines
- Key transportation components:
 - RTD BRT study federal & state funding candidate corridors
 - Finish FasTracks & key extensions
 - Free fares (conceptual)
 - Increased transit frequency
 - Expand/improve transit access



Regional Highway & Operations Emphasis scenario

- *Key concept: improve operations & traffic flow on region's highways/freeways*
- Key land use component:
 - Base development constraints (regulatory & natural)
- Key transportation components:
 - Build out freeway managed lanes system with direct connections (HPTE Express Lanes Master Plan)
 - Roadway operations & incident management strategies



Freeway/Interstate Congestion Emphasis scenario

- *Key concept: build out freeway/interstate system to address off-peak congestion*
- Key land use component:
 - Base development constraints (regulatory & natural)
- Key transportation component:
 - Add general purpose lanes to region's freeways & interstates with severe off-peak congestion



Technology/Connected Vehicles Emphasis scenarios

- *Key concepts: mobility technology & autonomous vehicles benefit (version A) or impact (version B) regional mobility*
- Key land use component:
 - Base development constraints (regulatory & natural)
- Key transportation components:
 - Increase or decrease operating capacities on highways/freeways



Travel Choices Emphasis scenario

- *Key concept: increase travel & mobility choices along region's major arterials*
- Key land use component:
 - Upzone for redevelopment/mixed uses along major arterials & urban centers
- Key transportation components:
 - Increase walking/bicycling attractiveness (complete streets approach)
 - Telecommuting & other TDM strategies
 - Increase access to base transit network
 - Reduce speed limits on major arterials (safety emphasis)



Regional Jobs/Housing Balance Emphasis scenario

- *Key concept: better balance regional travel patterns by locating housing and jobs closer together*
- Key land use/transportation components:
 - Upzone for housing in/near employment centers
 - Upzone housing/jobs along major transportation facilities & urban centers



Next steps

- October-December: input from: public, county forums, TAC, RTC, Board
- January-March: conduct scenario analysis
- April: initial scenario results at RTC

THANK YOU!

ATTACH I

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Informational Briefing	14

SUBJECT

Introduction to the Denver Regional Climate Action Plan effort.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This is an informational briefing.

ACTION BY OTHERS

N/A

SUMMARY

Earlier this year the Denver region was one of four regions in the U.S. to receive funding to advance regional approaches to promoting and supporting voluntary action to address climate change. The current initiative is bringing together multiple local governments, many of which are pursuing local climate strategies; along with regional and state partners, to develop a regional climate action plan.

The plan will develop an inventory of greenhouse gas emissions, conduct a climate risk and vulnerability assessment, and define strategies to reduce regional emissions and address regional climate vulnerability in the future.

The project team and regional stakeholders hosted an initial workshop in October 2019. The workshop provided resources for developing greenhouse gas inventories and climate risk and vulnerability assessments at the local and regional level. Participants also discussed the importance of regional climate strategies and the many benefits that regional data resources would provide to local initiatives.

In December, the project team will introduce the Board to this initiative and describe activities that will occur in 2020 as the partners develop the regional plan.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Presentation slides

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Brad Calvert, Division Director, 303-480-6839 or bcalvert@drcog.org.



Presentation to the DRCOG Board

Regional Climate Action

December 18, 2019



***Jonathan Wachtel
Sustainability Manager
Lakewood, CO***

Agenda:

- 1. Background***
- 2. Regional Impacts and opportunities***
- 3. DRCOG role***

***“Climate Change:
Simple, Serious, Solvable”***

Scott Denning, Director of Education
Atmospheric Science, Colorado State University

Simple

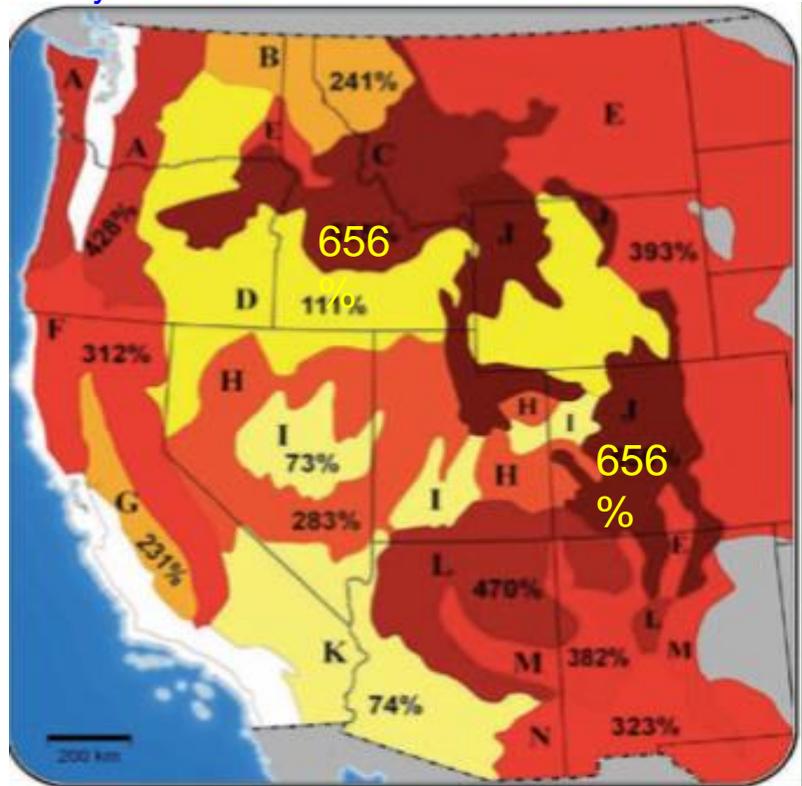
- Increase in fossil fuel use during the past century
- Led to an increase in Greenhouse Gases (GHG)
- Led to an increase in temperature and weather events
- Impacts
 - Rapidly changing design standards for infrastructure (roads, stormwater, cooling)
 - Government Operations & Programs
 - Public Health Response

Serious

Regional impacts to:

Water Crops Real Estate
 Health & Quality of Life

Projected Increase in Area Burned



Denver 100 Degree Days	
20th Century	21st Century
36	46
Less than 1/year	More than 2/year

Denver Matches All-Time High of 105°F; Heat, Pollution Spread East This Weekend

Bob Henson · June 29, 2018, 11:06 AM EDT



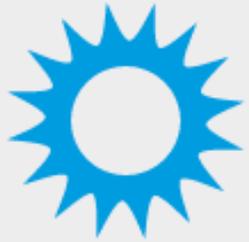
Above: This photo provided by the Department of Homeland Security Emergency Management shows a wildfire burning near Forbes Park in southern Colorado, Thursday, June 28, 2018. Hot, dry and windy weather has raised the fire danger across much of Colorado as well as Utah and parts of Arizona and Nevada. (DHSEM via AP).

Solvable

TRANSFORMING ENERGY SINCE 1977



NREL's research contributed to a:



96%

drop in solar energy costs related to improvements in cell design, module reliability, and materials



78%

decrease in cellulosic ethanol costs due to new efficiencies from biochemical processes and fermentation catalysts



90%

fall in wind energy costs from advances in blade design, turbine gearboxes, and controls

THE REPORT OF THE COLORADO LOCAL RESILIENCE PROJECT



Convened by
The Colorado Climate Network and
The Colorado Municipal League

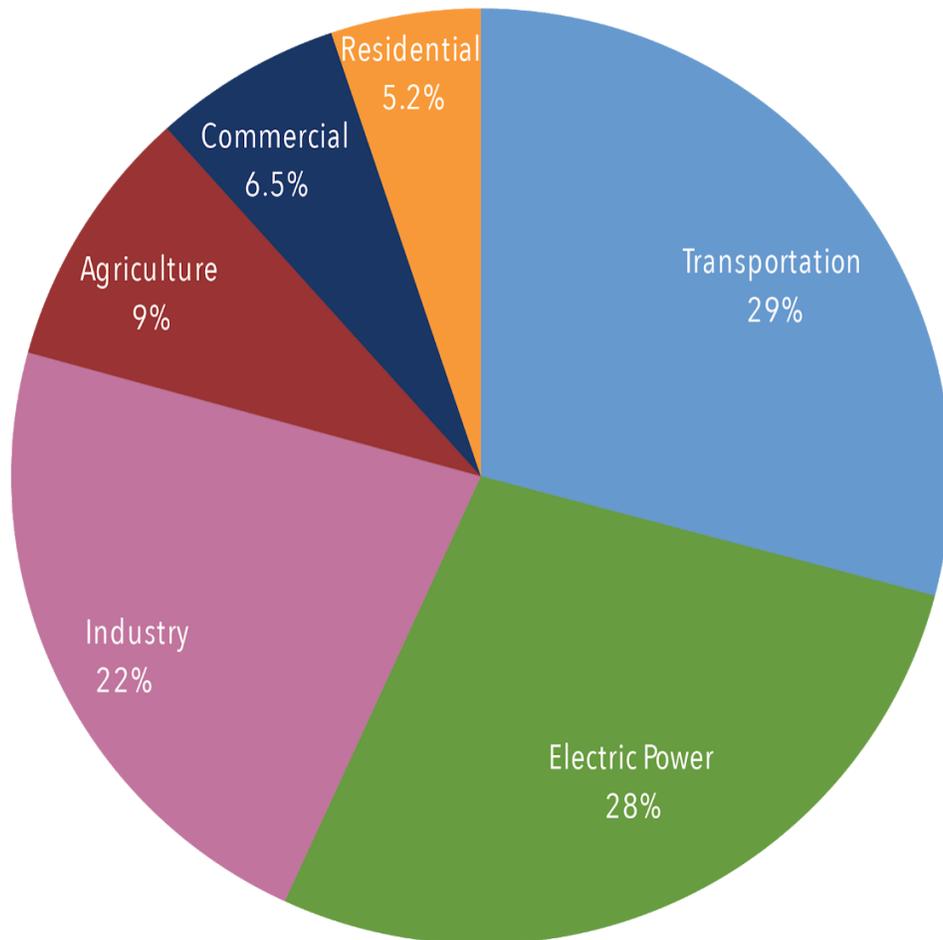
April 2015

Colorado
Climate
Network
supporting local programs

CML
COLORADO MUNICIPAL LEAGUE
The Voice of Colorado's Cities and Towns

GHG Emission Sources

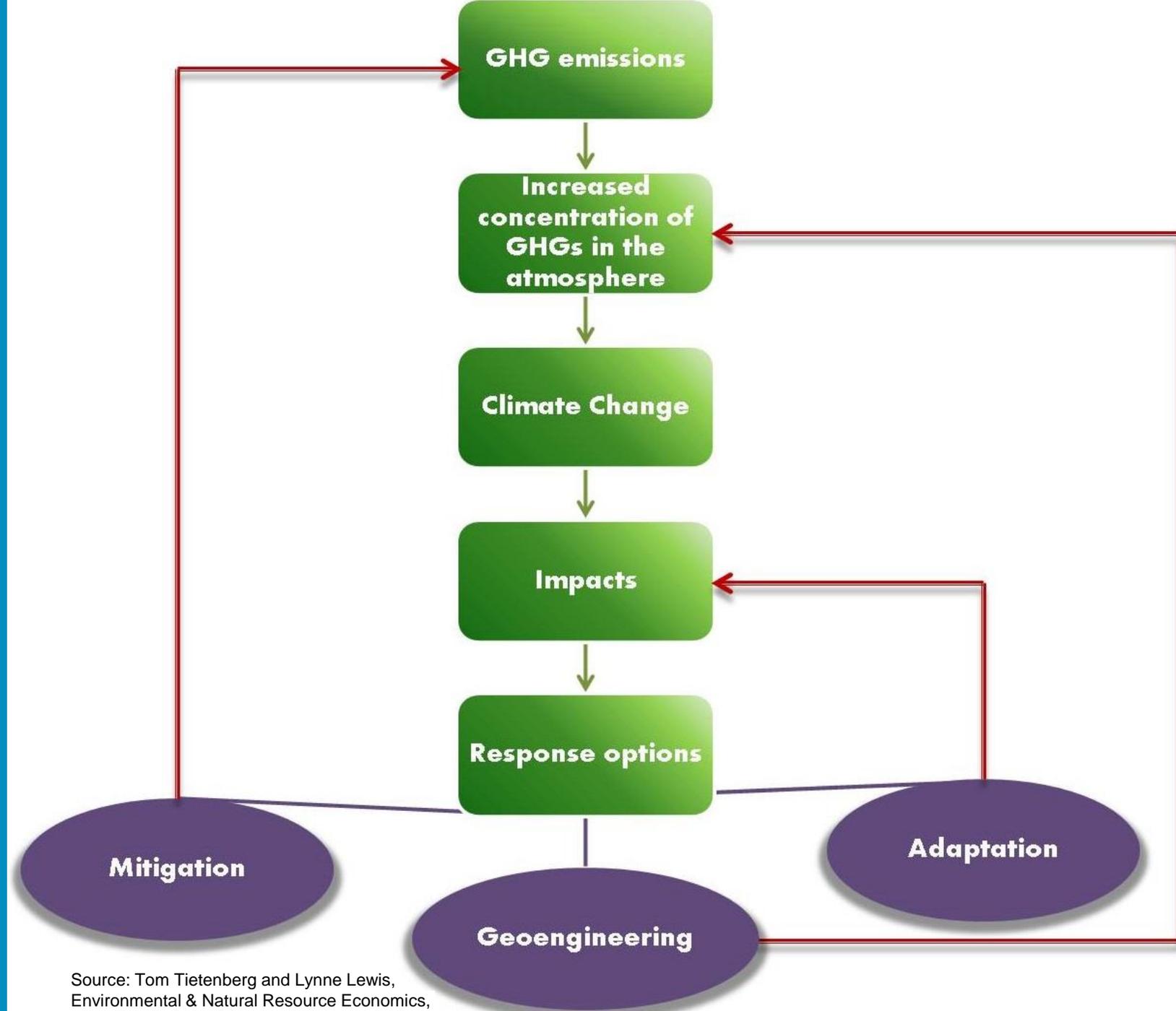
US Greenhouse Gas Emissions, 2017 *US EPA*



- Urban areas tend to have higher emissions from electricity and heating
- Efficiency and renewable energy is driving emissions down
- Transportation emissions continue to increase

Co-Benefits of Mitigation & Adaptation

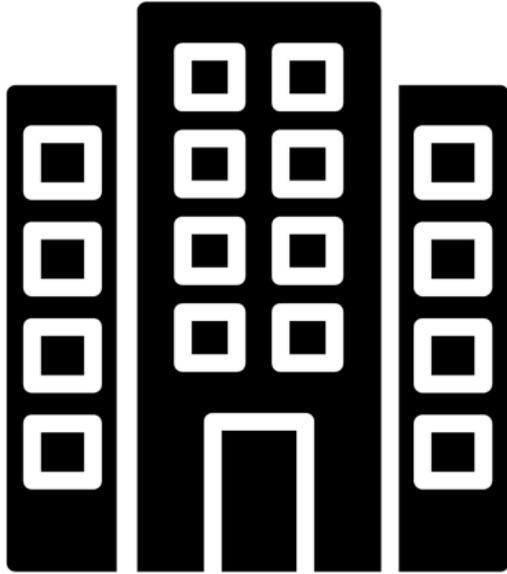
Mitigation and Adaptation can be addressed with similar strategies



Source: Tom Tietenberg and Lynne Lewis, Environmental & Natural Resource Economics, (Boston, [Mass.]: Pearson, 2015)



***Local Governments in the
Region are Active***

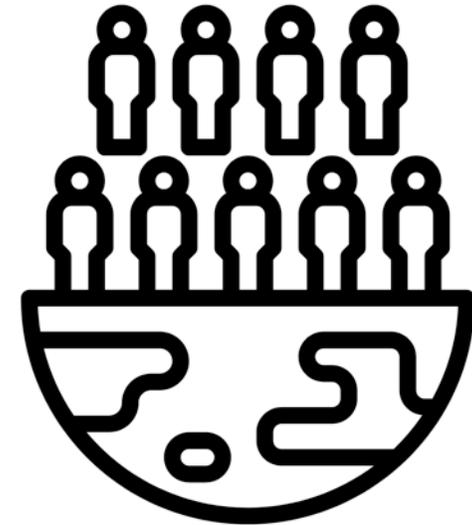


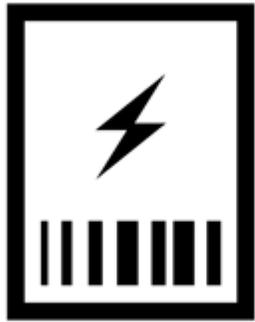
U.S. cities and counties are actively addressing climate change.

2,228 cities, towns, and counties

Population = 116M

Active in 1 or more climate initiatives





Commit to local climate action

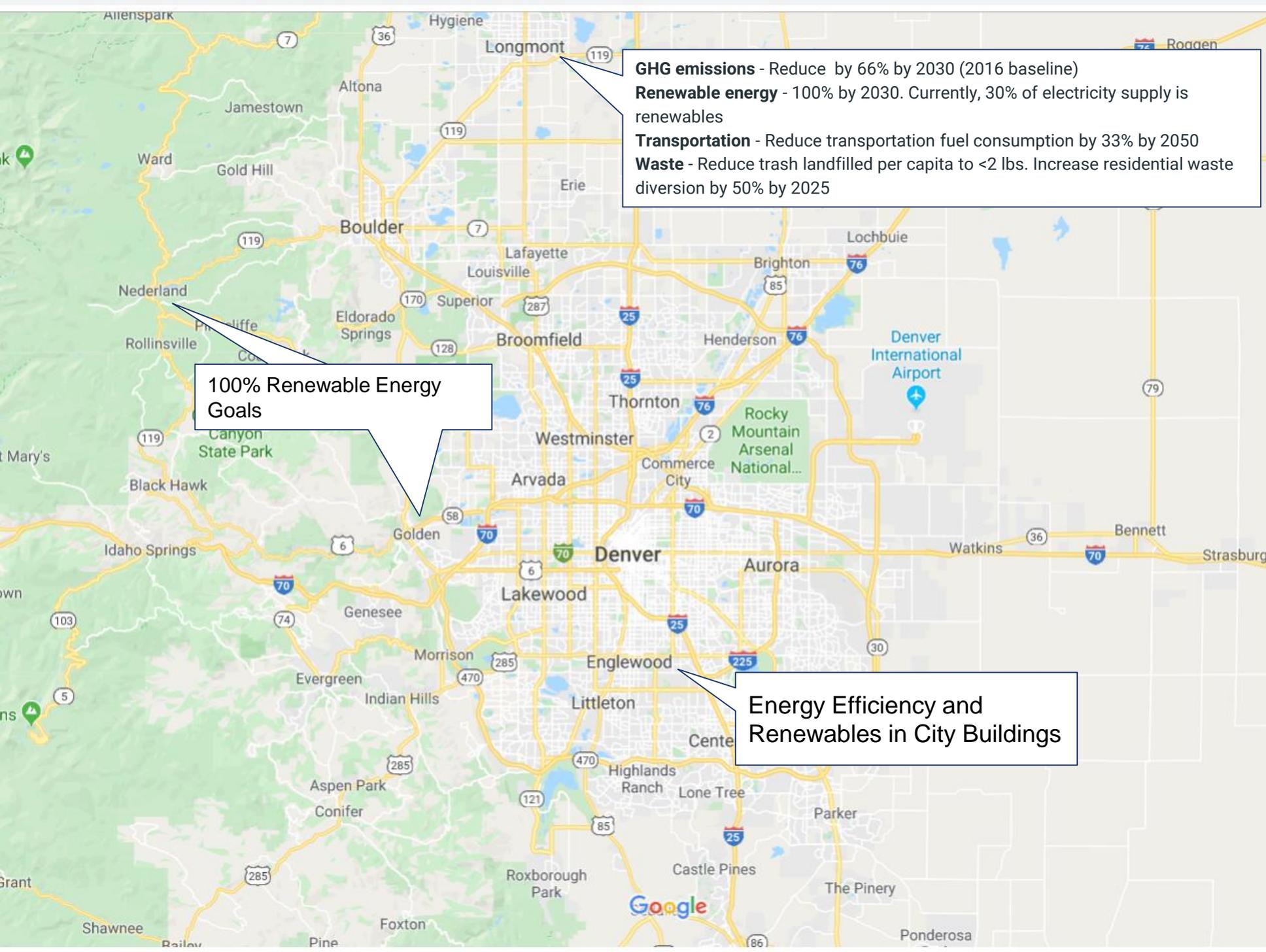
Measure local climate impacts

Develop goals / targets to reduce impacts and or address risks



Execute of strategies through implementation of policies and programs

Evaluate economic, environmental, and social benefits



GHG emissions - Reduce by 66% by 2030 (2016 baseline)
Renewable energy - 100% by 2030. Currently, 30% of electricity supply is renewables
Transportation - Reduce transportation fuel consumption by 33% by 2050
Waste - Reduce trash landfilled per capita to <2 lbs. Increase residential waste diversion by 50% by 2025

100% Renewable Energy Goals

Energy Efficiency and Renewables in City Buildings

Regional Opportunity

- Global Covenant of Mayors for Climate and Energy - call for applications
- Apply climate action within existing U.S. regional governance structures
- Four regions selected for technical support
 - Washington D.C.
 - Kansas City
 - Chicago
 - Denver



Regional Efforts Increasing

- Regional approach can best serve multi-purpose, multi-jurisdictional efforts
- Denver region is one of four US regions selected to receive technical assistance
 - Metro-DC conducting 3rd iteration of Regional Climate Planning
 - Chicago and Kansas City have made investments and commitments
- DRCOG is a natural venue to have this conversation for the Denver region
 - Timely, to match state level climate planning efforts



A regional approach is a natural evolution of the climate discussion

- Regional approach can go further, faster, and cheaper
- Match action to the scale of systems
 - Energy generation
 - Transportation
 - Waste
- Leverage resources and collective efforts
- Create economies of scale
- Resolve lack of human and financial resources for smaller municipalities
- Co-benefits to improve regional air quality and address social inequities



Regional Climate Action Plan

Aligning with Metro Vision

***Purpose: Develop a Regional Climate
Action Assessment and Commit to Action***

Steps:

Inventory of Regional GHG emissions from energy supply and demand, transport, waste, and land use change

Assess Regional Climate Risks: drought, fire, heat, extreme winter conditions, flood, and hail

Develop a Plan to reduce absolute regional GHG emissions and address regional climate vulnerability

Compile potential strategies for common approaches; with additional options for individual action



Regional Climate Action Plan

Aligning with Metro Vision

Similar to Metro Vision - Regional Action Would Not:

Be prescriptive to individual cities or counties

Limit actions of individual cities and counties

Regional Action Would:

Create stakeholder-driven common foundational efforts while maintaining options for individual action



Commitment Components

Complete GHG inventory every 2 years

Set an “ambitious” target to reduce GHG

Develop climate action plan

Assess and address climate risks



Next Steps



Key Project Milestones

Workshop #1 October 9, 10

Developing a Regional **Greenhouse Gas (GHG) Inventory**

Discussed Regional **Climate Risks and Assessed Regional Vulnerability**

Workshop #2 Planned for March 2020

Review Regional **Greenhouse Gas (GHG) Inventory**

Set Regionally Appropriate Target to Reduce **Greenhouse Gas (GHG) Inventory**

Initiate Regional **Climate Action Plan**

By September 2020

Finalize Regional **Climate Action Plan**



Thank you

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Informational Item	16

SUBJECT

Federal law requires metropolitan planning organizations to produce for public review an annual listing of projects that receive federal obligation.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The enclosed report lists all transportation projects in the Denver region that were obligated with federal funds in federal Fiscal Year 2019 (October 1, 2018 – September 30, 2019).

A net total of \$575.9 million was obligated in FY 2019 for 79 transportation projects.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. *FY 2019 Annual Listing of Federally Obligated Projects*

ADDITIONAL INFORMATION

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

ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Fiscal year 2019
Oct. 1, 2018 -
Sept. 30, 2019

Dec. 18, 2019

Purpose of this Report

The federal metropolitan transportation planning statute states:

"In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO(s) shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year."¹

The Federal Highway Administration defines obligation as the federal government's legal commitment (promise) to pay or reimburse states or other entities for the federal share of a project's eligible costs. Thus, an obligated project is one that has been approved by the federal government for reimbursement, though not necessarily reimbursed yet. Obligated projects were not necessarily initiated or completed during this year. The obligated project cost reflected in this report also may not equal final project cost.

This report responds to the directive set forth in statute. It lists all federally-funded transportation projects in the Denver region that were obligated in federal fiscal year 2019 (October 1, 2018 to September 30, 2019).

Background

The Denver Regional Council of Governments ([DRCOG](#)), an association of 59 local governments in the Denver metro area, promotes a regional perspective towards the metropolitan area's most pressing issues and addresses those issues through cooperative local government action. The DRCOG region includes Adams, Arapahoe, Boulder, Clear Creek, Douglas, Gilpin, Jefferson, and southwest Weld counties, plus the City and County of Denver and the City and County of Broomfield.

DRCOG is the Metropolitan Planning Organization ([MPO](#)) for Broomfield, Denver, Douglas, and Jefferson counties, and portions of Adams, Arapahoe, Boulder, and Weld counties. Federal transportation legislation requires, as a condition for spending federal highway or transit funds in urbanized areas, the designation of an MPO. The MPO has responsibility for planning, programming, and coordinating federal investments. The DRCOG MPO process creates a partnership among state, local government, and transit operators in providing transportation improvements.

DRCOG represents the perspectives of its local government members, while coordinating its planning efforts with the Colorado Department of Transportation ([CDOT](#)), the Regional Transportation District ([RTD](#)), the Regional Air Quality Council ([RAQC](#)), the Colorado Department of Public Health and Environment ([CDPHE](#)), the Federal Highway Administration ([FHWA](#)), and the Federal Transit Administration ([FTA](#)). DRCOG develops its positions by working with elected officials, staff from local governments and the above agencies, and the public through a committee system where the various issues are discussed, and recommendations are made. Current committees include the [Regional Transportation Committee](#) and the [Transportation Advisory Committee](#). Working groups are also created and appointed, as need dictates.

Regional Transportation Plan

DRCOG develops a minimum 20-year regional transportation plan ([RTP](#)), called the Metro Vision RTP. The Metro Vision RTP is an element of the region's Metro Vision plan. The Metro Vision RTP includes the needed transportation system and the fiscally-constrained RTP. The fiscally-constrained RTP, required by federal law, identifies the multimodal transportation system that can be achieved over a minimum 20-year planning horizon with the reasonably

¹ [23 U.S.C. 450.334 \(a\)](#)

available financial resources over that time. Federal law requires the fiscally-constrained plan to be updated at least every four years to validate air quality conformity.

Some types of projects (roadway capacity and rapid transit) must be included in the fiscally-constrained portion of an adopted conforming RTP, before they can be selected for Transportation Improvement Program funding.

Transportation Improvement Program

The Transportation Improvement Program ([TIP](#)) is the adopted list of public transit, roadway, bicycle, pedestrian, air quality projects, congestion management projects, and studies that will receive federal or state transportation funds in the near future. The TIP also includes the projects in the DRCOG area that are defined as regionally significant, regardless of funding type. The TIP implements the fiscally-constrained RTP.

The TIP covering FY2019 is the 2018-2021 TIP and was adopted on April 19, 2017. It has been amended regularly since adoption. Some of the projects in this obligation report are from other TIPs.

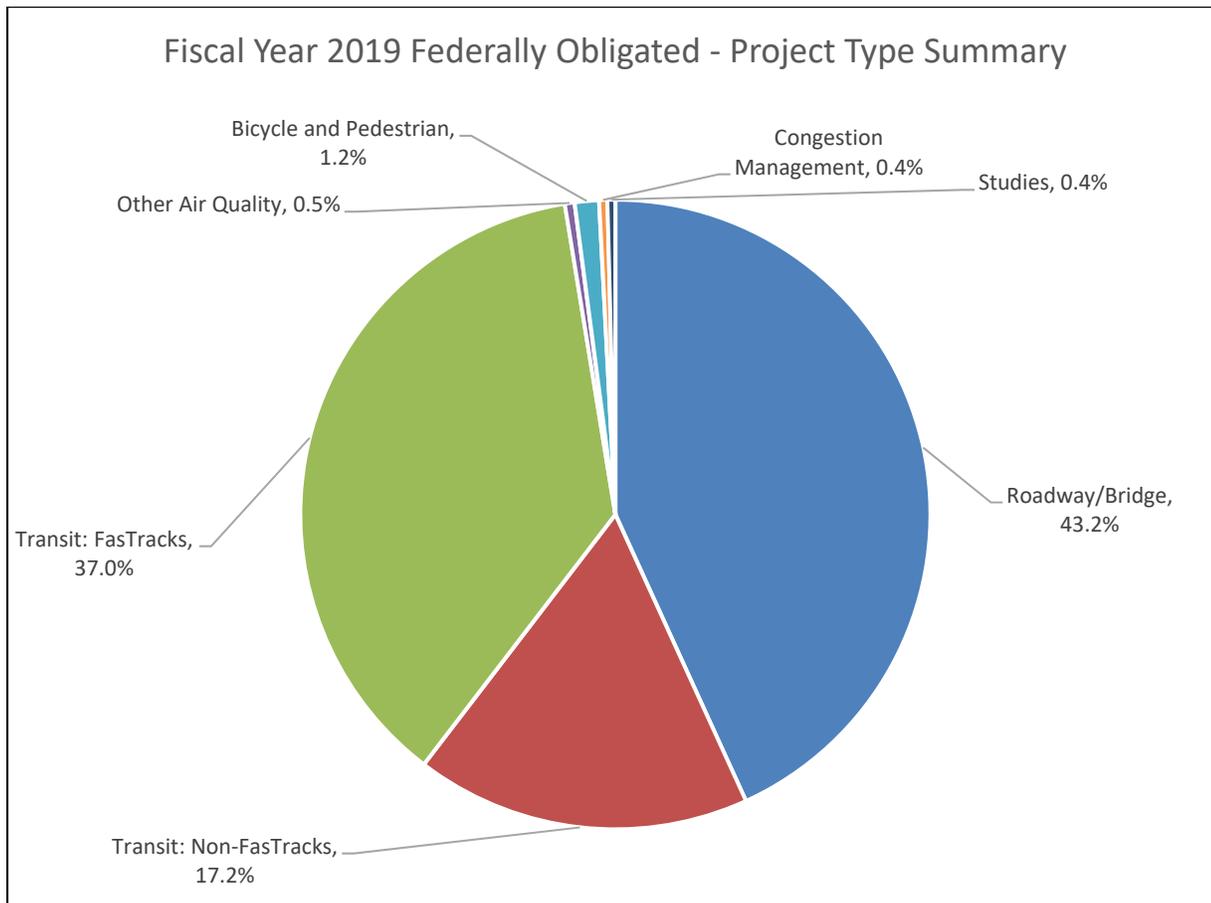
Public Involvement

DRCOG aims to proactively engage the public in the regional transportation planning process and embraces federal requirements that MPOs provide the public with complete information, timely public notice, full public access to key decisions, and early and continuing involvement in developing the RTP, TIP, and other products. DRCOG's public involvement strategies include presenting information and educating the public, continuously soliciting public input, helping information flow between the public and decision makers, and considering and responding to public concerns.

Summary of Projects

A net total of \$575.9 million was obligated in FY2019 on 79 transportation projects. Some statistics regarding the FY2019 obligations include:

- \$248.7 million (43.2%) for roadway/bridge projects, \$213.3 (37%) for RTD FasTracks projects, \$99.1 million (17.2%) for non-FasTracks transit projects, \$7.2 million (1.3%) for bicycle and pedestrian projects², \$2.9 million (.5%) for other air quality projects, \$2.4 million (.4%) for congestion management projects, and \$2.3 million (0.4%) for studies. The chart below illustrates these percentages:



Obligation Report

This report is organized by TIP project sponsor. Information shown about each project includes:

- TIP Sponsor lists the agency that is financially responsible for the TIP project
- Project Name
- TIP Identification (TIP ID) is a unique number given to each project selected for inclusion into a DRCOG TIP
- Funding Type identifies the federal program that funds the project

² Stand-alone bicycle and pedestrian projects only. Calculation does not include other projects with a bicycle/pedestrian element.

- Obligations is the sum of all the obligations that occurred for that particular TIP project in FY2019
- B/P indicates if bicycle/pedestrian infrastructure is part of the project
- Total Cost lists the total project cost in the TIP for the lifecycle of the project, regardless of the particular TIP cycle
- Federal Total lists the total amount of federal transportation funds awarded in the most recent TIP that the project was active (may or may not be the currently adopted 2020-2023 TIP)
- Total Federal Funds Remaining lists the programmed federal transportation funds in the current 2020-2023 TIP that are remaining for the project.

With federal funding being the focus of this obligation report, obligations of local or state funds are not presented herein. Non-federal funding would be included within the Total Cost column as part of the total overall project cost. For the purposes of this report in FY2019, federal funding was distributed through the following TIP categories:

- ADA funds are for addressing curb ramp compliance on the state highway system, particularly arterial roadways. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Bridge funds are for the replacement, rehabilitation, and widening of any public bridge.
- Congestion Mitigation/Air Quality (CMAQ) can fund projects that reduce transportation-related emissions in non-attainment and maintenance areas for ozone, carbon monoxide, and small particulate matter.
- Freight funds improve the efficient movement of freight on the National Highway Freight Network (NHFN).
- The RAMP program accelerates funding for projects on the state highway system and transit projects. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Regional Priority Projects (RPP) typically fund construction, widening, and reconstruction on roadways on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- The Infrastructure for Rebuilding America (INFRA) discretionary grant program provides dedicated, discretionary funding for projects that address critical issues facing our nation's highways and bridges.
- Safety funds are typically used for projects that reduce the number and severity of crashes.
- Section 5307 funds capital, maintenance, operations, and planning assistance for mass transportation in urbanized areas.
- Section 5309 funds mass transit capital projects, regional rapid transit system construction, and studies to plan and implement the above.
- Section 5310 funds capital assistance grants to private nonprofit organizations to serve the transportation needs of elderly people and individuals with disabilities.
- Section 5311 funds capital and operating assistance grants for transit service in non-urbanized areas.
- Section 5339 funds replace, rehabilitate, and purchases buses and other transit vehicles as well as to construct bus-related facilities.
- STP-Metro is a flexible funding category typically used to fund roadway reconstruction, roadway operational improvements, roadway widening, new roadway, new interchanges, interchange reconstruction, bicycle/pedestrian improvements, and studies.
- Surface Treatment funds are used for repaving and resurfacing on the state highway system. It is a CDOT program, but the funds depicted in this report are from federal sources only.
- Transportation Alternative funds program such projects as bicycle/pedestrian projects, historic preservation projects, environmental mitigation projects, transportation museum projects, landscaping and beautification projects, and conversion of rails-to-trails projects. The projects must relate to surface transportation.

This report also contains deobligations, depicted with (). Deobligation occurs when the obligation is returned to the federal government. Deobligation can occur for several reasons, including:

- Bids come in at a lower amount than the obligation amount for a project. After the project bid is accepted, the remaining funds are returned and shown as a negative obligation.
- Advanced construction projects (where the sponsor first pays the cost and is reimbursed later) often result in a deobligation because first the project must be obligated and then deobligated when the sponsor agrees to

pay the costs of the project. The project is then finally obligated again when it is time for the federal government to reimburse the sponsor.

- A project phase is closed out, causing the remaining funds to be deobligated out of that phase. This must happen before the funds can be obligated into another phase for the same project³.
- After a project is complete and all bills are paid, any remaining obligation authority is returned to the federal government and is shown as a deobligation. Project closeouts can sometimes take place many years after the project was actually completed.

The table also identifies which projects contain elements improving pedestrian and/or bicycling infrastructure. In some cases, this is a pedestrian and bicycle-only project (reflected in the previous pie chart). In most circumstances, the pedestrian and bicycle components are part of a larger project. Since deobligations by definition are not current “investments,” their bicycle/pedestrian applicability is shown as not applicable (N/A).

Descriptions of the projects that are contained in this report can be found within the TIP documents, which are available at <https://drcog.org/programs/transportation-planning/transportation-improvement-program> or by using the searchable online database of transportation projects in the MPO area, [TRIPS](#). The table below is based on records obtained from CDOT and RTD, as DRCOG does not directly participate in the obligation process.

³ This report does not include the project phases.

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
Arapahoe County	I-25/Arapahoe Rd Interchange Reconstruction	2012-043	RAMP	\$21,539,060	No	\$76,200,000	\$0	\$0
Arapahoe County	Gun Club Rd and Quincy Ave Operational Improvements	2016-040	Congestion Mitigation / Air Quality	\$64,000	Yes	\$12,700,000	\$3,892,000	\$0
Aurora	Toll Gate Creek Trail: Chambers Rd to Montview Blvd	2016-016	Congestion Mitigation / Air Quality	\$1,977,199	Yes	\$7,105,000	\$5,683,000	\$0
Aurora	23rd Ave. Bike/Ped Path at Fitzsimons Station	2016-018	STP Metro	\$119,813	Yes	\$1,866,000	\$1,492,000	\$0
Bennett	Hwy 79 and Hwy 36 Grade Separation: EA and Design Study	2016-044	STP Metro	\$462,247	No	\$1,500,000	\$392,000	\$0
Boulder	30th St and Colorado Ave Bike/Ped Underpass	2016-035	Congestion Mitigation / Air Quality	\$576,874	Yes	\$16,050,000	\$3,950,000	\$3,950,000
Boulder	City of Boulder Quiet Zones	2016-068	STP Metro	\$65,362	Yes	\$1,791,000	\$1,056,000	\$0
Boulder	19th St. Multimodal Improvements	2016-084	Transportation Alternatives	\$22,028	Yes	\$890,000	\$0	\$0
Boulder County	Boulder County Bus-then-Bike Shelters	2016-054	Transportation Alternatives	\$144,659	No	\$310,000	\$158,000	\$0
Boulder County	Boulder County Quiet Zones	2016-069	STP Metro	\$70,789	Yes	\$2,499,000	\$1,389,000	\$0
Castle Rock	Meadows Pkwy Reconstruction: US-85 to Meadows Blvd	2016-027	STP Metro	\$1,333,000	Yes	\$1,667,000	\$1,333,000	\$0
CDOT	Safe Routes to School Pool	2007-144	Safety	\$275,944	Yes	\$6,283,000	\$0	\$0
CDOT	Enhanced Mobility for Elderly and Disabled (FTA 5310)	2012-107	FTA Section 5310	\$2,740,260	No	\$37,012,000	\$7,692,000	\$7,692,000
CDOT	Central 70	2016-003	Congestion Mitigation / Air Quality	\$5,194,100	No	\$1,198,217,000	\$25,000,000	\$25,000,000
CDOT	Transit Operating and Capital (FTA 5311)	2016-065	FTA Section 5311	\$1,421,000	No	\$1,367,000	\$0	\$0
CDOT Region 1	US-85: Cook Ranch Rd. to Meadows Pkwy. Widening	2001-154	Regional Priority Projects	\$212,303	No	\$131,803,000	\$6,955,000	\$6,955,000
CDOT Region 1	US-6: Wadsworth Blvd. Interchange Reconstruction	2005-072	Regional Priority Projects	\$1,387,329	No	\$37,000,000	\$0	\$0
CDOT Region 1	Region 1 Hazard Elimination Pool	2007-073	Safety	\$3,196,853	No	\$76,000,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 1	Region 1 Hot Spot Pool	2007-074	Safety	\$73,916	No	\$2,800,000	\$0	\$0
CDOT Region 1	Region 1 Traffic Signal Pool	2007-075	Safety	\$1,266,482	No	\$16,400,000	\$0	\$0
CDOT Region 1	Region 1 Bridge On-System Pool	2007-078	Bridge On-System	\$9,617,320	No	\$39,734,000	\$39,734,000	\$39,734,000
CDOT Region 1	Region 1 Bridge Off-System Pool	2007-079	Bridge Off-System	\$607,286	No	\$13,195,000	\$0	\$0
CDOT Region 1	Region 1 Surface Treatment Pool	2007-096	Surface Treatment	\$41,385,074	No	\$164,400,000	\$0	\$0
CDOT Region 1	I-70/Kipling: NEPA and Post NEPA Improvements	2012-062	Regional Priority Projects	\$1,341,889	Yes	\$3,100,000	\$0	\$0
CDOT Region 1	North I-25 Interim Managed Lanes: US-36 to 120th Ave.	2012-073	Safety	\$2,030,615	No	\$68,524,000	\$0	\$0
CDOT Region 1	US-6/19th St Intersection Grade Separation	2012-110	Regional Priority Projects	\$17,995,000	Yes	\$25,017,000	\$0	\$0
CDOT Region 1	Federal Blvd: 6th to Howard Widening	2012-111	Regional Priority Projects	\$14,049,768	Yes	\$29,203,000	\$0	\$0
CDOT Region 1	I-25: 120th Ave to SH-7 Managed Lanes	2016-055	Regional Priority Projects	\$39,751,791	No	\$116,677,000	\$0	\$0
CDOT Region 1	Region 1 RPP Pool	2016-057	Regional Priority Projects	\$2,922,110	No	\$72,190,000	\$0	\$0
CDOT Region 1	US-85 Corridor Improvements: I-76 to 124th Ave.	2016-078	Regional Priority Projects	\$8,758,457	No	\$17,437,000	\$0	\$0
CDOT Region 1	Region 1 ADA Projects	2018-001	ADA	\$128,961	Yes	\$44,972,000	\$0	\$0
CDOT Region 1	Region 1 Transportation Alternatives (TA) Pool	2018-002	Transportation Alternatives	\$115,836	Yes	\$6,903,000	\$1,841,000	\$1,841,000
CDOT Region 1	SB I-225: Yosemite to I-25 Restriping Pilot Project	2018-006	Regional Priority Projects	\$833,772	No	\$725,000	\$0	\$0
CDOT Region 1	I-25 Central PEL	2018-008	Regional Priority Projects and Freight	\$1,366,038	No	\$3,500,000	\$1,000,000	\$0
CDOT Region 1	C-470: Wadsworth to I-70	2018-010	RAMP	\$67,684	Yes	\$5,000,000	\$0	\$0
CDOT Region 1	I-25 Capacity Improvements: Castle Rock to El Paso County Line	2018-014	INFRA	\$65,000,000	No	\$329,550,000	\$8,000,000	\$8,000,000
CDOT Region 4	Region 4 Traffic Signal Pool	2007-091	Safety	\$1,159,600	No	\$260,000	\$0	\$0

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
CDOT Region 4	Region 4 Hazard Elimination Pool	2007-094	Safety	\$491,937	No	\$38,230,000	\$0	\$0
CDOT Region 4	Region 4 Surface Treatment Pool	2007-095	Surface Treatment	\$1,809,633	No	\$125,167,000	\$0	\$0
CDOT Region 4	Region 4 Bridge Off-System Pool	2008-028	Bridge Off-System	\$111,928	No	\$166,000	\$0	\$0
CDOT Region 4	Region 4 Non-Regionally Significant RPP Pool	2012-121	Regional Priority Projects	\$962,962	Yes	\$15,839,000	\$0	\$0
CDOT Region 1	SH- 95: 52nd Ave to 56th Ave Operational Improvements	2007-123	Safety	\$2,362,434	Yes	\$900,000	\$0	\$0
CDOT Region 1	US-36: Wetland Mitigation	2008-117	Regional Priority Projects	\$677,505	No	\$2,950,000	\$0	\$0
Centennial	Smoky Hill Rd and Himalaya St Intersection Roadway Operational Improvements	2012-090	STP Metro	\$23,229	Yes	\$897,000	\$0	\$0
Centennial	Arapahoe Rd: I-25 to Parker Rd Next Steps Operations Study	2016-046	STP Metro	\$191,715	No	\$500,000	\$400,000	\$0
Denver	Confluence Bike/Ped Ramps Upgrade: South Platte Greenway	2012-003	Transportation Alternatives	\$751,160	Yes	\$3,457,000	\$2,765,000	\$0
Denver	Denver Traffic Signal System Upgrade: Citywide	2012-011	Congestion Mitigation / Air Quality	(\$3,978)	No	\$7,185,000	\$4,800,000	\$0
Denver	Peoria St/Smith Rd RR Grade Separation	2012-044	STP Metro	(\$783,364)	N/A	\$57,187,000	\$32,187,000	\$0
Denver	Broadway Station and I-25 Safety and Access Improvements	2016-021	STP Metro	\$18,653	Yes	\$71,657,000	\$17,365,000	\$17,365,000
Denver	Martin Luther King Jr. Blvd Extension: Havana St to Peoria St	2016-022	STP Metro	\$194,456	Yes	\$15,000,000	\$7,172,000	\$0
Denver	Quebec St Operational Improvements: 13th Ave to 26th Ave	2016-023	STP Metro	\$91,338	Yes	\$24,500,000	\$7,120,000	\$0
Denver	High Line Canal Trail Underpass at Hampden and Colorado	2016-038	Transportation Alternatives	\$10,000	Yes	\$5,400,000	\$1,250,000	\$0
Denver	South Platte Greenway Access Sidewalk Improvements: Iowa Ave RR Underpass and Santa Fe Dr	2016-077	Congestion Mitigation / Air Quality	\$83,404	Yes	\$3,400,000	\$685,000	\$0
DRCOG	Regional TDM Set-Aside: Partnerships and Non-Infrastructure Projects	1999-097	Congestion Mitigation / Air Quality	\$726,648	No	\$14,969,000	\$4,836,000	\$4,836,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
DRCOG	Station Area Master Plan/Urban Center Studies Pool	2007-089	Congestion Mitigation / Air Quality	\$200,000	No	\$3,200,000	\$1,810,000	\$0
DRCOG	Regional TDM Program: Way to Go	2012-064	Congestion Mitigation / Air Quality	\$1,572,582	No	\$16,770,000	\$8,800,000	\$8,800,000
DRCOG	Regional Transportation Operations and Technology Set-Aside	2016-004	Congestion Mitigation / Air Quality	\$138,722	No	\$50,982,000	\$21,406,000	\$21,406,000
Englewood	Platte River Path: Dartmouth Bicycle and Pedestrian Bridge	2007-034	Transportation Alternatives	\$6,220	Yes	\$670,000	\$362,000	\$0
Federal Heights	US-287 (Federal)/92nd Ave Intersection Operations Improvements	2012-072	STP Metro	\$2,464,314	Yes	\$5,671,000	\$3,970,000	\$0
Jefferson County	Peaks to Plains Trail - SH-6 Tunnel 1 to Huntsman Gulch	2020-002	Transportation Alternatives	\$23,035	Yes	\$30,000,000	\$0	\$0
Longmont	SH-119: South of Hover Bike/Ped Underpass	2012-051	Congestion Mitigation / Air Quality	\$312,068	Yes	\$1,996,000	\$955,000	\$0
Longmont	Main St/US-287: Ken Pratt Blvd to 3rd Ave Reconstruction	2012-057	STP Metro	\$286,898	Yes	\$3,780,000	\$1,890,000	\$0
Longmont	Southwest Longmont Subarea Operations Study	2016-075	STP Metro	\$106,396	No	\$375,000	\$0	\$0
Louisville	Louisville-Lafayette Quiet Zones	2016-071	STP Metro	\$46,882	Yes	\$2,363,000	\$1,556,000	\$0
Mead	Mead School to School Trail Project	2016-053	Transportation Alternatives	\$35,052	Yes	\$500,000	\$400,000	\$0
Northglenn	North Metro Rail 112th Ave. Corridor Improvements	2012-079	STP Metro	\$96,369	Yes	\$1,059,000	\$0	\$0
Parker	Parker Rd Sidewalk Connection: Plaza Dr to Sulphur Gulch Trail	2016-036	Congestion Mitigation / Air Quality	\$484,766	Yes	\$730,000	\$504,000	\$0
R A Q C	Air Quality Improvements Set-Aside	2016-002	Congestion Mitigation / Air Quality	\$2,772,548	No	\$16,530,000	\$6,600,000	\$6,600,000
R A Q C	Ozone State Implementation Plan (SIP) Modeling Study	2016-058	STP Metro	\$82,974	No	\$1,500,000	\$475,000	\$475,000
R T D	RTD Preventive Maintenance: Transit Vehicle Overhaul and Maintenance	1997-084	FTA Section 5307	\$65,726,515	No	\$383,900,000	\$271,400,000	\$271,400,000

TIP Sponsor	Project Name	TIP ID	Funding Type	Obligations	B/P	Total Cost	Fed. Total	Fed. Funds Remaining
R T D	State of Good Repair	1999-052	FTA Section 5337 State of Good Repair	\$16,306,232	No	\$90,530,000	\$72,400,000	\$72,400,000
R T D	FasTracks Eagle P-3 Corridors (Gold and East Line)	2008-111	FTA Section 5309 New Start	\$213,262,585	Yes	\$1,965,558,000	\$0	\$0
R T D	North Metro Rail Stock Show Station Bicycle/Pedestrian Trails	2012-082	Congestion Mitigation / Air Quality	\$1,639,200	Yes	\$2,049,000	\$1,639,000	\$0
R T D	RTD Capital Improvements: Bus and Facilities Funding	2012-108	FTA Section 5339	\$5,155,572	No	\$31,280,000	\$25,025,000	\$25,025,000
R T D	RTD Bus Purchases	2016-063	FTA Section 5339	\$7,587,000	No	\$17,321,000	\$9,099,000	\$0
Superior	Superior Trail: McCaslin BRT to Davidson Mesa Underpass	2016-034	Congestion Mitigation / Air Quality	\$31,823	Yes	\$1,310,000	\$497,000	\$0
University of Colorado- Boulder	University of Colorado Boulder East Campus Pedestrian Bridge & Trail Connection	2016-007	Transportation Alternatives	\$242,910	Yes	\$513,000	\$0	\$0
University of Colorado- Boulder	19th Street Trail and Bridge: Boulder Creek Trail to CU Main Campus	2016-073	Congestion Mitigation / Air Quality	\$269,814	Yes	\$7,598,000	\$4,037,000	\$4,037,000
Westminster	Westminster Quiet Zones	2018-013	STP Metro	\$35,542	Yes	\$1,455,000	\$800,000	\$0
Grand Total of Obligations				\$575,880,098				



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303-455-1000

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
December 18, 2019	Informational Item	17

SUBJECT

This item concerns transmittal of the *Draft 2020 Policy Statement on Federal Legislative Issues*.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

N/A

SUMMARY

Each year, the Board adopts two policy statements on a range of specific state and federal legislative issues. These documents provide the DRCOG Board, staff and lobbyists with policy direction on legislative issues during the coming year.

The *Draft 2020 Policy Statement on Federal Legislative Issues* is provided to give Board members and their staff sufficient time to review its contents before the Board considers and acts on the document at its January 2020 meeting. If you have suggested changes to the draft, you are encouraged to contact staff prior to January 6, 2020. Action to approve the document will be requested at the January 15, 2020 Board meeting.

The only proposed changes are in the Aging section to clarify and update some of the language.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Draft 2020 Policy Statement on Federal Legislative Issues (with track changes)

ADDITIONAL INFORMATION

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

POLICY STATEMENT ON FEDERAL LEGISLATIVE ISSUES 2020

INTRODUCTION

This paper outlines the key federal policy issues of the Denver Regional Council of Governments. It identifies policy positions intended to inform the Colorado congressional delegation, Congress, federal and state executive branch officials, and others as they develop and implement national policy on these issues. This policy statement guides DRCOG's federal legislative positions and actions during the coming year.

DRCOG is a membership organization of more than 50 cities, towns and counties in the Denver metropolitan area. Under federal law, it serves as the Area Agency on Aging for eight counties to aid the 60-and-older population and the metropolitan planning organization (MPO) to coordinate transportation planning with air quality goals. Under state statutes, DRCOG is a regional planning commission, responsible for preparing a regional plan for the development of the metro area.

REGIONAL PLANNING

Comprehensive planning and land use. Although comprehensive planning and land use are primarily matters for local determination and regional coordination, the federal government can play a supportive role in encouraging local and regional efforts through funding, technical assistance and other incentives. DRCOG's Metro Vision plan represents a shared regional vision for creating sustainable, livable communities that allow people of all ages, incomes and abilities to succeed. Metro Vision further recognizes that the success of the region's visionary plan requires the coordinated efforts of local, state and federal governments; the business community; and other planning partners, including philanthropic and not-for-profit organizations.

Metro Vision guides DRCOG's work and establishes shared expectations with our region's many and various planning partners. The plan outlines broad outcomes, objectives and initiatives established by the DRCOG Board to make life better for the region's residents. Achieving Metro Vision goals requires coordinated investment in a wide range of planning and implementation activities that transcend traditional funding categories. **DRCOG supports those efforts that help the region achieve the shared outcomes described in Metro Vision and encourages federal entities to align their policies and investment decisions to advance regionally determined objectives where appropriate.**

DRCOG's Metro Vision plan emerged from a collaborative process that spanned more than four years. During this time, DRCOG's policy committees, member governments, partner agencies, regional stakeholders and the community at large worked together to create a shared vision for action for shaping the future of the Denver metro area. The plan's shared vision of the future is captured in five overarching themes and 14 inter-

related aspirational outcomes, which describe a future that DRCOG, local governments and partners will work toward together. **DRCOG may support or oppose legislative proposals that affect the ability of the region to achieve these outcomes and the associated performance measures and targets.**

Outcomes: Efficient and predictable development pattern

- The region is comprised of diverse, livable communities.
- Through a coordinated effort between DRCOG and local communities, new urban development occurs in an orderly and compact pattern within regionally designated areas.
- Connected urban centers and multimodal corridors accommodate a growing share of the region's housing and employment.

Outcomes: A connected multimodal region

- The regional transportation system is well-connected and serves all modes of travel.
- The transportation system is safe, reliable and well-maintained.

Outcomes: A safe and resilient built and natural environment

- The region has clean water and air, and lower greenhouse gas emissions.
- The region values, protects and connects people to its diverse natural resource areas, open space, parks and trails.
- The region's working agricultural lands and activities contribute to a strong regional food system.
- The risk and effects of natural and human-created hazards is reduced.

Outcomes: Healthy, inclusive and livable communities

- The built and natural environment supports healthy and active choices.
- The region's residents have expanded connections to health services.
- Diverse housing options meet the needs of residents of all ages, incomes and abilities.

Outcomes: A vibrant regional economy

- All residents have access to a range of transportation, employment, commerce, housing, educational, cultural and recreational opportunities.
- Investments in infrastructure and amenities allow people and businesses to thrive and prosper.

DRCOG further urges Congress to consider the following in support of local and regional planning:

- DRCOG supports improving the coordination of housing, community development, transportation, energy, and environmental policy in the United States; coordinating federal policies and investments to promote sustainable development; and encouraging comprehensive regional planning for livable communities.
- DRCOG supports federal policies and investments that help local governments and the private sector develop successful urban centers, including transit station areas.
- DRCOG supports federal funding, regulatory support and other incentives to bolster local and regional efforts to increase the supply of affordable housing, including housing suitable for fixed-income older adults. Additionally, DRCOG supports effective means to create and maintain supportive services for residents in affordable housing communities.
- DRCOG supports efforts to promote affordable housing options by:
 - Promoting policies and programs that support the creation and maintenance of an adequate supply of affordable rental and ownership options integrated with the community to meet the needs of people of all ages, incomes, and abilities. This should include expansion of the Low-Income Housing Tax Credit, a critical tool for supporting private investment in the production and preservation of affordable housing in the state of Colorado and throughout the country, and efforts to strengthen communities through investments in transportation, economic opportunities, education, health services and other amenities that promote opportunity.
 - Ensuring that renters and homeowners (including manufactured-home owners) have appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law, while balancing the rights of property owners.
 - Ensuring that policies, programs and other actions that affect land use and housing support the private and public sectors in providing a variety of housing sizes and types for people of all ages, incomes and abilities.
- Federal agencies and elected officials should respect and support local and regional plans and land use authority. This includes ensuring funding decisions and the siting of federal and other facilities are consistent with those plans and respect local and regional land use authority. Federal agencies and elected officials also should ensure maximum local and regional participation in those decisions.
- The federal government should protect open space, including natural habitats, by fully funding the land conservation, preservation and infrastructure improvement trust fund programs and providing new incentives for land conservation and outdoor recreation opportunities.

- Federal investments in local and regional data and information programs help DRCOG deliver improved information, tools and services for local and regional planning and decision-making. DRCOG supports continued funding for these programs and legislation that requires local, regional and state governments to proactively share digital data with the public.

OLDER ADULTS

Older Americans Act Reauthorization

DRCOG has been the designated Area Agency on Aging (AAA) for the metro area under the auspices of the federal Older Americans Act since 1973. In this capacity, DRCOG is responsible for planning and advocating for the needs of the region's older residents, as well as for providing a broad array of services and programs.

~~Although~~ Congress reauthorized the Older Americans Act in 2016, and the act ~~is~~ was set to expire in 2019. Although the Act was not reauthorized, it remains in effect through a Continuing Resolution passed by Congress. Reauthorization will be a top priority for 2020.

Since the last full reauthorization (2006), the challenges to communities, states and the nation presented by the aging of the population have continued to accelerate across the U.S. but particularly in Colorado. This critical national issue has continued to put pressure on services, especially the need for more tailored in-home and community-based services, the need for more focused prevention programs, the need for consumer advocacy in long-term care facilities, and increased support for family caregivers. These issues were not addressed in any substantive way in the 2016 reauthorization. The 2016 reauthorization also only partially addressed the funding imbalances in the existing Older Americans Act funding formula. The coming reauthorization offers a prime opportunity to modernize and reshape aging services in the U.S. and rebalance the allocation of Older Americans Act funds to the states. **Accordingly, DRCOG adopts the following principles for reauthorization of the Older Americans Act.**

Eliminate obsolete funding provisions in the Older Americans Act

DRCOG has expressed concerns that the current funding formula for the Older Americans Act is outdated and unfair, particularly to states with fast-growing older adult populations. The Older Americans Act funding formula generally allocates federal funds to states based on the proportion of older adults in each state. However, the full reauthorization in 2006 included a modified "hold harmless" provision to prevent slow-growing states from falling below their fiscal year 2006 funding levels. The 2006 formula also used population numbers from the 2000 Census, which quickly became outdated after the 2010 Census. Although the data was updated in the full reauthorization that passed in 2016, it will need to be updated again after the 2020 Census. This combination of obsolete data and the hold harmless provision caused Colorado to lose

more funding than any other state, during both the annual appropriations as well as in the sequestration cuts in 2012.

[DRCOG opposes the inclusion of the hold harmless provision when allocating Older Americans Act funds.](#)

The full reauthorization only included a small change to the funding formula in the direction of fairness. All nine members of the Colorado congressional delegation in a bipartisan manner have sent multiple communications to House and Senate leadership and the administration urging them to ensure the next reauthorization of the Older Americans Act treats all seniors fairly by eliminating the hold harmless provision. DRCOG appreciates the continued support of the Colorado delegation for this issue.

[Encourage meaningful coordination with other systems and programs](#)

The Administration on Aging should adopt rules and regulations incorporating the following specific concerns:

- Require states, area agencies on aging, Medicaid long-term care agencies and other relevant entities to continue efforts to better coordinate regional and statewide planning of services and programs for seniors.
- Coordinate all federal programs and planning processes that serve older adults, such as Older Americans Act, Medicaid, Fixing America's Surface Transportation (FAST) Act and Section 202 housing programs.
- Establish new policy and program guidelines to improve coordination and optimize all public and private benefits, services and resources aimed at promoting elder economic security.
- Remove institutional barriers to the coordination of elderly and disabled transportation services by providing the flexibility to allow trips for elderly and non-elderly disabled persons and for meal, medical and personal services to be served by the same provider using a combination of U.S. Department of Health and Human Services and U.S. Department of Transportation funding.
- Avoid shifting the cost burden from cash-strapped programs such as Medicaid to the Older Americans Act programs, simply to bail out those programs.
- Strengthen the collaboration between the area agencies on aging and federal, state and local governments with community-based organizations and national organizations that work with diverse older adults by providing resources, including funding research, programs and training to more effectively respond to changing demographics and target services to those most in need.

[Establish a federal services identification database for senior services](#)

To better provide coordinated services to seniors, DRCOG supports the creation of a federal database which will summarize all care that a patient is receiving regardless of

which federal agency is providing the care. Currently, DRCOG has no ability to understand the complete umbrella of services a patient is receiving because there is no way to access information about that patient outside of the information that DRCOG has. This data sharing will allow the Area Agency on Aging to better shape and provide services for aging adults.

Maximize flexibility in use of Older Americans Act funds

Most federal funding provided to state and local entities under the federal Older Americans Act is specifically earmarked to particular services. Although all of the Older Americans Act-funded services, such as meals and transportation, are critically important, the area agencies on aging, local governments and service providers are in the best position to assess the specific needs in the local areas. **Increased flexibility in the use of program funds would allow area agencies on aging to better meet the needs of older adults.**

- Simplify rules and regulations to allow better coordination of senior services thus enabling area agencies on aging and service providers to more efficiently and effectively use federal funds to address local priorities. This could include the consolidation of certain funding categories to improve administration of the affected programs. For example, the Title III C-1 congregate meal and Title III C-2 home-delivered meal programs could be merged.
- Create flexibility in state- and federally specified allotments of Older Americans Act funds allowing area agencies on aging to use regional priorities to determine funding distributions at the local level, consistent with the goals of the act.
- Set required local match at 10 percent and required state match at 5 percent across all programs of the Older Americans Act. Currently, required local and state funding match percentages vary widely. For example, state/local match for the National Family Caregiver Support Program is 25 percent, while the Nutrition and Supportive Services Programs require a 15 percent state/local match. In some cases, states can completely opt out of providing a state match, as with the National Family Caregiver Support Program.

Fund aging-related planning for local communities

The 2006 reauthorization established new requirements for area agencies on aging to broaden their planning efforts beyond service needs to include senior-friendly community planning to promote livable communities for all ages but did not include funds for this new mandate. **To ensure these requirements are met, Congress must appropriate funds for state, regional and local collaboration, planning, community capacity-building and technical assistance. This should include funds for conducting analyses of the strengths and needs of seniors in a given area.**

Increase federal funding for Older Americans Act programs

The funding provided through the Older Americans Act has proved critical in maintaining a quality standard of living for many of the nation's older adults. For years, however, Older Americans Act funding has not kept pace with inflation or the growing population of individuals eligible for services. Yet, demand by at-risk older adults in need of supportive services has risen and will continue to rise with the growth of the aging population. This long-term gap in funding translates to greater numbers of older adults and family caregivers with unmet needs and increasing pressures on state and local agencies, service providers and families. Meanwhile, waiting lists for Older Americans Act-funded services, such as Meals on Wheels, rides to medical appointments and in-home care, have burgeoned throughout the country.

Compounding these problems, financial pressures on other programs that provide services to seniors, such as Medicare and Medicaid, have led to reductions in the services provided by those programs, and a related increase in demands on Older Americans Act programs. At the same time, there are proposals for addressing the nation's long-term debt that actually would result in significant cuts in funding for these programs.

Funding cuts, such as those in the Budget Control Act of 2011 under sequestration, have had devastating consequences for vulnerable older adults in the metro area and across Colorado. Congress should fund the Older Americans Act adequately now and into the future in preparation for the aging of the baby boomers. **DRCOG specifically supports:**

- A balanced approach to addressing the nation's budget deficits and long-term debt.
- Any approach must protect those older adults in greatest social and economic need by fairly balancing increased revenues and targeted spending reductions and taking no actions that increase economic vulnerability or poverty.
- Significant annual increases in the overall funding for the Older Americans Act programs, which are necessary to catch up with the lag in historical funding. DRCOG supports the position of the National Association of Area Agencies on Aging, which is advocating total funding for Older Americans Act be increased to at least the inflation and population adjusted fiscal year 2010 levels to restore the service capacity of Older Americans Act programs, with special attention to Title III B Supportive Services, Title III E National Family Caregiver Support Program and Title VII State Long-Term Care Ombudsman program, as these programs have had no relief from the sequester.
- Future authorized appropriations at levels adequate to fund **all** identified needs but at least commensurate with the rates of growth in inflation and the economically **and socially** needy older population. **Congress also should change budget rules to allow credit for discretionary programs that save money in mandatory programs.**

- In general, priority for funding should be given to those Older Americans Act programs and services, ~~especially nutrition services~~ that:
 - emphasize assisting clients to live in their homes as long and as independently as possible
 - Support evidence-based health and wellness programs
 - Bridging the gap between community services and health care through programs that promote care transitions and care coordination and encourage community-based service delivery models, including broader experimentation with Accountable Health Communities to integrate social needs in the delivery of health services
 - Increases in the funding for family caregiver support services (including training, respite care, counseling, and information and assistance) and the continued distribution of these monies through area agencies on aging, which are important to address the growing needs of families who provide extensive care to their loved ones
 - Increases ~~in~~ funding for Long-Term Care Ombudsman programs, which are necessary to improve the ability to respond to complaints and safeguard residents' rights
 - ~~➤ Congress also should change budget rules to allow credit for discretionary programs that save money in mandatory programs.~~

Provide a path for private sector investment in Older Americans Act services

As part of the Older Americans Act reauthorization, as well as other federal programs like Medicare Advantage Plans, Congress should allow for and incentivize citizens and insurance companies to purchase private insurance benefits that would be coordinated with the AAAs across the country to provide low-cost senior services such as Meals on Wheels and trips to the doctor's office.

Long-term care facility quality of care

Older adults living in long-term care communities (i.e., nursing homes and assisted living) are some of the most vulnerable members of society. As the Long-Term Care Ombudsman for the region, DRCOG is an advocate for the rights of residents in long-term care communities and for improvement in the quality of care in such facilities. The quality of care provided by long-term care facilities is an ongoing concern to facility residents, their families, local governments and resident advocates. **DRCOG supports increases in consumer protections for older adults and their caregivers and, in particular, strengthening the role of the Long-Term Care Ombudsman as a resident/consumer advocate and reimbursement for long-term care communities structured to enhance the quality of care for residents. DRCOG believes the following issues require particular attention by Congress and federal agencies.**

- Federal regulations designed to ensure the quality of care in long-term care facilities are not fully enforced, largely due to inadequate staffing levels in state enforcement

agencies. There also are several actions that could be added to the regulations to improve enforcement. These include increased inspections and penalties on long-term care facilities failing to comply with regulations. DRCOG supports such improved enforcement of long-term care regulations and an increase in funding for enforcement actions.

- Most complaints investigated by DRCOG ombudsmen are traceable to staffing issues in the long-term care facilities. The inability to maintain adequate staffing is a critical concern that negatively impacts long-term care facility quality of service. DRCOG supports federal legislation, policies and programs to improve the quality of service in long-term care facilities, including setting minimum staffing levels and providing financial and technical assistance for the recruitment, training and retention of long-term care facility employees.
- Nursing home transparency is an ongoing issue in advocacy for the rights of residents. Occasionally legislation has been proposed to enhance families' access to information about the quality of care in nursing homes and improve the government's ability to ensure quality care and a better-trained staff in those facilities. DRCOG supports legislation that includes stronger disclosure of ownership and control of facilities, better oversight of quality of care indicators, improved consumer information, and an enhanced complaint and penalty process.

Fund the Elder Justice Act

This legislation provides critical protection for residents living in nursing homes and assisted living; provides needed resources and coordination to address the problem of elder abuse; and includes increased funding for the Long-Term Care Ombudsman program. The Elder Justice Act sets out a comprehensive approach to preventing and combating elder abuse, neglect, exploitation and self-neglect. **DRCOG supports full funding and implementation of the Elder Justice Act, consistent with the following principles:**

- Provide a stronger and more coordinated federal response to promote elder justice.
- Increase federal support to states and communities for elder justice activities.
- Provide funding and training support to adult protection programs.
- Improve consumer protection by requiring the reporting of crimes by nursing facilities or employees and communication of consumer rights information.
- Provide new funding to improve ombudsman capacity and training, and for training of health department surveyors investigating allegations of abuse.

Other health and community services

There are numerous other health and home care issues not covered under the Older Americans Act. In general, the following policies address concerns regarding consumer

protection, access to treatment and access to services that increase independence. DRCOG believes it is appropriate for federal legislation, regulations and policies to promote access to health care coverage and the integration of long-term care into a continuum of medical and non-medical services, including health promotion and disease prevention.

- **Enhancing health and security of older adults.** The Affordable Care Act contains several provisions regarding older adults and their ability to stay healthy and age in the community. These include provisions for aging and disability resource centers, prevention and wellness programs, care transitions and coordination, and efforts to rebalance the long-term care system relative to institutional and community care. The area agencies on aging are positioned to play a key role in implementing these provisions. **DRCOG urges Congress and federal agencies to recognize the full potential of the Aging Network and use area agencies on aging in implementing these Affordable Care Act provisions.**
- **Avoid institutional care.** Home- and community-based services are critical components in the continuum of care for the elderly and disabled and are more cost-efficient than services in institutions, particularly with regard to rural areas and for minority populations. Adequate reimbursements to providers are necessary to offset the costs of providing these important services. **DRCOG supports increased funding of home- and community-based care programs and higher Medicare and Medicaid reimbursements.**
- **Prescription medication.** Older adults typically require more medication than younger people. Even with the adoption of a prescription drug benefit under Medicare, the high cost of prescription medication will continue to be a financial hardship for many older adults and federal programs.
 - DRCOG supports increased prescription drug pricing transparency.
 - DRCOG supports revisions to the Medicare Part D prescription drug benefit to simplify the application process and coverage offered, as well as cap out-of-pocket costs and address the gaps in coverage to provide a more comprehensive prescription medication benefit for all beneficiaries.
 - DRCOG supports allowing the federal government to negotiate prescription drug prices for patients using Medicare, Medicaid and other federal programs to lower cost to these critical federal programs.
 - DRCOG also encourages the federal government to provide additional funding for area agencies on aging to provide public education, counseling and enrollment assistance for citizens about the Medicare drug program.
- **Patients' rights.** Enforceable federal protections in areas including access to care, quality assurance, patient information, grievances and appeals, the doctor-patient relationship and physician treatment decisions are necessary to ensure that quality health care and other services are available to all. **DRCOG supports legislation to protect consumers in managed care plans and other health coverage.**

- **Housing.** The ability to afford to live in a residence independently is a concern of older adults, especially those on fixed incomes. As the Denver metro area has grown and developed, the shortage of affordable housing has become an even more important concern. **DRCOG supports policies and programs designed to support older adults, especially those of low- and moderate-income, and persons with disabilities to live independently in the residence of their choice. This includes policies and programs to:**
 - Encourage the delivery of home- and community-based supportive services to assist older people and persons with disabilities in maintaining independence and actively engaging in their community.
 - Improve home design to promote independence and aging in place, including home modification and repair, appropriate design features in new and rehabilitated housing (through principles such as universal design, visitability, inclusive home design and energy efficiency), and the use of innovative home products.
 - Ensure that policies and funding for housing assistance and preservation programs continue to support residents who choose to remain in their homes as they age and that low- and moderate-income households have access to well-designed, safe, decent, affordable and accessible housing integrated throughout well-designed communities.
 - Promote financial security of housing assets to support the availability of affordable homeownership options, safeguard home equity and promote the innovative use of housing assets to maintain and improve the independence and quality of life of older people.

TRANSPORTATION

Transportation is an essential component of multidimensional efforts to advance economic development, industry growth and competitiveness; reduce the nation's dependency on fossil fuels; increase job access and mobility; and create communities having a high quality of life for people of all ages, incomes and abilities.

Funding

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January of 2008, called for interim investments of at least \$225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least \$200 billion per year at all levels of government to maintain and improve our highways and transit systems. The FAST Act did not

meaningfully increase transportation revenues nor provide anywhere near these levels of investment.

DRCOG supported the Fixing America's Surface Transportation (FAST) Act. However, while the FAST Act provided funding stability and delivery of long-term capital projects, the reauthorization falls short of needed investment in the nation's infrastructure and did not address a number of other important issues.

DRCOG supports the funding principles adopted by the National Surface Transportation Infrastructure Financing Commission, which includes developing a funding and financing framework that:

- Supports a goal of enhancing mobility and accessibility for users of the transportation system,
- Generates sufficient resources to meet national investment needs on a sustainable basis with the aim of closing the funding gap,
- Causes users and all beneficiaries to bear the full cost of using the transportation system to the greatest extent possible,
- Encourages efficient investment in the transportation system,
- Incorporates equity considerations, including but not limited to geography, equity across income groups, population growth, and revenue generation, and
- Synchronizes with other broad public policy objectives (and may include energy independence, environmental protection, and workforce housing).

As Congress and the U.S. Department of Transportation consider additional transportation issues and rulemaking for FAST Act and proposals for infrastructure investment that may come from the new administration, DRCOG will evaluate each for consistency with the following policies.

- DRCOG supports an energy-efficient, environmentally sustainable, multimodal transportation system that ensures America's economic competitiveness and supports livable communities for its residents.
- DRCOG supports providing additional transportation revenues to accomplish this vision.
- Any new or increased sources of funding should be distributed through **existing funding formulas** with the greatest possible share going directly to local areas to decide how it will be spent.
- Maintain transportation program's use of contract authority, allowing states to advance money for multiyear construction projects.
- While supporting a shift to national performance standards and goals, consideration must be given to equity issues (geographical/return on dollar).
- Continue and expand funding for transportation projects that improve air quality.
- If the 116th Congress brings back earmarking or modifies any discretionary programs, a number of safeguards should be included: ensure transparency of the

earmarking process; fully fund each phase of an earmarked project (no partial funding earmarks should be approved); do not reduce formula funds that would affect projects already in an approved Transportation Improvement Program.

- Provide full-year appropriations at the start of the federal fiscal year to the level of the authorization. Limit the use of short-term continuing resolutions and rescissions. These tactics reduce the flow of or cut into formula funds and negatively impact fiscal constraint, responsible planning, implementation of federal requirements and project continuity.

DRCOG supports both short- and long-term federal funding policies to provide additional investment in the nation's infrastructure.

Short-term

- Boost the federal gas tax (at minimum, to restore the purchasing power of the Highway Trust Fund) and other existing Highway Trust Fund revenue.
- Index the federal gas tax to inflation.
- Reduce federal obstacles to options available to states and localities such as tolling, congestion pricing and public-private partnerships.
- Further expand current federal credit programs.

Long-term

- Carbon tax or trading programs (if Congress implements such a program) should ensure transportation activities that reduce greenhouse gas emissions receive a proportionate share of any new revenue generated by such programs.
- Transition to a new, more direct user-based system such as a road usage charge. This includes:
 - An aggressive research, development and demonstration program to address issues such as privacy rights, program administration, costs, revenues, partnerships with states and localities, and interplay with national policy objectives such as reducing vehicle miles traveled and congestion,
 - A national public education program, and
 - A national pilot program.

Multimodal solutions

Addressing the nation's transportation challenges requires investment in a comprehensive, multifaceted approach. The nation will need to implement multimodal alternatives to provide congestion relief, improve air quality, reduce household transportation costs and increase independence for people unable to drive because of age, income or ability. DRCOG's Metro Vision plan includes targets for reducing vehicle miles traveled and greenhouse gas emissions per capita, traffic fatalities, traffic congestion and single-occupant vehicle mode share.

Transit is an essential part of the metropolitan transportation system. Implementation of the Denver region's transit system is a high priority for DRCOG. Unfortunately, cost increases and revenue decreases forced the Regional Transportation District and DRCOG to remove some corridors from the fiscally constrained 2040 Regional Transportation Plan. DRCOG recognizes the importance of making transit-supportive improvements to bus and rail corridors throughout the region. The metro area has made a significant commitment of local resources for the regional transit system.

DRCOG supports adding multimodal transportation capacity appropriate to meet national and regional objectives.

- Maintain and expand funding programs that allow states and planning regions to develop, fund and implement integrated transportation solutions should be maintained and expanded. In addition, transportation funding must allow flexibility to address the multimodal, energy and environmental needs of individual urban areas.
- Establish national performance objectives and measures for increasing access and mobility for people of all ages, incomes and abilities should be established in addition to those for traffic congestion.
- Permit flexibility to allow each state and region to decide how to best make investments to show progress toward national safety, mobility and accessibility goals.
- Expand the National Freight Strategic Plan to include all major modes of freight transport including rail, water and air to better enable informed decision-making about efficient, long-distance freight movement.

DRCOG urges Congress and the administration to take the following actions in support of transit in the Denver region:

- Continue the federal investment for transit and multimodal projects in the Denver region.
- Provide dedicated sources of revenue and increased funding for bus rapid transit and rail new starts programs.
- Continue to provide federal funding for the FasTracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained regional transportation plan).
- Clarify with regard to transit-oriented developments that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, transit-oriented development planning, land acquisition and a project or program that supports compact, mixed-use, mixed-income, bicycle/pedestrian friendly development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.

- Incorporate the Partnership for Sustainable Communities' livability principles into federal policy and investment decisions.
- Improve transportation services for older adults and individuals with disabilities by giving states added flexibility in utilizing their federal funds; enhancing the planning and coordination process; providing technical assistance; and promoting innovative community programs.
- Designate the "Rocky Mountain Corridor" (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the Interstate 70 corridor from Denver International Airport to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.

Metropolitan mobility

Metropolitan areas account for 85.7 percent of the U.S. population and more than 90 percent of employment, income, and production of goods and services (source: U.S. Conference of Mayors, Jan. 20, 2016). Growing congestion and reduced travel reliability, along with deteriorating infrastructure, threaten the ability of regions and the nation to compete globally. Metropolitan areas must play a stronger role in the nation's transportation programs, both in the authority to direct investment and demonstrate accountability for the system's performance. **DRCOG supports actions that minimize the barriers to the use of alternatives to the single-occupant vehicle and encourage changes to normal work patterns to avoid peak traffic conditions. DRCOG also supports efforts to provide incentives to employers, schools, rideshare agencies, and individuals to encourage alternative transportation use.**

DRCOG supports transportation legislation that addresses metropolitan mobility and accessibility issues, specifically with consideration for the following:

- Enable major metropolitan areas to establish and implement overarching plans for mobility and accessibility with focus on:
 - Increased accessibility, modal choices and seamless transfers.
 - Elimination of traffic chokepoints and reduction of severe traffic congestion.
 - Strategies that manage transportation demand, provide transit service and implement nonmotorized methods of travel.
 - Strategies for accommodating inter-regional movement of people and goods within and through the metropolitan areas.
 - Fostering livable communities for people of all ages, incomes and abilities.
 - Promoting the urban infrastructure necessary to support high-density development around transit.

- Performance metrics that extend beyond existing traffic congestion and motor vehicle emissions measures and consider vehicle miles traveled, reduction, economic development, environmental sustainability, global competitiveness, accessibility, etc.
- Fold Complete Streets policies into the metropolitan planning process so that transportation agencies routinely consider designing and operating the entire right of way to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children and people with disabilities.

Energy efficiency and environmental sustainability

Transportation plays a key role in achieving energy independence and addressing some of the nation's environmental concerns. In the United States today, more than 60 percent of every barrel of oil is used by the transportation sector, and transportation sources accounted for 26 percent of total U.S. greenhouse gas emissions in 2016 (source: U.S. Environmental Protection Agency website). The competitiveness of our economy, the health of our citizens and the strength of our national security depend on reducing our reliance on and consumption of fossil fuels. **DRCOG supports strategies to reduce fossil fuel use and greenhouse gas emissions by the transportation sector.**

- Expand investment in research and development for alternative fuels, new clean fuel technologies, more efficient vehicles and new ideas and technologies for transporting people and goods.
- Incentivize rapid conversion to more fuel-efficient and lower-emission vehicles or retrofits.
- Increase incentives for environmentally friendly replacement transportation fuels.
- Incentivize regions to more closely link land use and transportation infrastructure to reduce transportation energy consumption, increase nonvehicle transportation options and reduce vehicle miles traveled, through techniques including scenario planning and investments in projects that improve accessibility.
- Add public transit projects that enhance mobility, convenience and/or reliability to the exempt project list for Clean Air Act purposes; these types of improvements increase in importance in situations where conformity cannot be attained.

Project delivery and planning

The scope and complexity of transportation planning has increased significantly, including new performance-based planning requirements, rapidly changing vehicle technology, and changing job access and mobility needs. Efforts to streamline project planning and delivery are important but must be balanced against appropriate levels of regional and local coordination and environmental assessment.

DRCOG supports the following policies that promote efficiency, stability and reliability of funding, project delivery and planning:

- Allow metropolitan planning organizations to directly contract with subrecipients for non-infrastructure projects using federal funds.
- Continue to streamline project delivery and National Environmental Policy Act processes without compromising environmental or public participation values.
- Enhance and strengthen the cooperative, collaborative partnerships required under current legislation with all transportation planning partners.
- Support publication and dissemination of performance measurement results and analyses and widespread distribution of, and education about, the conditions of the transportation system.
- Increase the authority of metropolitan planning organizations to employ solutions at the regional level and provide regions and local governments the direct authority, flexibility, and funding to create a safe and efficient transportation system.
- Provide maximum flexibility so that comparatively minor changes to the planned or programmed highway and transit network do not require a full air quality conformity analysis at taxpayer expense.

DRCOG supports clarifying and enhancing the role of the metropolitan planning organization.

- The metropolitan planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas. In many cases, MPOs provide the only regional, multimodal transportation plans that link transportation to land use, growth and air quality. Through the MPO process, local governments, in cooperation and collaboration with state and local transit operators, determine the best mix of transportation investments to meet the long-term transportation needs of a metropolitan area. This important role must be strengthened to make metropolitan transportation planning successful.
- The FAST Act requires adequate regional financial forecasts be developed with the cooperation and collaboration of the state, MPO and public transit agency for use in preparing transportation plans. However, “collaboration, cooperation and consultation” are poorly defined in the context of developing such financial forecasts. States are given wide discretion in how and when those estimates of revenues are to be provided and allowing for various interpretations of the regulations. **DRCOG supports:**
 - Expanding regulations to require all three entities (DRCOG, the Regional Transportation District and the Colorado Department of Transportation) to agree upon procedures governing the projection of future revenue estimates.
 - Requiring all three agencies to agree upon distribution of estimated revenues.

- Establishing an external appeals process to the U.S. Department of Transportation if there is disagreement among the parties regarding estimate procedures and revenues.
- The FAST Act similarly requires cooperative project selection and prioritization for the TIP. **DRCOG supports:**
 - Expanding current regulations to require all three entities to agree upon procedures governing project selection and prioritization for transportation planning and there should be consequences for not following these procedures.
 - As part of the normal memorandum of agreement between an MPO, state Department of Transportation and local transit agency, requiring the three entities to cooperatively establish a process for addressing project cost overruns.
 - Requiring revenue suballocation to transportation management areas (MPOs representing populations greater than 200,000) to be based on the total population within the MPO boundary.
 - Establishing a population-based air quality severity formula for suballocating Congestion Mitigation and Air Quality funds within a state and requiring suballocation of Congestion Mitigation and Air Quality funds to non-attainment MPOs representing populations greater than 200,000 on the basis of the total populations within the MPO boundary.
 - DRCOG views transportation demand management principles and practices as increasingly important elements of the region's long-range transportation planning strategy.

ENVIRONMENT

Water conservation. Water is a particularly scarce resource in the Denver region and the western United States, and a key consideration in planning for future growth and development. Recognizing this fact, the DRCOG Board of Directors added a water conservation element to Metro Vision, the Denver region's long-range plan for growth. The element calls on the region to maximize the wise use of limited water resources through efficient land development and other strategies, and establishes a goal of reducing regional per capita water consumption. **DRCOG therefore supports federal policies and investments that contribute to local and regional water conservation efforts.**

Water quality. Local governments in the Denver region face increasingly complex water quality challenges in an environment unique to the arid West but without the resources to respond to them appropriately. Reauthorization of the Clean Water Act could provide local governments and regional water quality planning agencies the additional planning, financing and regulatory tools needed to address our growing water quality challenges. **As the legislative process proceeds in these areas, there are a number of issues of concern to DRCOG that Congress can address.**

Integrated planning. DRCOG supports an integrated approach to water quality, tying together the management of point sources, nonpoint sources and stormwater through the involvement of the various stakeholders.

Regional planning. The Clean Water Act recognizes the importance of planning to address the challenges associated with both point and nonpoint source pollution. The regional planning provided for in the act is even more critical, given the growing emphasis on watershed approaches. **Congress should maintain and strengthen the regional planning process as the key component of the watershed approach. The planning funds provided under section 604(b) need to be increased to assist responsible parties in meeting the expanding responsibilities that accompany implementation of a watershed planning and management approach.**

Infrastructure funding. Colorado and the nation are at a critical juncture regarding water and wastewater infrastructure. There are significant needs for new treatment plants and upgrades to existing plants. Local governments already shoulder a significant portion of water and wastewater capital investment. **Increased funding for infrastructure investment as well as the provision of greater flexibility of these funds will allow states and local governments to determine the best use, according to local prioritization of needs.**

Good Samaritan protection. Abandoned and inactive mines present a serious risk to the quality of nearby water supplies. Lack of adequate funding for reclamation and the potential liability for good Samaritans are serious obstacles that have prevented cleanup of many of these sites. **DRCOG supports federal funding for reclamation activities. DRCOG also supports legislation encouraging federal, state, tribal and local governments, as well as mining companies and nonprofit groups that have no prior ownership or responsibility for an abandoned mine, to clean up an abandoned or inactive mining site by granting them liability protections under several environmental statutes, including the Clean Water Act.**

Superfund. DRCOG is concerned that a number of Superfund issues have become serious problems in recent years while the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) has been awaiting reauthorization. **DRCOG urges Congress to address the following issues individually or as part of a comprehensive reauthorization.**

- **Liability protection.** Under current law and regulation, parties interested in cleaning up a Superfund site may decide not to pursue remediation efforts for fear of being held liable for preexisting problems. Lengthy cleanup delays have occurred in our region and elsewhere while parties litigate over responsibility. DRCOG supports federal funding for cleanup activities. **DRCOG supports legislation and regulations encouraging parties that have had no prior ownership or responsibility for a site to clean up the site by granting them liability protections under several environmental statutes, including the Superfund**

law. DRCOG also supports limiting liability when a party has complied with applicable environmental laws at the time of disposal to further the goal of timely and cost-effective cleanup of Superfund sites.

- **Community participation.** Local governments often face significant community and neighborhood concerns regarding contaminated sites. Public involvement in the assessment, planning and cleanup for such sites is an important aspect of efforts to bring these sites to a safe condition. **Provisions that assist local governments in establishing and funding formal mechanisms for citizens to participate in the cleanup and land-use decision-making process are appropriate and necessary.**
- **Funding for cleanup.** DRCOG is concerned that the federal government not reduce its commitment to assist with clean-up and redevelopment of these sites. **DRCOG supports the creation of new mechanisms to fund cleanup to the extent they are sufficient to make significant progress toward the act's goals. Allocation of cleanup costs among responsible parties should be according to the proportion of contamination caused by each.**
- **Health risk criteria.** The safety and health of populations exposed to pollution associated with Superfund sites is a primary concern related to potential redevelopment. Health risk-based criteria are necessary to guide these efforts. **These criteria must reflect the intended reuse of a site and the risks to special populations including children, the elderly and those already disproportionately exposed to pollution. Risk-based standards specific to Superfund clean-up are needed to promote redevelopment of contaminated sites while protecting human health and the environment.**

Brownfields. Redevelopment of brownfields is important for economic development and environmental and public health and safety in many areas within the Denver region. This is a specific issue related to CERCLA that is of particular significance and should be pursued separately, if inaction on the Superfund reauthorization continues. There are approximately 250 brownfields, former industrial and commercial sites, in both urban and rural areas throughout the Denver region. The redevelopment of brownfields is consistent with DRCOG's Metro Vision, which supports infill and redevelopment within the region. **DRCOG supports federal actions including increased funding to encourage the redevelopment of brownfields. DRCOG urges Congress to prioritize funding for projects that go beyond remediation and redevelopment of individual sites to focus on broader planning and economic development efforts, such as projects that incorporate brownfield remediation and redevelopment into larger infill development efforts.**

INTERGOVERNMENTAL RELATIONS

Intergovernmental cooperation. All levels of government – federal, state, local and regional – play an important role in providing critical services and implementing programs for the benefit of their residents. Legislative bodies and executive agencies at the federal and state levels should respect the roles and responsibilities of local governments and regional entities. DRCOG supports cooperation among federal, state, local and regional entities in developing and implementing new programs and improved approaches to service provision.

Federal/regional relations. The region is the nexus of local, state and federal issues and economic activities. DRCOG convenes parties of interest on intergovernmental issues, providing the necessary forum for their resolution, and facilitating a negotiated outcome. **DRCOG urges Congress, when new legislation is proposed and existing legislation is reauthorized, to identify and use regional agencies as critical partners in the implementation of such legislation, including the planning for and delivery of services.**

Regional service delivery. The federal government plays an important role in setting standards and priorities for the funding of public services and programs administered at the state, regional and local levels. **When making such funding and programmatic decisions, it is essential to consider the most appropriate level of government for delivery of such public services.**

State administration of federal programs can be problematic for local governments, as state agencies tend to be more removed from clients and less responsive to their needs. On the other hand, individual local governments may lack the resources to achieve the desired efficiencies and cost-effectiveness. Further, some programs, such as aging services, transportation, air quality and water quality, that address issues crossing local political boundaries, are most appropriately and effectively addressed at the regional level. Regional programs also often benefit from economies of scale. The collaborative partnerships of regional approaches can provide more cost-effective services and programs for users and clients. **DRCOG urges Congress to use existing regional service delivery systems.**

Principles for implementation. New programs or changes to existing programs must at least maintain the existing level of services and provide adequate administrative funds for implementation. Otherwise, there is a shift in responsibility without adequate funds for the services to be provided or programs administered. As such, it is important to treat the continuity of service delivery as a key principle guiding any actions to create new programs or revise existing programs. **A consultative process among the federal, state, local and regional agencies must be in place before any changes are made to services currently being delivered at local or regional levels.**