

**AGENDA**  
**BOARD OF DIRECTORS**  
**WEDNESDAY, FEBRUARY 20, 2019**  
**6:30 – 9:30 p.m.**  
**1001 17<sup>TH</sup> 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

**STRATEGIC INFORMATIONAL BRIEFING**

5. 6:35 Discussion of Regional Transportation Funding Options (Attachment A)
6. 7:05 Report of the Chair
  - Report on Regional Transportation Committee
  - Report on Performance and Engagement Committee
  - Report on Finance and Budget Committee
  - Presentation of Five-Year Service Awards to Herb Atchison, Westminster, and Lynn Baca, Brighton
7. 7:15 Report of the Executive Director
8. 7:20 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.
9. 7:40 Community Spotlight
  - Town of Castle Rock
  - Town of Parker

**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**

10. 8:00 Move to Approve Consent Agenda  
• Minutes of January 16, 2019  
(Attachment B)

### **ACTION ITEMS**

11. 8:05 Election of Officers  
(Attachment C) Nominating Committee Members  
**Pursuant to the *Articles of Association*, the election of officers occurs at the February meeting. The Nominating Committee report is attached. Nominations can be made from the floor provided the consent of the nominee is obtained in advance. If nominations are made from the floor, voting will be done by secret ballot.**
12. 8:15 Discussion of *Draft 2019 Policy Statement on Federal Legislative Issues*  
(Attachment D) Rich Mauro, Senior Policy and Legislative Analyst
13. 8:25 Discussion of FY 2019 Station Area Master Plan/Urban Center (STAMP/UC) Transportation Improvement Program (TIP) set-aside funding recommendation  
(Attachment E) Derrick Webb, Planner, Regional Planning & Development
14. 8:35 Modeling networks for air quality conformity associated with proposed 2018 amendments to the *2040 Metro Vision Regional Transportation Plan (2040 MVRTP)*  
(Attachment F) Jacob Riger, Long Range Transportation Planning Manager, Transportation Planning & Operations
15. 8:45 Discussion of amending the *FY 2018-FY 2019 Unified Planning Work Program (UPWP)*  
(Attachment G) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
16. 8:55 Discussion of State Legislative Issues  
A. Bills on Which Positions Have Previously Been Taken  
(Attachment H) Presentation by Rich Mauro, Senior Policy and Legislative Analyst  
Rich Mauro will respond to questions and provide current status, if requested. These bills require no additional action by the Board unless individual bills are pulled from the package for reconsideration of the Board-adopted position. **To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.**  
B. New Bills for Consideration and Action  
(Attachment I) Presentation by Rich Mauro, Senior Policy and Legislative Analyst (if necessary)  
Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. **Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.**

**ACTION ITEMS (cont.)**

17. 9:10 Discussion of TIP subregional share project submission presentations  
(Attachment J) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

**INFORMATIONAL BRIEFINGS**

18. 9:15 Briefing on RTD's Regional Bus Rapid Transit (BRT) Study  
(Attachment K) Matthew Helfant, Senior Transportation Planner, Transportation Planning & Operations
19. 9:25 Committee Reports  
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
- A. Report on State Transportation Advisory Committee – Elise Jones
  - B. Report from Metro Mayors Caucus – Herb Atchison
  - C. Report from Metro Area County Commissioners – Roger Partridge
  - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
  - E. Report from Regional Air Quality Council – Doug Rex
  - F. Report on E-470 Authority – Ron Rakowsky
  - G. Report on FasTracks – Bill Van Meter

**INFORMATIONAL ITEMS**

20. DRCOG Scorecard report for one strategic objective and two associated performance measures  
(Attachment L) Jerry Stigall, Director of Organizational Development
21. 2018-2021 Transportation Improvement Program Administrative Modifications  
(Attachment M) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
22. Relevant clippings and other communications of interest  
(Attachment N)  
Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

**ADMINISTRATIVE ITEMS**

23. Next Meeting – March 20, 2019
24. Other Matters by Members
25. 9:30 Adjourn

### **SPECIAL DATES TO NOTE**

DRCOG Awards Event

April 10, 2019

For additional information please contact Connie Garcia at 303-480-6701 or  
[cgarcia@drcog.org](mailto:cgarcia@drcog.org)

### **CALENDAR OF FUTURE MEETINGS**

#### **February 2019**

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

#### **March 2019**

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

#### **April 2019**

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

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



To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Strategic Briefing	5

**SUBJECT**

Briefing on regional transportation funding options.

**PROPOSED ACTION/RECOMMENDATIONS**

N/A

**ACTION BY OTHERS**

N/A

**SUMMARY**

Conversations exploring regional transportation funding options in the Denver region have intensified over the years as our region has struggled to adequately mitigate growing mobility concerns. Those discussions were largely put on hold as a variety of partners statewide worked to build consensus around a comprehensive statewide transportation funding effort, culminating in Proposition 110 on the November 2018 ballot.

With the defeat of Proposition 110, the Metro Mayors Caucus (MMC) at their annual retreat in January discussed the appetite and possible opportunities to take steps to address the growing need for transportation investments in the Denver region. MMC has identified, to date, three possible regional funding models each with their own pros and cons:

- Regional Transportation Authority (RTA) – formed under existing statute or after amendments to existing statute.
- Metro Transportation Collaborative (MTC) – formed through new legislation to set boundaries and governance.
- Empower Existing Body (EEB) – seek new taxing authority for an existing agency/body.

A representative for the MMC will share the conversations that occurred at the retreat and lead a discussion seeking feedback from DRCOG directors on the possibility of moving forward as a region to address mobility needs, discuss the purpose of this approach and next steps.

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

N/A

ATTACHMENTS
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1. Metro Mayors Caucus: Moving Forward on Transportation in 2019
2. Metro Mayors Caucus presentation

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

# Metro Mayors Caucus: Moving Forward on Mobility in 2019

## Background

The forty-member Metro Mayors Caucus has convened and engaged in transportation and mobility conversations for 25 years. Through our consensus process, our mayors have lent support to multiple rail lines, TREX, FasTracks, FASTER, numerous legislative attempts to identify meaningful transportation funding and, most recently, to Proposition 110. The Caucus has opposed recent attempts to fund statewide needs through Transportation Revenue Anticipation Notes (TRANS) without the concurrent identification and approval of a dedicated and sustainable revenue source. To do otherwise is fiscally irresponsible as it forces cuts in other statewide obligations including education, healthcare and critical system maintenance.

Since 2012, the Caucus has convened, reconvened and finally set aside conversations about a regional multi-modal funding. This important discussion was ultimately put on hold in order to convene partners to discuss a statewide approach to funding our state and local multi-modal needs. To this end, the Caucus convened MPACT64 — the acronym is derived from the first letters of Metro Mayors, Pro-15, Action 22, Club 20, and Transportation. These membership of the four regional organizations encompasses all of Colorado's 64 counties. This statewide discussion quickly grew to include others including CML, CCI, DRCOG, MACC, CASTA, COPIRG, Bicycle Colorado, LiveWell, SWEEP, DRCOG and leadership from other planning regions. The Caucus convened this conversation despite knowing that our region would be the donor in any statewide distribution formula because we agreed it was critically important to try to pass statewide solution before implementing a regional fix.

Some have questioned why MPACT64 decided that a sales tax increase was the best available solution. Primary among the reasons is the need for a revenue source that would generate a significant portion of the funding needed to address the massive backlog of state and local multi-modal investment. CDOT alone has a \$9B shortfall in the 10-year Development Plan. While a nearly \$1B per year shortfall of funding gives pause, it is critical to understand that approximately 80% of paved surfaces are maintained by cities and counties. The \$9B shortfall is CDOT's alone — it does not include local governments' tremendous unfunded mobility needs. Below we discuss the alternatives evaluated by MPACT64, why the sales tax was selected and how we plan to move forward following the defeat of the statewide sales tax proposed in 110.

## SOT, Fines & Fees

As recently as March of 2018, Colorado Concern advocated that instead of a sales tax increase, legislation be introduced that would propose a fee for electric vehicles, a two-year fee on new residents with cars, and a change to the Specific Ownership Tax (SOT) on older vehicles.<sup>1</sup> The SOT is a property tax, assessed based on value and age, that is collected by the state for class A vehicles and then distributed to counties and by each county when a vehicle is registered or renewed for all other classes of non-exempt vehicles.<sup>2</sup> The revenues from SOT are then distributed to property tax collecting local governments including counties, municipalities, school districts and special districts who can use the revenues as they see fit. Current law sets a maximum tax rate of \$3 for vehicles 10 years and older. Colorado Concern's proposal was similar to SB 17-303 sponsored by Senators John Cooke of Greeley and Tim Neville of Littleton that proposed raising that rate on 10+ year old vehicles Colorado and devoting the new revenues to new TRANS bond debt for state highway projects. The Caucus did not endorse Colorado Concern's SOT proposal due to a number of concerns, primary among which is that the proposed SOT increase would have generated

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<sup>1</sup> <https://www.bizjournals.com/denver/news/2018/03/05/senate-republicans-brush-aside-new-business-backed.html>

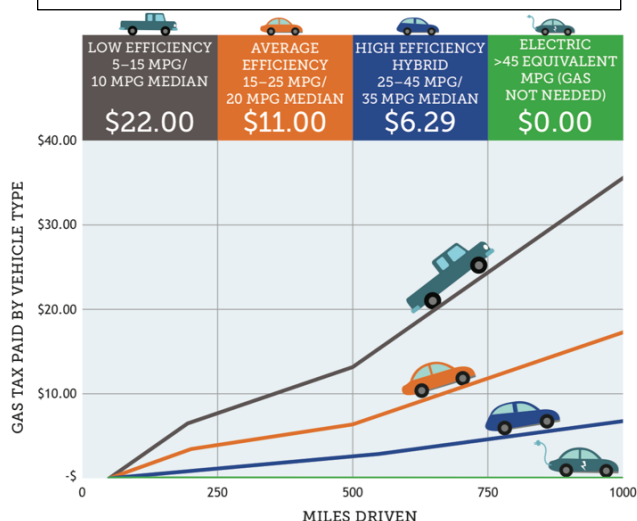
<sup>2</sup> [https://leg.colorado.gov/sites/default/files/ib\\_17-05\\_the\\_specific\\_ownership\\_tax\\_2017.pdf](https://leg.colorado.gov/sites/default/files/ib_17-05_the_specific_ownership_tax_2017.pdf)



## Metro Mayors Caucus: Moving Forward on Mobility in 2019

insufficient revenue for even CDOT's needs. The fiscal note for SB 17-303 projected that the increase, if approved by voters, would raise just \$87M in FY 2020/2021.<sup>3</sup> Given that the increase would require voter approval, it is important to note that vehicle registration fees, paid annually in conjunction with the SOT, are already considered particularly burdensome by voters. A December 2017 poll found that 21% of Colorado voters feel they are too high, compared to just 10% for sales tax. In the same poll, 58% of likely voters opposed raising the \$3 SOT on vehicles 9 years and older to raise \$200M for transportation.<sup>4</sup> MPACT64, in its multi-year discussion generally did not consider the SOT as a viable option or seriously explore any increase in fees. Fees were not seriously evaluated for a variety of reasons including: a divided legislature, citizen privacy concerns associated with mileage-based user fees, the conservative backlash to the fees implemented via SB 09-108 "FASTER,"<sup>5</sup> and, ongoing conservative opposition to fees as a perceived end-run on TABOR. However, in all discussions since 2012, a Road User Charge (RUC), alternatively known as Vehicle Miles Traveled (VMT) fee or Mileage Based User Fee "MBUF", was widely acknowledged by MPACT participants to be an optimal replacement for the gas tax despite voter apprehension about the privacy issues and technological obstacles.

**Figure 1: CDOT Fuel Tax Estimates 2017<sup>1</sup>**

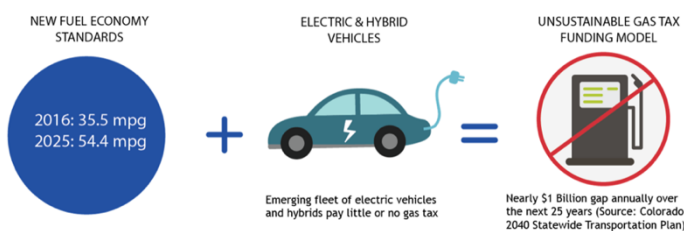


### Motor Fuels Taxes

Colorado's gas tax has remained static since 1991 at 22¢/gallon and the federal gas tax, unchanged since 1993, is just 18.4¢/gallon. An increase, or increase and indexing, of the motor fuels taxes were evaluated by MPACT64 and rejected for several reasons. First, the gas tax is a declining revenue source due to fuel efficiency gains and conversion to alternative fuels and electric vehicles (Figures 1 and 2).

Second, to even partially address CDOT's funding backlog would require a doubling of the current state gas tax and voter opposition to any gas tax increase is extremely high. In 2017, Colorado highway fuel taxes generated \$630M. Each 1¢ increase in the gas tax produces approximately \$28.6M, but the revenues will continue to decline with efficiency gains and fleet

**Figure 2: CDOT Gas Tax Is Unsustainable**



<sup>3</sup> [https://leg.colorado.gov/sites/default/files/documents/2017A/bills/fn/2017a\\_sb303\\_f1.pdf](https://leg.colorado.gov/sites/default/files/documents/2017A/bills/fn/2017a_sb303_f1.pdf)

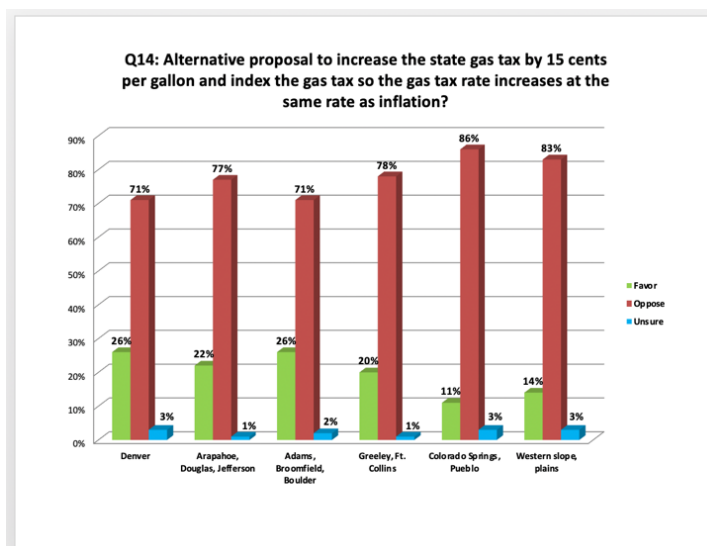
<sup>4</sup> Coloradans for Colorado polling conducted December 13-18, 2017.

<sup>5</sup> <https://www.codot.gov/programs/high-performance-transportation-enterprise-hpte/about-us/documents/sb-09-108-with-signatures/view>

## Metro Mayors Caucus: Moving Forward on Mobility in 2019

conversion. In 2014, to provide a minimum return to CDOT of \$300M per year in new revenues would have required a 15¢ gas tax increase and indexing. However, March 2014 polling (Figure 3) showed that more than 70% of voters opposed an indexed 15¢ gas tax increase.<sup>6</sup> A 2013 poll showed a similar level of opposition to a much smaller increase of just 5¢, with support at just 33% statewide.<sup>7</sup> According to Legislative Council's Initiative 153 (Proposition 110) analysis, a .62% sales tax would raise \$767M in year 1 and grow over time (Figure 4). A gas tax increase of 27¢ would be required to raise an equivalent first year amount, but the gas tax would have diminishing returns.

**Figure 3: 2014 Colorado Transportation Poll**



Finally, both the revenue allocation and mode-split for gas tax penalize the metro area as the population center of the state. The Colorado Constitution requires that all vehicle registration fees, fines and motor fuel taxes be used for the construction, maintenance, and supervision of public highways, yet mobility solutions in the urbanized areas of the state require multi-modal approaches. Colorado gas tax revenues are allocated via the Highway Users Tax Fund (HUTF) through a complex statutory formula that results in a distribution of 60% to CDOT, 22% to counties and 18% to municipalities. This split has led to the metro area, with its dense population and serious mobility challenges, contributing 60% but receiving just 38-42% of HUTF dollars.

### Sales Tax

Voter preference for the sales tax was also a deciding factor for MPACT64. Voters have consistently expressed a preference for the sales tax over all other revenue options in polling conducted over several years.

Furthermore, a sales tax would capitalize on the 80+ million visitors to Colorado each year and capture that value to reinvest in the transportation network serving residents and visitors alike. Municipalities ultimately supported a .62% sales tax increase because of its capacity to raise revenues to sufficiently address statewide needs and tailor local solutions (Figure 4 above). A highways-only solution via TRANS, SOT or a gas tax increase simply cannot address the congestion challenges and the multi-modal mobility needs of

**Figure 4: Legislative Council Analysis of 153/110**

Table 1. Tax Revenue Under Initiative #153		
Fund	FY 2018-19	FY 2019-20
State Highway Fund (45%)	\$164.7 million	\$345.0 million
Multimodal Transportation Options Fund (15%)	\$54.9 million	\$115.0 million
Local Transportation Priorities Fund (40%)	\$146.4 million	\$306.7 million
<b>TOTAL</b>	<b>\$366.0 million</b>	<b>\$766.7 million</b>

<sup>6</sup> March 2014 Colorado Transportation Coalition Poll <https://www.dropbox.com/s/tkiyeynxjg1si35/CTC%20Presentation%2003-26-14.pptx?dl=0>

<sup>7</sup> July 2013 Colorado Transportation Poll <https://www.dropbox.com/s/0e8q0cem1tqfuqj/ColoradoTransportationIssuesPollingPresentation7-10-2013Rural.pptx?dl=0>

## Metro Mayors Caucus: Moving Forward on Mobility in 2019

our region, the 360,000 Coloradans 16+ that don't have driver's license, or the 1.5M seniors projected to live in Colorado by 2040.

### Moving Forward Together

With November 2018 failure of the .62% statewide sales tax increase in 110 and fiscally irresponsible TRANS proposal in 109, the Metro Mayors Caucus encourages the new administration to evaluate all options capable of generating sufficient new revenues to address the state's \$1B per year funding shortfall, including: Road User Charges, fees for alternative fuels vehicles and self-driving/autonomous vehicles, and dedication of new online sales tax revenues to mobility needs. We would also be very supportive of and an active participant in a statewide education campaign designed to help voters understand how we fund critical transportation investments and why current revenues are not sufficient to preserve the current system, much less make the critical investments to necessary maintain our quality of life and economic viability. The Caucus is committed to working with the new administration and legislature on efforts to address statewide need – even if only a partial solution can be found.

It is also important to underscore that the needs in the Denver region are incredibly urgent and as elected officials, we can no longer set aside our discussion of a regional solution. More than 55% of the state's population lives in metro Denver and every trip begins and ends on a local road or sidewalk. We are reliant on multi-modal solutions that are critically underfunded and upon RTD whose structural constraints limit our options for transit expansion. A regional multi-modal funding solution is critical to sustaining our region's livability and economy and could complement a statewide solution. A regional sales tax would not need to be as significant as a statewide ask. A half-cent sales tax in the seven metro counties could produce \$364.8M/YR 1. This YR1 amount is more than metro Denver would have received from CDOT investment, multi-modal fair share and local distributions combined had voters authorized a statewide .62% increase. Rather than competing, MMC believes that a regional funding strategy could complement a statewide funding proposal and allow the region to more rapidly address our significant mobility needs.



## Where We Started...


- 2012 Hunt & Pilgrim convene regional funding dialogue
  - MMC, MACC & stakeholders
  - Goal: identify regional funding strategy
  - Resulted in MTD concept and straw man
- 2013 Agree to try for statewide funding 1<sup>st</sup>
  - MMC convenes MPACT64 to discuss statewide funding

## Why Statewide Funding First?

- State needs comprehensive, safe, and effective transportation system
- Metro region has tax base to address need – but few other regions do
- Metro has >50% of population so metro funding passage may jeopardize support for statewide ask

## Statewide Ask Defeated

### Proposition 110

<b>40.2%</b>	YES	900,845
<b>59.8%</b>	NO	1,337,889 

County	YES	NO
Adams	37.3%	<b>62.7%</b>
Arapahoe	42.2%	<b>57.8%</b>
Boulder	<b>57.3%</b>	42.7%
Broomfield	46.1%	<b>53.9%</b>
Denver	<b>58.0%</b>	42.0%
Douglas	36.8%	<b>63.2%</b>
Jefferson	43.1%	<b>56.9%</b>

<https://elections.denverpost.com/results/county-break-down/2Prop>

## January 2019 the Current Situation...

- Needs and shortfalls continue to grow
- County funding discussions spur fear of regional fracture
- State infrastructure funding – new options on table?

## Revisiting Regional Mobility Funding

- Accelerate regional and local mobility priorities
- Collaboration, not competition, with state
  - Reduces necessary size of any CDOT/Legislative solution
  - Model for other regions
  - Partner with CDOT, RTD and others

## Regional Funding Advantages

Metro Region — MTD Sales Tax Scenarios				
		REGIONAL SALES TAX ESTIMATE		PROP 110 ESTIMATE
	% Share	Year One	Year One	Year One
Sales Tax Rate		0.25%	0.5%	0.62%
Metro Sales Tax Revenue	100%	\$ 182,400,403.23	\$ 364,800,806.45	\$ 314,470,000.00
Growth Forecast		3.54%		

A metro only sales tax of .5% would produce more revenues than the region (combined city, county, metro CDOT, and fair share of multi-modal) would have received under Prop. 110 at .62%.

## Menu of Regional Models

- **RTA** — new Regional Transportation Authority formed under existing statute or after amendments to existing statute
- **MTC** — authorize Metro Transportation Collaborative through new legislation to set boundaries and governance
- **EEB** — Empower Existing Body to seek new taxing authority for existing agency/body

## RTA Pro & Cons

### ■ Pros

- Already in statute and well tested
- 7 RTAs operating in the state
- Pikes Peak RTA similar but smaller

### ■ Cons

- Statute designed for small collaborations
- IGA among up to 60 jurisdictions
- Holdouts would make corridor investments difficult
- Big Board with 1 Rep/Participant Cumbersome

## MTC Pro & Cons

### ■ Pros

- Governance can be refined in the legislation to meet our needs
- No need for 60 IGAs
- Contiguity and continuity ensured

### ■ Cons

- Requires legislative action
- New layer of government



## EEB Pro & Cons

### ■ Pros

- No new level of government
- No formation costs
- Experienced staff in place

### ■ Cons

- Political baggage?

## Mayors' Discussion

### Regional — What Do We Want?

- Path — new or existing
- Governance — size and composition
- Revenues — project types & modal splits
- Authority — pass through OR build & maintain
- Prioritization — project selection process

### State – What Can We Support?

- Autonomous vehicle fee
- Mileage based user/VMT fee
- Alternative fuels fee
- Dedicate online sales taxes to transportation

## Mayors' Retreat Discussion Results

### Regional — What Do We Want?

- Path — explore empowering **DRCOG**
- Governance —nimble and responsive AND representative

### State – What Can We Support?

- “All of the above” approach for significant & sustainable revenues
- Regional funding as complement – not replacement for new or existing state revenues

# ATTACH B

MINUTES  
BOARD OF DIRECTORS  
WEDNESDAY, JANUARY 16, 2019

Members/Alternates Present

Herb Atchison, Chair	City of Westminster
Eva Henry	Adams County
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Randy Wheelock	Clear Creek County
Nicholas Williams	City and County of Denver
Kevin Flynn	City and County of Denver
Roger Partridge	Douglas County
Bob Fifer	City of Arvada
Aaron Brockett	City of Boulder
Margo Ramsden	Town of Bow Mar
Lynn Baca	City of Brighton
Jason Gray (Alternate)	Castle Rock
Tammy Maurer	City of Centennial
Rick Teter	City of Commerce City
Steve Conklin	City of Edgewater
Bill Gippe	Town of Erie
Daniel Dick	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Jim Dale	City of Golden
Ron Rakowsky	City of Greenwood Village
Dana Gutwein	City of Lakewood
Karina Elrod	City of Littleton
Larry Strock	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Ashley Stolzmann	City of Louisville
Connie Sullivan	Town of Lyons
Paul Sutton	Town of Morrison
Julie Duran Mullica	City of Northglenn
Josh Rivero (Alternate)	Town of Parker
Sandie Hammerly	Town of Superior
Jessica Sandgren	City of Thornton
Bud Starker	City of Wheat Ridge
Adam Zarrin	Governor's Office
Bill Van Meter	Regional Transportation District

Others Present: Douglas W Rex, Executive Director, Connie Garcia, Executive Assistant, DRCOG; Brian Staley, Adams County; Bryan Weimer, Arapahoe County; Burt Knight, Arvada; Brad Boland, Castle Rock; Kathryn Wittman, Jackie Thomas, Dacono; Justin

Begley, Denver; Carolyn Scharf, Federal Heights; Kent Moorman, Thornton; Shoshana Lew, Tim Kirby, Danny Herrmann, CDOT; Jessica Fields, Toole Design; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell; Margaret Rakowsky, Citizen, and DRCOG staff.

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

Move to approve agenda

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

The Chair noted new members and alternates: Jeremy Fey, new member for Central City; George Marlin, new alternate for Clear Creek County; and Casey Tighe, new alternate for Jefferson County.

The Chair introduced Alice Jackson, the new president of Excel Energy. Ms. Jackson provided brief comments.

Report of the Chair

- Chair Atchison reported the Regional Transportation Committee met and concurred with the 2020-2023 TIP Regional Share project and waiting lists approved by the Board in November. The RTC discussed items on the Board's agenda and met the new Colorado Department of Transportation Executive Director, Shoshana Lew.
- Director Beacom noted the Performance and Engagement Committee did not meet.
- Director Stolzmann reported the Finance and Budget Committee met and approved contracting for vanpool services with RTD and software development with Routematch.
- Director Fifer was presented with an award for five years of service on the Board.

Report of the Executive Director

- Executive Director Rex reported there will be a February Board work session, regional transportation funding and Mobility Choice Blueprint will be topics of conversation. He also noted there will be a Performance and Engagement Committee meeting.
- The subregional call for projects has begun. Projects are to be provided to the subregions by February 27.
- Mr. Rex noted the DRCOG Awards celebration is scheduled for April 10. The deadline for submitting award nominations is Friday Feb 25.
- Winter Bike to Work Day is scheduled for Feb 8.
- DRCOG is hosting a city/county manager forum on Feb 21. This is an opportunity for the city/county managers to get together, and to learn about upcoming items of interest for the DRCOG Board.
- A kick-off meeting was held for the Planimetrics project.
- Mr. Rex noted that Jayla Sanchez-Warren is celebrating 30 years of service at DRCOG.

The Chair introduced Shoshana Lew, new CDOT executive director. Ms. Lew provided brief comments.

Public comment

No public comment was received.

Community Spotlight

Bud Starker, Mayor of Wheat Ridge, provided information on the city. Wheat Ridge was settled in the 1850s and became a home-rule city in 1969. He noted projects in process; including the widening of Wadsworth Blvd. and improvements along 38<sup>th</sup> Ave.

The towns of Castle Rock and Parker are slated to provide presentations at the February meeting.

Move to approve consent agenda

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

Items on the consent agenda included:

- Minutes of the December 19, 2018 meeting
- Designation of Location for Posting of Meetings

Discussion of amendments to the 2018-2021 Transportation Improvement Program (TIP)

Ron Papsdorf, Director of Transportation Planning & Operations, provided background information on the proposed amendments.

Director Flynn **moved** to adopt Resolution No. 1, 2019, approving amendments to the *2018-2021 Transportation Improvement Program*. The motion was **seconded** and **passed** unanimously.

Discussion of FY 2018 TIP project delays

Ron Papsdorf provided information on the first- and second-year project delays. It was noted three projects on the list have proceeded and are no longer delayed.

Director Flynn **moved** to recommend actions proposed by DRCOG staff regarding TIP project delays for fiscal year 2018. The motion was **seconded** and **passed** unanimously.

Discussion of DRCOG Active Transportation Plan

Emily Lindsey, DRCOG Transportation Planner, and Jessica Fields, Toole Design, provided background information on the proposed plan. The plan was developed after a lengthy engagement process with stakeholders and local governments.

Director Jones **moved** to approve the Active Transportation Plan. The motion was **seconded** and **passed** unanimously.

### Discussion of State Legislative Issues

Jennifer Cassell and Ed Bowditch, DRCOG's contract lobbyists, provided a brief overview of the current session. Rich Mauro, Senior Policy and Legislative Analyst, discussed the three bills sent to members on Monday. Staff's recommendation is to monitor the three bills.

Director Jones **moved** a position of monitor for HB-1043, SB-032, and SB-051. The motion was **seconded** and **passed** unanimously.

Three additional bills of interest to DRCOG were discussed:

HB 1085 – related to the property tax/rent/heat rebate program. This is similar to a bill supported by the Board last session. The bill increases the dollar amount of grants for the programs.

HB 1106 - related to protections for renters on payment of application fees. This bill is similar to a bill supported by the Board last session. The bill puts parameters on ethical practices for application fees.

HB 1087 – related to requiring local public bodies to post notice of meetings

### Presentation on Public Engagement Plan

Steve Erickson, Director of Communications & Marketing, introduced Lisa Houde, Public Engagement Specialist, to provide an overview of the Public Engagement Plan. Ms. Houde outlined the process for development and the schedule leading to adoption of the plan in Spring 2019.

### Committee Reports

**State Transportation Advisory Committee** – Director Jones reported the STAC has not met.

**Metro Mayors Caucus** – Director Atchison noted the Metro Mayors Caucus held their annual retreat, with the discussion focusing on transportation funding.

**Metro Area County Commissioners** – Director Partridge noted the Metro Area County Commissioners has not met.

**Advisory Committee on Aging** – Jayla Sanchez-Warren noted the Advisory Committee on Aging has not met since the December Board meeting.

**Regional Air Quality Council** – Doug Rex reported the RAQC has not met.

**E-470 Authority** – Director Rakowsky reported the E-470 Authority has not met in 2019.

**Report on FasTracks** – Director Van Meter reported RTD took no FasTracks-related action at their meeting.

### Next meeting – February 20, 2019

### Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 8:23 p.m.

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Herb Atchison, Chair  
Board of Directors  
Denver Regional Council of Governments

ATTEST:

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Douglas W. Rex, Executive Director



**ATTACH C**

To: Chair and Members of the Board of Directors

From: Members of the Nominating Committee

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Action	11

#### SUBJECT

This item is related to the Nominating Committee's recommendations for election of DRCOG Board officers for 2019.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the Board elect new officers for 2019.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The Nominating Committee – comprised of Elise Jones, Boulder County; Nicholas Williams, Denver; Roger Partridge, Douglas County; Steve Conklin, Edgewater; Ron Rakowsky, Greenwood Village; and Bob Roth, Aurora – considered all individuals who submitted their names to serve as Board officers. The committee wishes to thank those who expressed interest in serving. After discussion and consideration, the candidates proposed below are recommended by the Nominating Committee:

**Vice Chair – John Diak, Council Member, Parker**

**Secretary – Ashley Stolzmann, Council Member, Louisville**

**Treasurer – Kevin Flynn, Council Member, Denver**

**Bob Fifer** will serve as Chair and **Herb Atchison** will serve as Immediate Past Chair for the coming year.

Nominees have all been contacted and have indicated their willingness and enthusiasm to serve. In accordance with the *Articles of Association*, nominations may be made from the floor, provided the consent of the nominee is obtained in advance.

Election of Officers occurs at the February meeting of the Board of Directors.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to elect Board officers for 2019.

#### ATTACHMENTS

N/A

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director at 303-480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Connie Garcia, Executive Assistant at 303-480-6701 or [cgarcia@drcog.org](mailto:cgarcia@drcog.org).

**ATTACH D**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Action	12

#### SUBJECT

This item concerns approval of the *Draft 2019 Policy Statement on Federal Legislative Issues*.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approving the 2019 Policy Statement on Federal Legislative Issues.

#### 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.

Many of the staff proposed changes are editorial in nature to provide clarity or to make sure language is up-to-date. Proposed changes that are more substantive in nature, particularly in the Transportation section, are intended to better reflect current Board policies and program practices.

#### PREVIOUS DISCUSSIONS/ACTIONS

The draft document was provided for review and comment at the January 16, 2019 meeting. No comment was received from Board members.

#### PROPOSED MOTION

Move to approve the *2019 Policy Statement on Federal Legislative Issues*.

#### ATTACHMENTS

Draft 2019 Policy Statement on Federal Legislative Issues

#### 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@drcoq.org](mailto:drex@drcoq.org); or Rich Mauro, Senior Policy and Legislative Analyst, at (303) 480-6778 or [rmauro@drcoq.org](mailto:rmauro@drcoq.org).

## Denver Regional Council of Governments 2019 Policy Statement on Federal Legislative Issues

### 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, the act is set to expire in 2019. 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 of 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 fiscal year 2010 levels to restore the 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 identified needs but at least commensurate with the rates of growth in inflation and the economically needy older population.
- Priority for funding 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 models.
- 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 American's Act Services**

As part of the Older American's Act Reauthorization, as well as other federal programs like the Medicare Advantage Plans, Congress should allow for and incentivize citizens and insurance companies to purchase private insurance benefits that would be coordinated with the AAA's 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 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 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, 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 TIP.
- 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 **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(SOV) 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 RTD 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 must be permitted 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 RTP).
- Clarify with regard to transit-oriented developments (TOD) that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, TOD 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 I-70 corridor from DIA 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.

**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.**

**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 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 MPOs 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 MPOs 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 support 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. **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.**

## 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 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.

## Intergovernmental Relations

**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 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.**

**ATTACHE**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Action	13

#### SUBJECT

FY 2019 Station Area Master Plan/Urban Center (STAMP/UC) Transportation Improvement Program (TIP) set-aside funding recommendation.

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends funding eight (8) studies (Attachment 1) for the Station Area Master Plan/Urban Center TIP set-aside program for fiscal year 2019.

#### ACTION BY OTHERS

[October 16, 2018](#) – RTC recommended approval of eligibility and evaluation criteria

[January 28, 2019](#) – TAC recommended approval of the staff recommendation

[February 19, 2019](#) – RTC will act on a recommendation

#### SUMMARY

Station Area Master Plans and Urban Center studies create local visions and action strategies that ultimately assist in the implementation of Metro Vision. RTC and the DRCOG Board previously reviewed and approved eligibility criteria that identify four types of studies eligible for funding: Station Area Master Plan/Urban Center Studies (original); Next Steps Studies; Corridor-wide Plans; and Area Planning and Implementation Strategies.

Since 2007, this TIP set-aside program has funded 61 studies, and directed nearly \$8 million in federal funds to support communities as they plan for transit-, pedestrian- and bicycle-friendly centers and multi-modal corridors. The FY 2019 call for studies is the last funding opportunity under the STAMP/UC set-aside. In August 2017, the DRCOG Board approved the inclusion of a new set-aside program (Community Mobility Planning and Implementation) in the FY20-23 TIP.

The FY 2018-FY 2021 TIP established \$1.2 million in federal funds for the STAMP/UC set-aside program in fiscal years 2018 and 2019. In addition to this commitment, \$200,000 in previously awarded funds (FY 2016- FY 2017) were returned to DRCOG and “rolled-in” to the call for studies, bringing the total available to \$1.4 million. DRCOG staff worked with RTD and CDOT throughout 2018 to develop a new approach to contract administration for this set-aside. These conversations delayed the call for studies and will result in programming all studies into FY 2019. Delaying the call for studies did not change the amount of funding available or shorten the timeframe to expend the funds, once awarded.

Twelve applications were submitted for a total request of \$2,225,580 in federal funds. An external evaluation committee reviewed all applications and recommended funding eight studies (Attachment 1). In total, the committee recommendations will allocate all funding available under this set-aside (\$1.4 million federal). Each project sponsor will also provide matching funds.



The study evaluation committee included staff from CDOT, RTD, six local governments, a transportation management association (TMA) and the Urban Land Institute (ULI). DRCOG staff provided administrative support to the committee and served as the point of contact for applicants. DRCOG staff concurs with the recommendations of the evaluation committee.

In January, the Transportation Advisory Committee (TAC) recommended approval of the eight studies shown in Attachment 1. RTC will consider the FY19 STAMP/UC studies at their meeting on February 19. If the DRCOG Board approves the recommended studies, an administrative modification to the TIP will be needed to document the funding distribution.

#### PREVIOUS DISCUSSIONS/ACTIONS

[October 17, 2018](#) – DRCOG Board approved eligibility and evaluation criteria

#### PROPOSED MOTION

Move to approve funding eight (8) studies (Attachment 1) for the Station Area Master Plan/Urban Center TIP set-aside program for FY 2019.

#### ATTACHMENTS

1. Station Area Master Plan/Urban Center funding recommendations, including application summaries.
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](mailto:drex@drcog.org); or Derrick Webb, Planner, at (303) 480-6728 or [dwebb@drcog.org](mailto:dwebb@drcog.org).

# ATTACHMENT 1

## FY19 Station Area Master Plan/Urban Center Set-Aside Recommendations

Funding Recommendation Summary				
Sponsor	Study Area	Overall	Funding Request	Funding Recommendation
City of Aurora	Havana Street Corridor Study	Recommended	\$200,000	\$200,000
City of Boulder	55 <sup>th</sup> & Arapahoe Station Area Master Plan	Recommended	\$200,000	\$200,000
Commuting Solutions	SH 119 First Final Mile Study	Recommended	\$165,580	\$100,000
City and County of Denver	Far Northeast Denver Transportation Mobility Next Steps Study	Recommended	\$200,000	\$200,000
City of Englewood	2020 Englewood Light Rail Corridor and Urban Center Next Steps Study	Recommended	\$200,000	\$200,000
City of Lakewood	West Colfax Pedestrian Safety Project	Recommended	\$100,000	\$100,000
RTD	RTD Wayfinding Signage Design and Programming	Recommended	\$200,000	\$200,000
Transportation Solutions	Southeast Denver Station Area Mobility Hubs	Recommended	\$200,000	\$200,000
City of Aurora	North Aurora Gateway Urban Center Study	Not Recommended	\$200,000	-
City of Boulder	Downtown Boulder Transit Station Next Steps Study	Not Recommended	\$200,000	-
City and County of Denver	Denver Moves: Freight and Commercial Mobility Plan	Not Recommended	\$200,000	-
City and County of Denver	Urban Mobility Hubs Planning Study	Not Recommended	\$200,000	-

## ATTACHMENT 1

### Summaries of FY19 STAMP/UC Applications

**Project Sponsor:** City of Aurora

**Federal amount requested:** \$200,000

**Local match committed:** \$41,575

**Proposed Study:** Havana Street Corridor Study

**Type:** Corridor-wide Study

**Proposal Summary:** The study area includes Havana Street bounded by Montview Boulevard on the north, Dayton Street on the west, Dartmouth Avenue on the south and Moline Street on the east. This study area is an important six-mile long and one-mile wide multi-modal transportation corridor and includes the following important characteristics and needs: 1) critical to the fiscal and economic health of the city; 2) an important city corridor for place making identified by the Aurora Comprehensive Plan; 3) an important multimodal transportation corridor with regional significance; 4) a corridor with a high concentration of vulnerable populations; and 5) multimodal enhancement needs. The goal of this project is to conduct a comprehensive corridor-wide transportation, land use and visioning study in order to develop a corridor-wide vision consistent with the characteristics of the four place types identified in the Aurora Comprehensive plan; evaluate the corridor's multimodal transportation capacity and travel needs and identify potential improvements to maximize the corridor's ability to support all modes of travel; and develop a transportation network that includes recommended street cross-sections.

**Project recommendation committee finding:** Recommended for funding

**Amount Recommended:** \$200,000

**Sponsor:** City of Boulder

**Federal amount requested:** \$200,000

**Local match committed:** \$41,575

**Proposed Study:** 55th & Arapahoe Station Area Master Plan

**Type:** STAMP/UC original

**Proposal Summary:** The 55th & Arapahoe Station Area is located on the east side of the City of Boulder at the intersection of 55th Street and State Highway (SH) 7/Arapahoe Avenue (see Figure 1). The study area would include an area extent of approximately one-mile in each direction from the 55th & Arapahoe BRT Station. The 55th & Arapahoe Station Area Plan will be a community-driven plan to address land use and transportation needs of existing and future residents, existing businesses, the local and regional workforce, and the growing institutions along the corridor. It will position the 55th & Arapahoe area to continue its important economic vitality role, while becoming better connected, more transit-oriented, and ultimately walk and bike friendly. The plan will identify those strategies and coordinated public and private partnerships needed to transform what is currently a suburban area into a mixed use, transit-oriented, connected, and livable place.

**Project recommendation committee finding:** Recommended for funding

**Amount Recommended:** \$200,000

## ATTACHMENT 1

**Sponsor:** Commuting Solutions

**Federal amount requested:** \$165,580

**Local match committed:** \$34,420

**Proposed Study:** SH 119 First Final Mile Study

**Type:** Next Step

**Proposal:** This proposal focuses on State Highway 119 between Boulder and Longmont. The goal of the first and final mile study is to increase safety and accessibility to transit, for today, as well as for future BRT and future rail service. The final mile plan will identify the strategies, costs, funding opportunities, and a phased implementation plan as the SH 119 and BRT service is phased in over time. The study will also focus bike/pedestrian planning analysis on the specific stations that have been identified in the current RTD SH 119 study, as well as shared parking options adjacent to the Gunbarrel station. Both Boulder and Longmont are implementing connectivity work internally for the planned and existing transit stops within their communities, so the focus would be along the more rural/county portions of the corridor. Specifically, the study will focus on bike/pedestrian planning analysis at the Gunbarrel station. Existing conditions on the SH 119 corridor present significant barriers to the adjacent employment and residence centers, which will impact the success of future BRT in the corridor.

**Project recommendation committee finding:** Recommended for funding

**Amount Recommended:** \$100,000

**Sponsor:** City and County of Denver

**Federal amount requested:** \$200,000

**Local match committed:** \$41,575

**Proposed Study:** Far Northeast Denver Transportation Mobility Next Steps Study

**Type:** Area planning and implementation activities

**Proposal Summary:** This proposed study area encompasses the Far Northeast Denver area and includes the Montbello, Green Valley Ranch and DIA areas. The goal of the FAR Northeast Next Steps Study would be to advance findings from the previously completed plans in the area that include Aurora's Gateway Park East Station Area Plan (2008), DRCOG's Peoria Station Catalytic Project Report (2009) and 61st and Pena Station Area Plan (2014), all of which are found within or adjacent to the study area. The impact of the Next Steps Study would be to reference these station area efforts, then through the lens of the recently completed Far Northeast Denver Area Plan, begin to initiate concept development of certain key, high-impact projects which would begin to realize the vision set forth in the predecessor study efforts.

**Project recommendation committee finding:** Recommended for funding

**Amount Recommended:** \$200,000

## ATTACHMENT 1

**Sponsor:** City of Englewood

**Federal amount requested:** \$200,000

**Local match committed:** \$41,575

**Proposed Study:** 2020 Englewood Light Rail Corridor and Urban Center Next Step Study

**Type:** Next Step

**Proposal Summary:** The proposed study area focuses on the Englewood CityCenter Urban Center. This goal of this proposal is to address three overlapping areas of need:

- Implementation and formation studies and tasks pertaining to the establishment of a Downtown Development Authority
- Replanning and related implementation tasks pertaining to the potential redevelopment of approximately 27 acres of the original 55-acre CityCenter TOD which opened in 2000
- Exploration of a TOD overlay zone for industrial zoned portions of the light rail corridor and public improvement needs assessments and financing plans for these areas – also, rezoning of the Hampden Avenue south frontage to support TOD.

**Project recommendation committee finding:** Recommended for funding

**Recommended amount:** \$200,000

**Sponsor:** City of Lakewood

**Federal amount requested:** \$100,000

**Local match committed:** \$20,788

**Proposed Study:** West Colfax Pedestrian Safety Project

**Type:** Corridor-wide Study

**Proposal Summary:** This proposed study focuses on Colfax between Sheridan Blvd. and Wadsworth Blvd. and includes adjacent areas between 17<sup>th</sup> Ave. to W.12<sup>th</sup> Ave. The West Colfax Pedestrian Safety Project is a necessary next step to help the corridor reach its full potential and serve the expanding number of pedestrian users in a safe manner. At the heart of this project is evaluating and determining the feasibility of repurposing one traffic lane in each direction along West Colfax Avenue between Sheridan and Wadsworth Boulevards from vehicular to pedestrian use. This proposed solution aligns with the four lane Colfax roadway to the east in Denver. If successful, this solution could be replicated elsewhere along West Colfax Avenue, and could be looked to as a model for other communities experiencing similar challenges.

**Project recommendation committee finding:** Recommended for funding

**Recommended Amount:** \$100,000

## ATTACHMENT 1

**Sponsor:** Regional Transportation District (RTD)

**Federal amount requested:** \$200,000

**Local match committed:** \$41,575

**Proposed Study:** RTD Wayfinding Signage Design and Programming

**Type:** Next Step

**Proposal Summary:** This proposal focuses on RTD's complete jurisdictional boundaries but will focus in on key pilot areas. This project will help support the development of a uniform wayfinding system across the region and within cities and counties in the RTD service area. This project intends to create a wayfinding system for use by RTD but also other agencies, local governments, and regional stakeholders and will include the study and creation of a framework for regional wayfinding to help establish the transit network as a backbone for regional transportation and improve multimodal access to RTD stations.

**Project recommendation committee finding:** Recommended for funding

**Recommended Amount:** \$200,000

**Sponsor:** Transportation Solutions

**Federal amount requested:** \$200,000

**Local match committed:** \$41,575

**Proposed Study:** Southeast Denver Station Area Mobility Hubs

**Type:** Area planning and implementation activities study

**Proposal Summary:** This proposal centers around the Yale, Southmoor and Belleview stations. This application focuses on those elements needed to energize and strategize the stations and advance the connectivity between activity points/centers within the influence areas. Needs to be addressed in the study include: 1) Facilitating TOD implementation and financing to ensure transit supportive investment; 2) Supporting efficient design; 3) Creating multi-modal amenities (i.e., bike station, commuter store, micro-transit loading bays); 4) Increasing first/last mile services; 5) Enhancing wayfinding; 6) Improving pedestrian facilities within the walkshed; 7) Creating better bike facility connectivity; 8) Incorporating active promotion of alternative transportation options through TDM (in cooperation with Way to Go and Transportation Solutions); 9) Improving environmental justice; and 10) Addressing other related considerations identified through a collaborative stakeholder and public input process.

**Project recommendation committee finding:** Recommended for funding

**Recommended Amount:** \$200,000

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**Project Sponsor:** City of Aurora

**Federal amount requested:** \$200,000

**Local match committed:** \$41,575

**Proposed Study:** North Aurora Gateway Urban Center Study

**Type:** STAMP/UC Original

## ATTACHMENT 1

**Proposal Summary:** The proposed North Aurora Gateway Urban Center study area is roughly bounded by the Aurora city limit to the north and west, East 56th Avenue to the south, and North Harvest Road to the east. The proposed study is intended to build on the momentum of catalytic investments in the area. As the area continues to take shape, there is an opportunity to support those investments and tie them together with a shared district-wide vision and identity, unifying urban design, and improved mobility options throughout the area. The study will articulate a shared vision for the area and identify specific policy, regulatory, infrastructure, design, and branding/marketing actions.

**Project recommendation committee finding:** Not recommended for funding

**Sponsor:** City of Boulder

**Federal amount requested:** \$200,000

**Local match committed:** \$41,575

**Proposed Study:** Downtown Boulder Transit Station Next Steps Study

**Type:** Next Steps

**Proposal Summary:** The Downtown Boulder Station is located in Downtown Boulder at the intersection of 14th and Walnut. The Next Steps Study area would include the existing station and an area extent north-south between Walnut and Arapahoe, and east-west between Broadway and 16<sup>th</sup> Street. The study area would also consider a walk shed of one-quarter to half-mile to understand the land use and transportation context for the redevelopment of a new site. The desired outcome will be a community-based study that guides the development of a new transit station that is safe, incorporates a mix of uses, increases bus capacity, and is well-connected to downtown for people accessing the station by shared mobility, walking, and biking. It will identify a potential site for redevelopment based on an economic and market analysis, and community engagement. The plan will also develop design recommendations and next step action items which outline general strategies to move the project toward future implementation.

**Project Recommendation committee finding:** Not recommended for funding.

**Sponsor:** City and County of Denver

**Federal amount requested:** \$200,000

**Local match committed:** \$41,575

**Proposed Study:** Denver Moves: Freight and Commercial Mobility Plan

**Type:** Area planning and implementation

**Proposal Summary:** Denver's Freight Plan will be Citywide but extend beyond Denver's boundaries to adjacent communities which share freight corridors and districts. It will facilitate on-going collaboration with the Colorado Department of Transportation (CDOT), DRCOG, the Colorado Motor Carriers (CMCA), the freight railroads, and communities surrounding Denver, to detail freight needs at a more localized level. It will provide a replicable local planning process built on CDOT's freight-focused Colorado Delivers initiatives, as well as the freight goals and policies established in DRCOG's Regional Transportation Plan.

**Project Recommendation committee finding:** Not recommended for funding.

## ATTACHMENT 1

**Sponsor:** City and County of Denver

**Federal amount requested:** \$160,000

**Local match committed:** \$40,000


**Proposed Study:** Urban Mobility Hubs Study

**Type:** Area Planning


**Proposal Summary:** The project study area will be comprised of four to five major multimodal transportation activity hub locations where multiple transportation modes intersect along key transit corridors in Denver. The locations evaluated in the study will be selected on a variety of criteria. urban mobility hub prototype can be created and evaluated. Results from the Urban Mobility Hub Study will be used to identify next steps in implementation and funding sources for these urban mobility hubs. The implementation of the hubs provides benefits to visitors, residents, and commuters by providing opportunities to transfer to other modes they may have been unable to use before prior to the established transfer location. Mobility Hubs will create a sense of place for otherwise dockless mobility options to create certainty for those on fixed time schedules.

**Project recommendation committee finding:** Not recommended for funding.






**Adrcog**  
ADJUTANT CLERK OF SUPERIOR COURT



# FY19 STAMP/UC Set-Aside Study Recommendations

Board of Directors


*Presented by:*  
**Derrick Webb, AICP**  
February 20, 2019



## STAMP/UC Set-Aside Overview/Background

**STAMP/UC** studies create local visions and action strategies that ultimately assist in the implementation of Metro Vision.

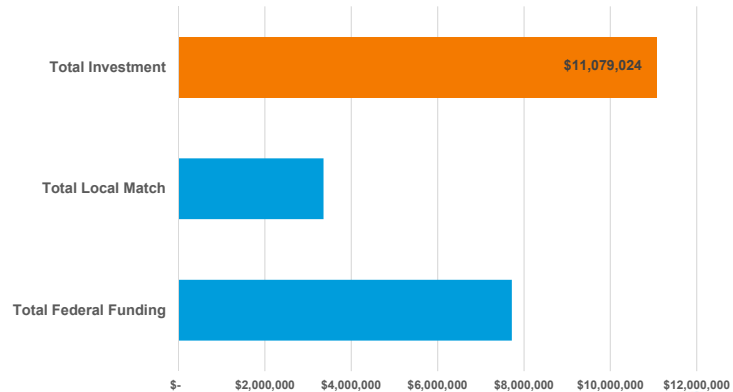
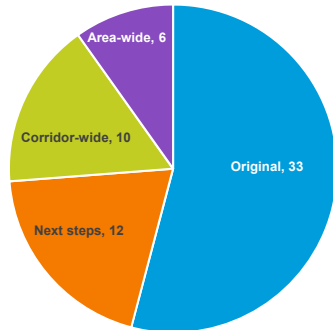
- Four types of eligible planning studies:
  - Station Area Master Plan/Urban Center Studies (original)
  - Next Steps Studies
  - Corridor-wide Plans
  - Area Planning and Implementation Strategies





## STAMP/UC Set-Aside History

Since 2007, the STAMP/UC set-aside has funded **61 studies** in the region.



## STAMP/UC Set-Aside History (continued)





## Community Mobility Planning and Implementation Set-Aside

**COMING SOON**



- Main focus of this NEW set-aside will be on the link between small area planning and/or transportation studies with small infrastructure projects.



## FY19 STAMP/UC Set-Aside Overview

### FY19 STAMP/UC Details

- 2018-2021 TIP established \$1.2 million in federal funds for FY18-19
- Returned funds were “rolled-in” - total available is \$1.4 million
- Oct. 2018: RTC reviewed STAMP/UC eligibility and evaluation criteria
- Oct – Dec 2018: call for studies





## FY19 STAMP/UC Set-Aside Overview (continued)

- **DRCOG received 12 applications with a total request of \$2,225,580 (\$1.4M available)**

Sponsor	Project	Project Type	Amount Requested	Required Match	Total Project Cost
City of Aurora	Havana Street Corridor Study	Corridor-wide	\$ 200,000	\$ 41,575	\$ 241,575
City of Aurora	North Aurora Gateway Urban Center Study	Original/new	\$ 200,000	\$ 41,575	\$ 241,575
City of Boulder	55th & Arapahoe Station Area Master Plan	Original/new	\$ 200,000	\$ 41,575	\$ 241,575
City of Boulder	Downtown Boulder Transit Station	Next steps	\$ 200,000	\$ 41,575	\$ 241,575
Commuting Solutions	SH119 First Final Mile Study	Next steps	\$ 165,580	\$ 34,420	\$ 200,000
City and County of Denver	Denver Moves: Freight and Commercial Mobility Plan	Area-wide	\$ 200,000	\$ 41,575	\$ 241,575
City and County of Denver	Far Northeast Denver Transportation Mobility Next Steps Study	Next steps	\$ 200,000	\$ 41,575	\$ 241,575
City and County of Denver	Urban Mobility Hubs Planning Study	Area-wide	\$ 160,000	\$ 33,260	\$ 193,260
City of Englewood	2020 Englewood Light Rail Corridor and Urban Center Next Steps Study	Next steps	\$ 200,000	\$ 41,575	\$ 241,575
City of Lakewood	West Colfax Pedestrian Safety Project	Corridor-wide	\$ 100,000	\$ 20,787	\$ 120,787
RTD	RTD Wayfinding Signage Design and Programming	Next steps	\$ 200,000	\$ 41,575	\$ 241,575
Transportation Solutions	Southeast Denver Station Area Mobility Hubs	Area-wide	\$ 200,000	\$ 41,575	\$ 241,575



## Evaluation process

- Review committee: CDOT, RTD, ULI Colorado, and representatives from eligible entities that did not request funds
- DRCOG staff provided administrative support and served as the point of contact for applicants
- Committee evaluated studies individually and met to deliberate and develop recommendations
- Evaluation criteria:
  - Study need
  - Innovation and Feasibility
  - Local commitment and ability to implement
  - Contribution to the outcomes outlined in Metro Vision





## Studies recommended by evaluation committee

**Eight studies:** including at least one of each eligible study type

Sponsor	Project	Project Type	Amount Requested	Amount Recommended
City of Aurora	Havana Street Corridor Study	Corridor-wide	\$200,000	\$200,000
City of Boulder	55 <sup>th</sup> & Arapahoe Station Area Master Plan	Original/new	\$200,000	\$200,000
Commuting Solutions	SH119 First Final Mile Study	Next steps	\$165,580	\$100,000
City and County of Denver	Far Northeast Denver Transportation Mobility Next Steps Study	Next steps	\$200,000	\$200,000
City of Englewood	2020 Englewood Light Rail Corridor and UC Next Steps Study	Next steps	\$200,000	\$200,000
City of Lakewood	West Colfax Pedestrian Safety Project	Corridor-wide	\$100,000	\$100,000
RTD	Wayfinding Signage Design and Programming	Next steps	\$200,000	\$200,000
Transportation Solutions	Southeast Denver Station Area Mobility Hubs	Area-wide	\$200,000	\$200,000



## Proposed motion

Move to approve funding for eight studies, as shown in Attachment 1, for the Station Area Master Plan/Urban Center set-aside for fiscal year 2019.

**Questions?**





To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Action	14

#### SUBJECT

Modeling networks for air quality conformity associated with proposed 2018 amendments to the *2040 Metro Vision Regional Transportation Plan* (2040 MVRTP).

#### PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the 2040 MVRTP fiscally constrained roadway capacity and rapid transit networks for air quality conformity modeling, including the proposed regionally significant capacity project amendments listed below.

#### ACTION BY OTHERS

[January 28, 2019](#) – TAC recommended approval

[February 19, 2019](#) – RTC will act on a recommendation

#### SUMMARY

DRCOG issued a [call for proposed amendments](#) to the [2040 MVRTP](#) and the [Metro Vision Plan](#) in October 2018, with anticipated adoption of the amended plans in spring 2019. As part of amending the 2040 MVRTP, DRCOG will conduct transportation and air quality conformity modeling for the plan's regional roadway and rapid transit networks. The roadway and transit model networks will include all projects contained in the 2040 MVRTP as adopted in April 2018, as well as the proposed amendments.

For the 2040 MVRTP, DRCOG received the regionally significant capacity project amendment requests shown in the table below. There were also requests for changes in the roadway and transit networks in DRCOG's Focus traffic model not associated with specific regionally significant capacity projects.

Air quality modeling results will be presented in conformity determination documents associated with a public hearing for the amended 2040 MVRTP and Metro Vision Plan in spring 2019.

Amendment Requestor	Project/Segment Description	Current 2040 MVRTP Status	Proposed 2040 MVRTP Project Amendment
City of Aurora	48th Avenue (Imboden Road to Quail Run Road): Widen 2 to 6 Lanes	2030-2040	Change widening to 2 to 4 lanes
City of Aurora	48th Avenue (Powhaton Road to Monaghan Road): New 6 Lanes	2030-2040	<ul style="list-style-type: none"> <li>• Change to new 4 lanes</li> <li>• Add initial 2 lanes in 2020-2029 AQ stage</li> <li>• Complete full 4 lanes in 2030-2040 AQ stage</li> </ul>
City of Aurora	56th Avenue (Powhaton Road to Imboden Road): Widen 2 to 6 Lanes	2020-2029	Change widening to 2 to 4 lanes in 2030-2040 AQ stage
City of Aurora	64th Avenue (Himalaya Road to Harvest Mile Road): Widen 2 to 4 Lanes	2020-2029	Add widening from 4 to 6 lanes in 2030-2040 AQ stage
City of Aurora	Harvest Mile Road (I-70 to 48th Avenue): New 6 Lanes	2020-2029	Remove I-70 to 48th Avenue segment from 2040 MVRTP. (Define new alignment in project below.)
City of Aurora	Harvest Mile Road/Powhaton Road (I-70 to 26th Avenue): New 6 Lanes	N/A	<ul style="list-style-type: none"> <li>• New locally derived funded lanes with modified Harvest Mile Road alignment</li> <li>• Add initial 2/4 lanes to 2020-2029 AQ stage</li> <li>• Complete full 6 lanes in 2030-2040 stage</li> </ul>
City of Aurora	Monaghan Road (I-70 to 64th Avenue): <ul style="list-style-type: none"> <li>• New 4 lanes between I-70 and 26th Avenue</li> <li>• Widen 2 to 4 lanes between 26th Avenue and 56th Avenue</li> <li>• New 4 lanes between 56th Avenue and 64th Avenue</li> </ul>	N/A	<ul style="list-style-type: none"> <li>• New locally derived funded projects</li> <li>• Add to 2030-2040 AQ stage</li> </ul>
City of Aurora	Powhaton Road (26th Avenue to 48th Avenue): New 6 Lanes	N/A	<ul style="list-style-type: none"> <li>• New locally derived funded 6 lanes</li> <li>• Add to 2020-2029 AQ stage</li> </ul>
City of Aurora	Picadilly Road (Jewell Avenue to 6th Avenue Parkway/SH-30): New 4 Lanes	2020-2029	Remove from 2040 MVRTP
City of Aurora	Quail Run Road/Imboden Road (I-70 to 48th Avenue): New 6 Lanes	2030-2040	Change from new 6 lanes to new 4 lanes; modify alignment
City of Aurora	Imboden Road (48th Avenue to 56th Avenue): Widen 2 to 6 Lanes	2030-2040	Change widening to 2 to 4 lanes
City of Aurora	E-470/38th Avenue: New Interchange	N/A	<ul style="list-style-type: none"> <li>• Add new locally derived funded interchange</li> <li>• Add to 2020-2029 AQ stage</li> </ul>
City of Aurora	Steve D. Hogan (6th Avenue) Parkway (SH-30 to E-470): New 2 Lanes	2020-2029 AQ stage	<ul style="list-style-type: none"> <li>• Advance to 2015-2019 AQ stage</li> <li>• Change to locally derived funded project</li> </ul>
City of Aurora	SH-30 (Steve D. Hogan Parkway to Mississippi Avenue): Widen 2 to 4 lanes	N/A	<ul style="list-style-type: none"> <li>• New locally derived funded widening</li> <li>• Add to 2020-2029 AQ stage</li> </ul>
City of Thornton	104th Avenue/SH-44 (Grandview Ponds to McKay Road): Widen 2 to 4 Lanes	2020-2029 AQ stage	Change project limits to Colorado Boulevard to McKay Road
City of Thornton	Thornton Parkway (Colorado Boulevard to Riverdale Road): Widen 2 to 4 Lanes	2030-2040 AQ stage	Advance to 2015-2019 AQ stage
RTD	North Metro Rail (N) Line	2015-2019 AQ stage	Change AQ stage period to 2020-2029

## PREVIOUS DISCUSSIONS/ACTIONS

N/A

## PROPOSED MOTION

Move to approve the amended 2040 MVRTP fiscally constrained roadway capacity and rapid transit networks to be modeled for air quality conformity.

## ATTACHMENTS

N/A



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

# ATTACH G

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Action	15

#### SUBJECT

Amending the *FY 2018-FY 2019 Unified Planning Work Program (UPWP)*.

#### PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed FY 2018-FY 2019 UPWP amendments.

#### ACTION BY OTHERS

[January 28, 2019](#) – TAC recommended approval

[February 19, 2019](#) – RTC will act on a recommendation

#### SUMMARY

The *FY 2018-FY 2019 Unified Planning Work Program (UPWP)* describes the transportation planning activities to be conducted in the Denver region. The UPWP, prepared biennially, is the two-year work program for the MPO and also serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. The FY 2018-FY2019 UPWP was adopted in July 2017.

Periodically, amendments to the UPWP are necessary to accurately reflect work to be performed or to comply with changes in federal law. Proposed amendments are shown in the [track changes version](#) of the FY 2018-FY 2019 UPWP and fall into three general categories:

- Procedural: modifications to tasks and activities
- Financial: updates to the finance tables 2 and 3 in Appendix A (highlighted in yellow)
- Schedule: an update to Appendix B

Staff will further describe the proposed amendments during the meeting.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to approve amendments to the *FY 2018-FY 2019 Unified Planning Work Program*.

#### ATTACHMENT

Link: [Amended FY 2018-FY 2019 Unified Planning Work Program](#) (in track-changes)

#### ADDITIONAL INFORMATION

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

**ATTACH H**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Action	16A

**SUBJECT**

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

**PROPOSED ACTION/RECOMMENDATIONS**

No action requested.

**ACTION BY OTHERS**

N/A

**SUMMARY**

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

Staff will provide more detailed updates on the bills as requested by the Board.

**PREVIOUS DISCUSSIONS/ACTIONS**

The Board took positions on these bills at the January 2019 Board meeting.

**PROPOSED MOTION**

N/A

**ATTACHMENT**

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

**ADDITIONAL INFORMATION**

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

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2019 SESSION

As of 2-13-19

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

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2019 SESSION

As of 2-13-19

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

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## STATUS OF BILLS--2019 SESSION

As of 2-13-19

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



**ATTACH I**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Action	16B

#### SUBJECT

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

#### PROPOSED ACTION/RECOMMENDATIONS

Adopt positions on bills presented.

#### ACTION BY OTHERS

N/A

#### SUMMARY

The attachment summarizes the bills introduced since the January Board meeting relative to the Board adopted Policy Statement on State Legislative Issues. The bills are presented with staff comments and staff-recommended positions.

A matrix of bills of interest introduced after February 13 will be emailed to Board members by Tuesday, February 19 with staff comments and staff recommended positions (relative to the Board adopted Policy Statement on State Legislative Issues) for review at the meeting per current Board policy.

#### PREVIOUS DISCUSSIONS/ACTIONS

N/A

#### PROPOSED MOTION

Move to adopt positions on state legislative issues.

#### ATTACHMENT

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

#### ADDITIONAL INFORMATION

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

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## NEW BILLS--2019 SESSION

As of 2-13-19

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recomm. Position	*FN	Staff Comments	Legislative Policy
<b>TRANSPORTATION BILLS</b>							
<a href="#">HB 19-1157</a>	<b>Modify Specific Ownership Tax Rates -</b> Beginning July 1, 2020, the bill modifies the rates of specific ownership tax (SOT) imposed on motor vehicles, commercial trailers, and special mobile machinery that is less than 25 years old, increasing the total amount of SOT revenue. The new revenue generated by the SOT rate modifications is transferred to the Highway Users Tax Fund (HUTF) for allocation to the state, counties, and municipalities. The revenue may be expended only for construction, reconstruction, repairs, improvement, planning, supervision, and maintenance of state highways, county roads, and municipal streets, including acquisition of rights-of-way and access rights.	Liston/	House Transportation & Local Government	Oppose	NA	Under current law, a significant portion of SOT is a local tax collected by counties and distributed to taxing jurisdictions within the county. There is concern the bill, in changing current law to have the SOT collected by the state and then shared between the state, counties and municipalities, usurps local control. Further, the bill limits the use of the new funds to highway maintenance and construction only – transit and multimodal projects are not eligible. Also, there is a contention the Colorado Constitution requires all revenue from SOT to be distributed to local governments.	DRCOG supports: increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.
<a href="#">SB 19-101</a>	<b>Prerequisites for Managed Lanes -</b> Establishes guidelines CDOT must adhere to when considering implementation of a "managed lane" (toll lane, HOV lane, or high occupancy toll lane). The bill prohibits implementation of a managed lane unless a full cost, safety, and efficiency evaluation has been conducted; detailed, written database findings have been published that clearly establish the lane to be the most feasible and safest option compared to all alternatives; and a final report of the findings has been made publicly available on its website and specific outreach efforts have been made relating to the managed lane plan under consideration.	Lundeen/ Carver	Senate Transportation & Energy	Oppose	<a href="#">FN</a>	The bill creates new evaluation and reporting requirements on CDOT and the High-Performance Transportation Enterprise (HPTE) and mandates analyses that do not take into account specific corridor needs and local and regional (DRCOG) planning authority. Presumably, the mandate would apply to the following managed lanes currently under construction or planned: C-470 from I-25 to Wadsworth Boulevard; Central I-70 from I-25 to Chambers Road; North I-25 from 120th Avenue to Fort Collins; and South I-25 Gap from Castle Rock to Monument.	DRCOG supports, where appropriate, the use of managed lanes, including tolled express lanes, to help drivers reliably anticipate travel time on major corridors in the Denver area; and the requirement that any road, highway or tolled lane within or affecting the Denver metro area be reviewed and approved by the DRCOG board for inclusion in the fiscally constrained regional transportation plan.

\* FN = Fiscal Note

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## NEW BILLS--2019 SESSION

As of 2-13-19

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

\* FN = Fiscal Note

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## NEW BILLS--2019 SESSION

As of 2-13-19

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

## DENVER REGIONAL COUNCIL OF GOVERNMENTS

## NEW BILLS--2019 SESSION

As of 2-13-19

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



To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Action	17

#### SUBJECT

*2020-2023 Transportation Improvement Program* Subregional Share remaining schedule.

#### PROPOSED ACTION/RECOMMENDATIONS

Consider alternative schedule for Subregional Share project submission presentations

#### ACTION BY OTHERS

N/A

#### SUMMARY

The Subregional Share Call for Projects is currently open for the development of the *2020-2023 Transportation Improvement Program* (TIP) and closes on February 27.

To meet the deadline of an August 2019 TIP adoption, below is the remaining schedule:

February 27	Subregional Share Call for Projects closes
March 27	Project and waiting list recommendations from each forum due to DRCOG staff
April 3	Forum presentations to the DRCOG Board Work Session
April 22	TAC projects and waiting list recommendations for inclusion into the draft 2020-2023 TIP
May 14/15	RTC recommendation and Board action
Mid-June	Public hearing draft of the TIP released
July 17	Public hearing
July 22	TAC recommendation of the 2020-2023 TIP
August 20/21	RTC recommendation and Board anticipated adoption of the 2020-2023 TIP

After discussion on the remaining schedule with the chairs, vice chairs, and key technical staff of each subregion, some expressed concern with the tight timeframe between February 27 and March 27, in which each forum and technical committee would need to review, score, and recommend their projects and waiting lists.

#### Optional schedule to consider

With the need for Board members to be given the opportunity to hear presentations from each forum, staff offers two options to the original schedule above:

1. Have forums present their recommendations at the April 17 DRCOG Board meeting. It's anticipated that each of the eight forums would be limited to a maximum of ten minutes each. This would provide the subregions additional time to develop their recommendations from four weeks to five and a half weeks.
2. Move the April 3 Board Work Session to April 24. This would increase the time each subregion has to develop their recommendations from four weeks to six and a half weeks. To allow these presentations to be heard before TAC makes a recommendation, the TAC meeting could be moved from April 22 to May 6.



PREVIOUS DISCUSSIONS/ACTIONS
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N/A

PROPOSED MOTION
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At the discretion of the Board

ATTACHMENT
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N/A

ADDITIONAL INFORMATION
------------------------

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



To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Informational Briefing	18

**SUBJECT**

Briefing on RTD's Regional Bus Rapid Transit (BRT) Study

**PROPOSED ACTION/RECOMMENDATIONS**

No action requested. This item is for information only.

**ACTION BY OTHERS**

N/A

**SUMMARY**

BRT offers the potential for mobility and access improvements at relatively modest capital and operating costs. RTD is exploring opportunities for BRT implementation, based on existing and anticipated travel demands. The study's primary goals are to identify and prioritize corridor-based or fixed-guideway BRT projects within RTD's service area.

This presentation is an update from a previous one made to the Board in July 2018. At that meeting, representatives from the study gave an overview and provided initial findings. This update will include additional findings resulting from a second tier of analysis of potential corridors and the routes being recommended to advance into the tier 3 evaluation process.

**PREVIOUS DISCUSSIONS/ACTIONS**

[July 18, 2018](#) – Board

**PROPOSED MOTION**

N/A

**ATTACHMENT**

RTD presentation

**ADDITIONAL INFORMATION**

If you need additional information please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or [drex@drcog.org](mailto:drex@drcog.org); or Matthew Helfant, Senior Transportation Planner, at (303) 480-6731 or [mhelfant@drcog.org](mailto:mhelfant@drcog.org); or Brian Welch, Senior Manager, Planning Technical Services, RTD, at (303) 299-2404 or [brian.welch@rtd-denver.com](mailto:brian.welch@rtd-denver.com).

# BRT

Regional BRT Feasibility Study

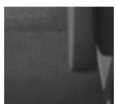


## DRCOG Board of Directors

February 20, 2019



## Agenda



- Introductions
- Recap of Project
- Tier 1 Process and Results
- Tier 2 Routes and Analysis
- Tier 2 Results
- Stakeholder Outreach
- Schedule Update
- Next Steps



Regional BRT Feasibility Study



**BRT**  
Regional BRT Feasibility Study

## Project Goal

- Identify Top Priority Bus Rapid Transit Corridors for the Federal Small Starts Program
- Identify other promising BRT Corridors that may not meet FTA metrics

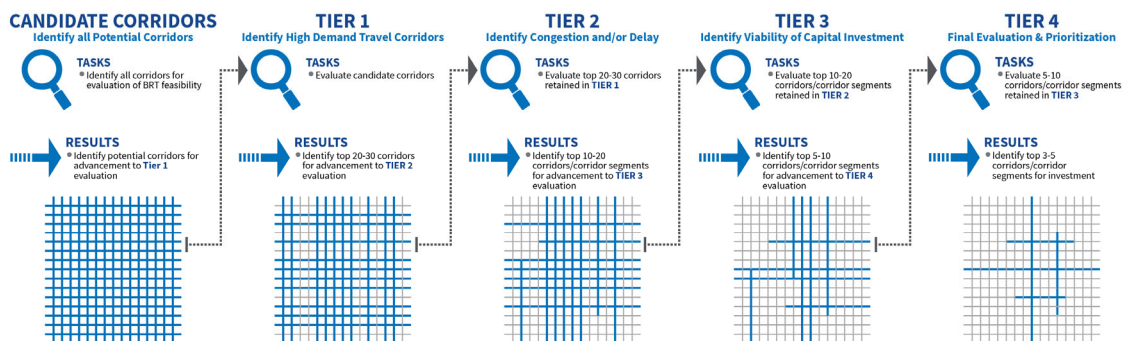
Corridor-Based BRT	Fixed Guideway BRT
<ul style="list-style-type: none"> <li>• Separated right-of-way not required for entirety of corridor</li> <li>• Makes a substantial investment in a specific corridor</li> <li>• Defined stations</li> <li>• Traffic signal priority for buses</li> <li>• Short headway times</li> <li>• Bi-directional services for a substantial part of weekdays</li> </ul>	<ul style="list-style-type: none"> <li>• Majority of project operates in a separated right-of-way dedicated for public transportation use</li> <li>• Makes a substantial investment in a single route within a defined corridor</li> <li>• Defined stations</li> <li>• Traffic signal priority for buses</li> <li>• Short headway times</li> <li>• Bi-directional services for a substantial part of weekdays &amp; weekend days</li> </ul>

3



**BRT**  
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## Tiered Evaluation Methodology



4



## Candidate Corridors Evaluation



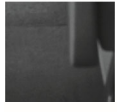
### Metrics

- Community/TAC identified BRT corridors
- Existing RTD bus routes and corridors with >1 million annual boardings in 2016
- Roads with >40,000 vehicles/day in 2040



### Results

- Identify corridors for advancement to **Tier 1** evaluation

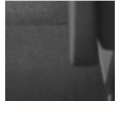
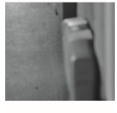


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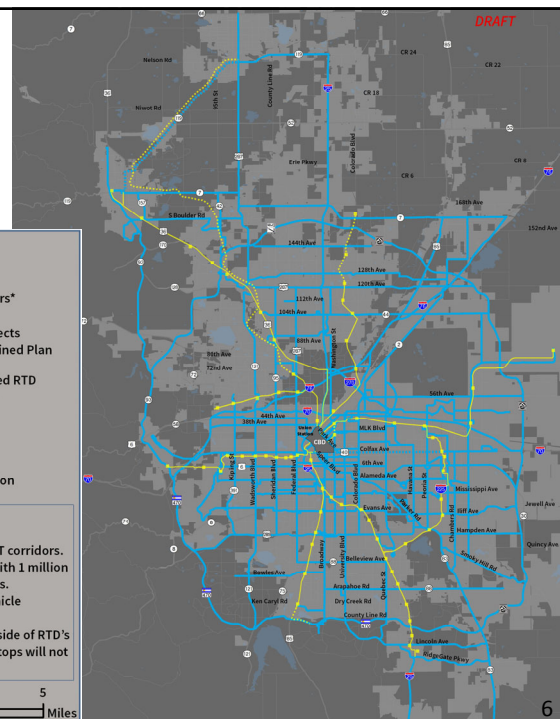
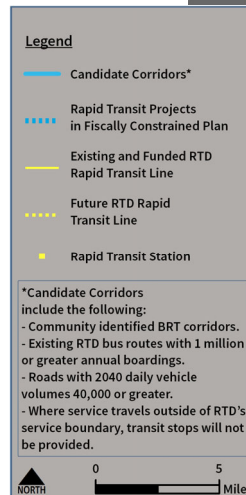
5



## Candidate Corridors



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Regional BRT Feasibility Study



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## Tier 1 Evaluation

### Goal

- Identify high demand travel corridors

### Metrics

- Highest 25% population per corridor mile in 2040
- Highest 25% employment per corridor mile in 2040
- Highest 25% population growth per corridor mile in 2040
- Highest 25% employment growth per corridor mile in 2040
- Population + job densities greater than 17 per acre in 2040
- Potential to serve key activity centers or transit connections
- Presence of tolled or managed lanes

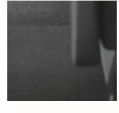
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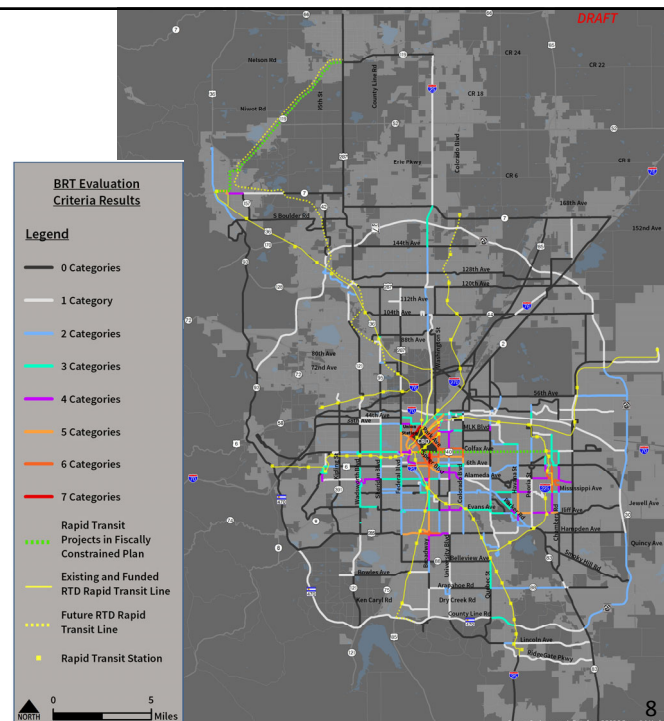


## Tier 1 Results

### Number of Tier 1 Categories Met



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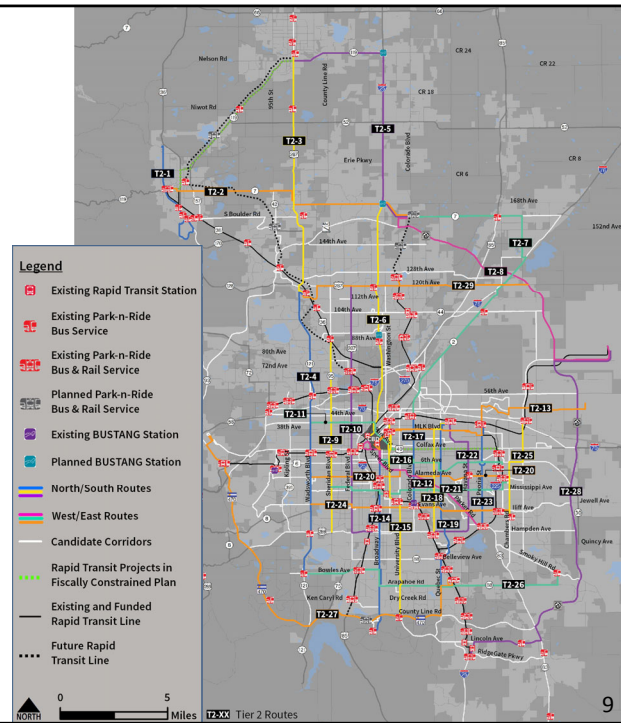


## Tier 2 Routes

Connected segments to build candidate routes



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Regional BRT Feasibility Study



## Tier 2 Evaluation

### Goal

- Identify high demand travel corridors with congestion/delay

### Metrics

- Boardings/Service Mile\*
- Passenger-Miles Travelled (PMT)/Service Mile\*
- Percent Congested Roadway\*
- Boardings
- New System-wide Boardings
- Line Load Compared to Congested Roadway

\*Metric was used in Tier 2 evaluation

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## Tier 2 Modeling Process



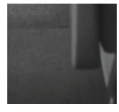
### Goal

- Evaluate each Tier 2 Route independently to identify corridors with high ridership potential



### Process

- Each route was evaluated independently using 2040 RTD travel demand model
- All candidate routes were modeled with 7.5 minute peak and 15 minute off-peak headways with 20 hours per day of service
- All candidate routes were modeled assuming stops at all key transfer nodes
- Routes were coded using free flow speeds
- Park-n-Rides were assumed at all end-of-lines and at critical destinations

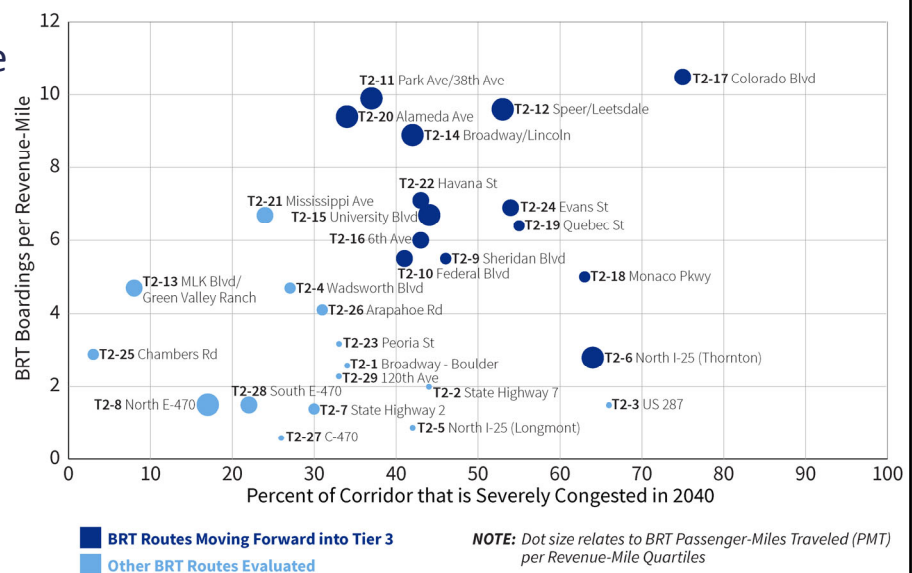
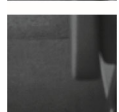
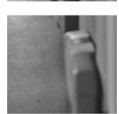
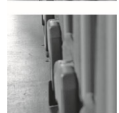
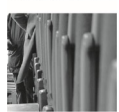


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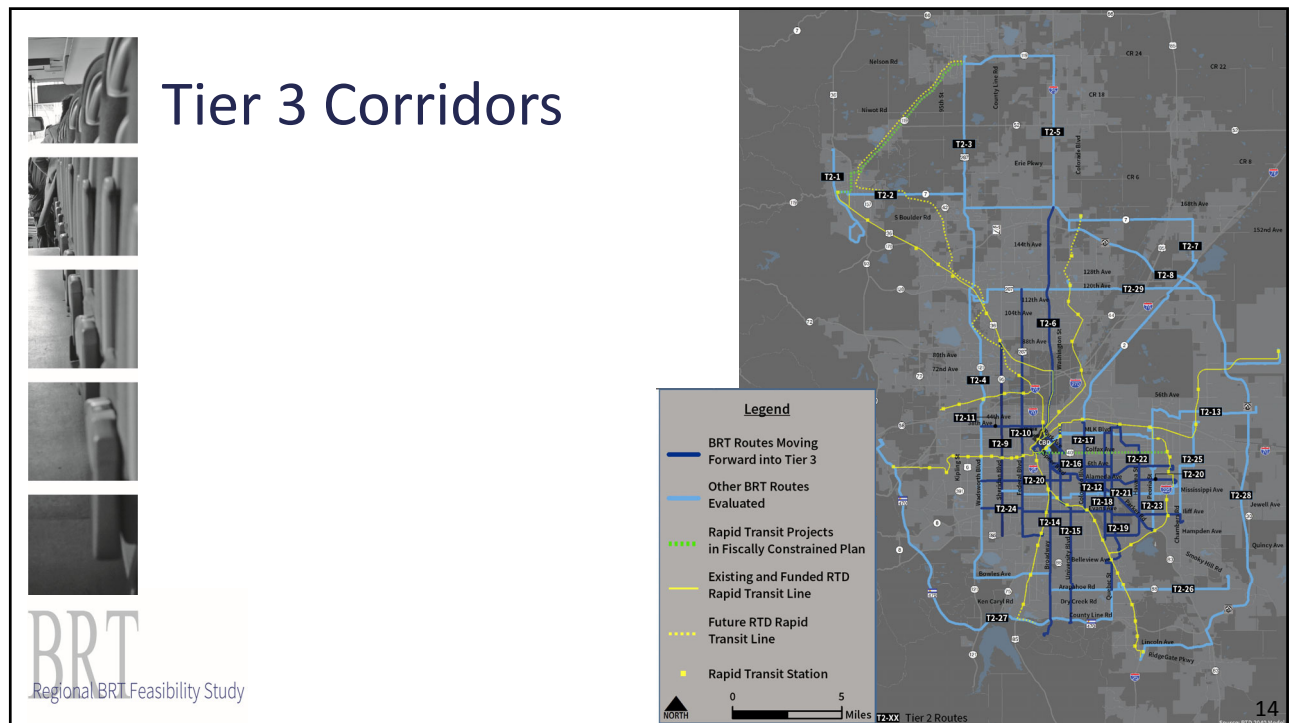
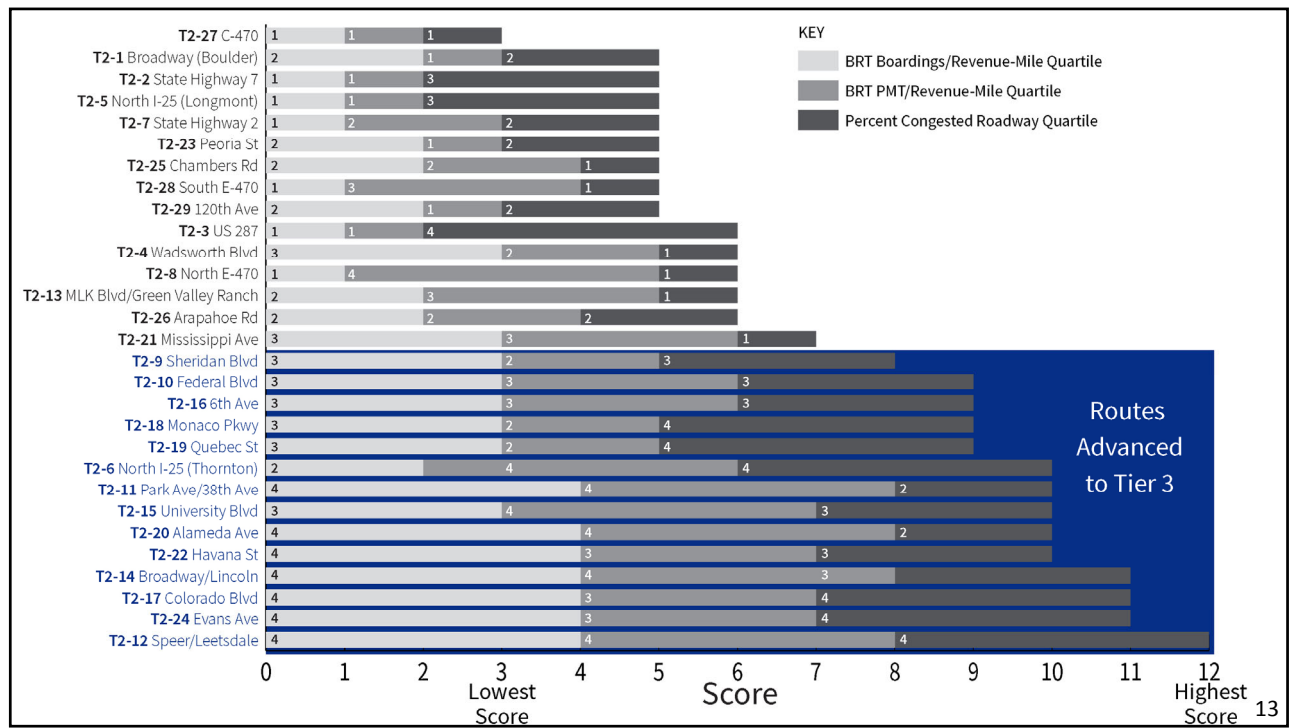


## Tier 2 Route Performance



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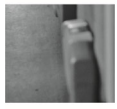


## Stakeholder Outreach



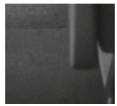
### Community research on transit supportive policies

Aurora	Englewood	Littleton	Westminster
Broomfield	Federal Heights	Lone Tree	Wheat Ridge
Centennial	Glendale	Mountain View	Adams County
Cherry Hills Village	Greenwood Village	Northglenn	Arapahoe County
Denver	Lakeside	Sheridan	Douglas County
Edgewater	Lakewood	Thornton	Jefferson County



### Stakeholder interviews

- Funding
- Political support
- Staff support



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## Next Steps – Finalize Tier 3 (January-April)



### Goal

- Identify viability of capital investment



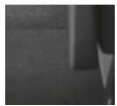
### Evaluation Criteria

- Meets FTA definition of BRT
- Right-of-way availability
- Viability of lane repurposing
- Viability of exclusive or semi exclusive lanes
- Potential impacts to sensitive resources
- Alignment with agency plans/policies
- Capital cost



### Result

- Identify top **5-10** corridors for **Tier 4** evaluation



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## Next Steps - Tier 4 Evaluation (April-July)

### Goal

- Final evaluation and prioritization

### Evaluation Criteria

- Travel time savings
- Operating cost
- Boardings per service hour and mile
- Annualized cost per rider
- Transit dependent populations served
- Potential to address community-identified safety concerns
- Suitability for Small Starts funding
- Connectivity to other multimodal facilities
- Availability of local agency financial support
- Neighborhood buy-in
- Support for community economic development goals

### Result

- Identify Top Priority BRT for the Federal Small Starts Program **(3)**
- Identify other promising BRT corridors that may not meet FTA metrics

**BRT**  
Regional BRT Feasibility Study

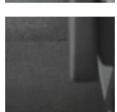
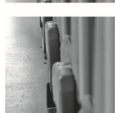
17



## Next Steps - Upcoming Activities

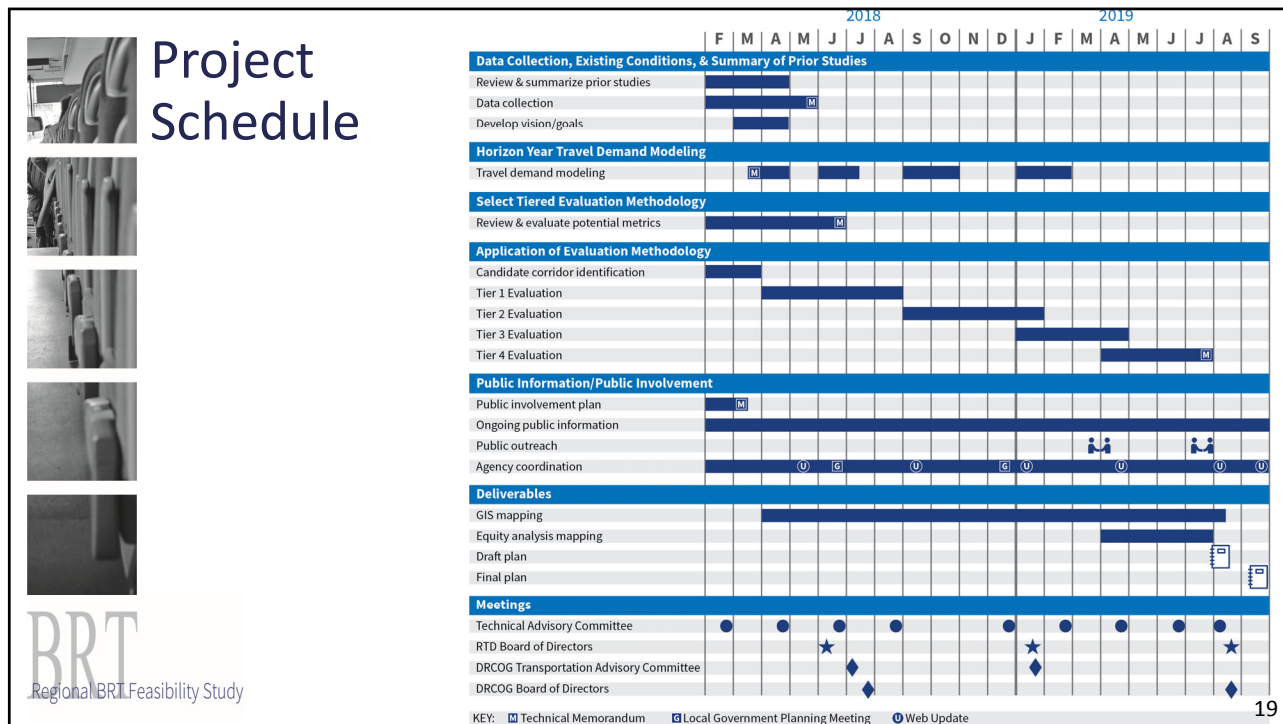
### Stakeholder Meetings

- DRCOG Board
- Outreach to local community representatives – January-March 2019



**BRT**  
Regional BRT Feasibility Study

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## Questions?

- Brian Welch, AICP  
Senior Manager, Planning Technical Services  
Regional Transportation District  
[brian.welch@rtd-denver.com](mailto:brian.welch@rtd-denver.com)  
(303) 299-2404
- Holly Buck, PE, PTP  
Project Manager  
Felsburg Holt & Ullevig  
[holly.buck@fhueng.com](mailto:holly.buck@fhueng.com)  
(303) 721-1440

**Project website: [www.rtd-denver.com/BRT-study.shtml](http://www.rtd-denver.com/BRT-study.shtml)**

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**ATTACH L**

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Executive Director  
303-480-6701 or [drex@drco.org](mailto:drex@drco.org)

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Informational Item	20

#### SUBJECT

DRCOG Scorecard report for one strategic objective and two associated performance measures.

#### PROPOSED ACTION/RECOMMENDATIONS

N/A

#### ACTION BY OTHERS

N/A

#### SUMMARY

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

This report describes an objective and two measures from the Communications & Marketing (CAM) Scorecard: Increase Use of Non-SOV Commute Options objective vanpool riders, a quarterly measure. The vanpool program is associated with DRCOG's WaytoGo program and is subsidized by RTD to support converting commuters from Single Occupancy Vehicle (SOV) modes to Non-SOV modes to reduce Vehicle Miles Traveled (VMT). A new quarterly measure was added to the CAM scorecard for 2019, Capacity Utilization, which reports the percentage of total seats occupied by van riders. There are a few initiatives underway to increase ridership and capacity utilization, i.e. outreach efforts to increase the number of vanpool riders in addition to financial incentives that encourage vanpool groups to have at least four riders per van.

#### PREVIOUS DISCUSSIONS/ACTIONS

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

#### PROPOSED MOTION

N/A

#### ATTACHMENT

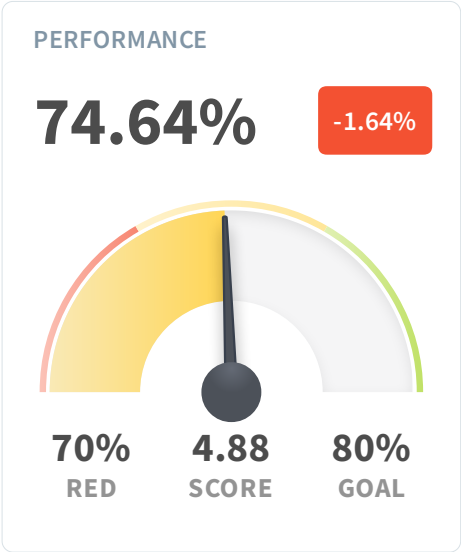
Scorecard report on Increase Use of Non-SOV Commute Options and Vanpool measure.

#### ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or [drex@drco.org](mailto:drex@drco.org) or Jerry Stigall, Director, Organizational Development, at 303-480-6780 or [jstigall@drco.org](mailto:jstigall@drco.org).

# Capacity Utilization

Quarter 4, 2018



**Description**  
This measure reports the percent of occupied van vehicle seats compared to van capacity. This measure is calculated as the number of van riders divided by total seating capacity.

## Details

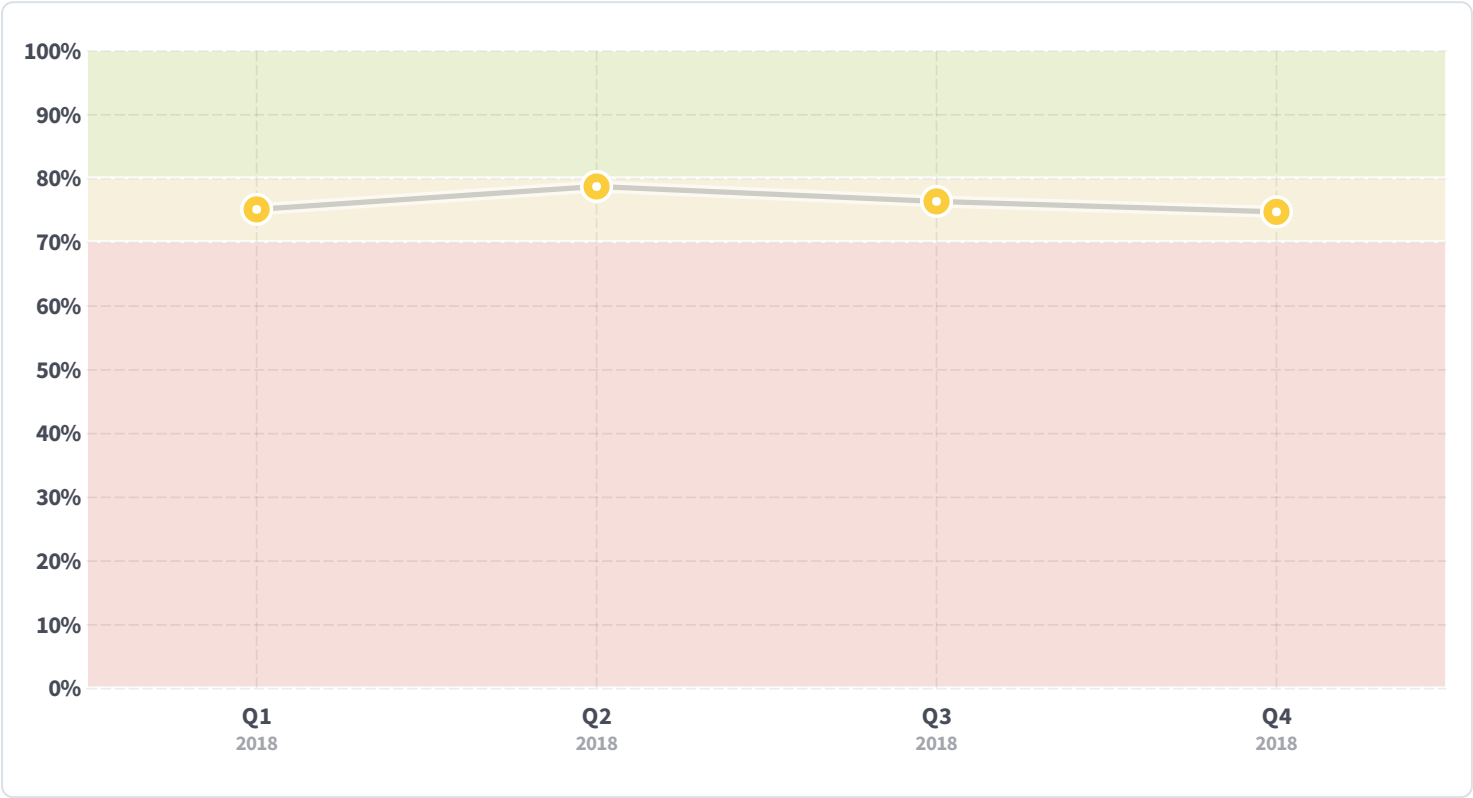
Type	Weight	Scoring Type	Calendar
Measure	14.29%	Goal/Red Flag	Quarterly
Data Type	Aggregation Type	Decimal Precision	
Percentage	Last Value	2 digits	

## Series

Actual Value	Red Flag	Goal
Update Type: Manual	Update Type: Manual Value: 70%	Update Type: Manual Value: 80%



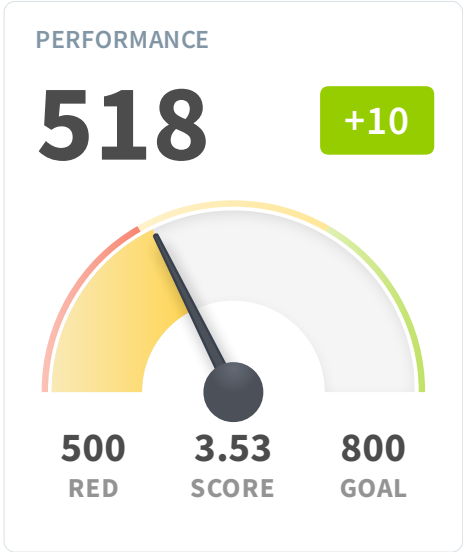
HISTORICAL PERFORMANCE



Period	Score	Actual	Red Flag	Goal
Q1 2018	5.01	75.03%	70%	80%
Q2 2018	6.21	78.62%	70%	80%
Q3 2018	5.43	76.28%	70%	80%
Q4 2018	4.88	74.64%	70%	80%

# Van Poolers

## Quarter 4, 2018



**Description**  
This measure reports the total number of van poolers at the end of each quarter.

### Details

Type	Weight	Scoring Type	Calendar
Measure	14.29%	Goal/Red Flag	Quarterly
Data Type	Aggregation Type		
Standard	Last Value		

### Series

Actual Value	Red Flag	Goal
Update Type: Manual	Update Type: Manual Value: 25	Update Type: Manual Value: 50

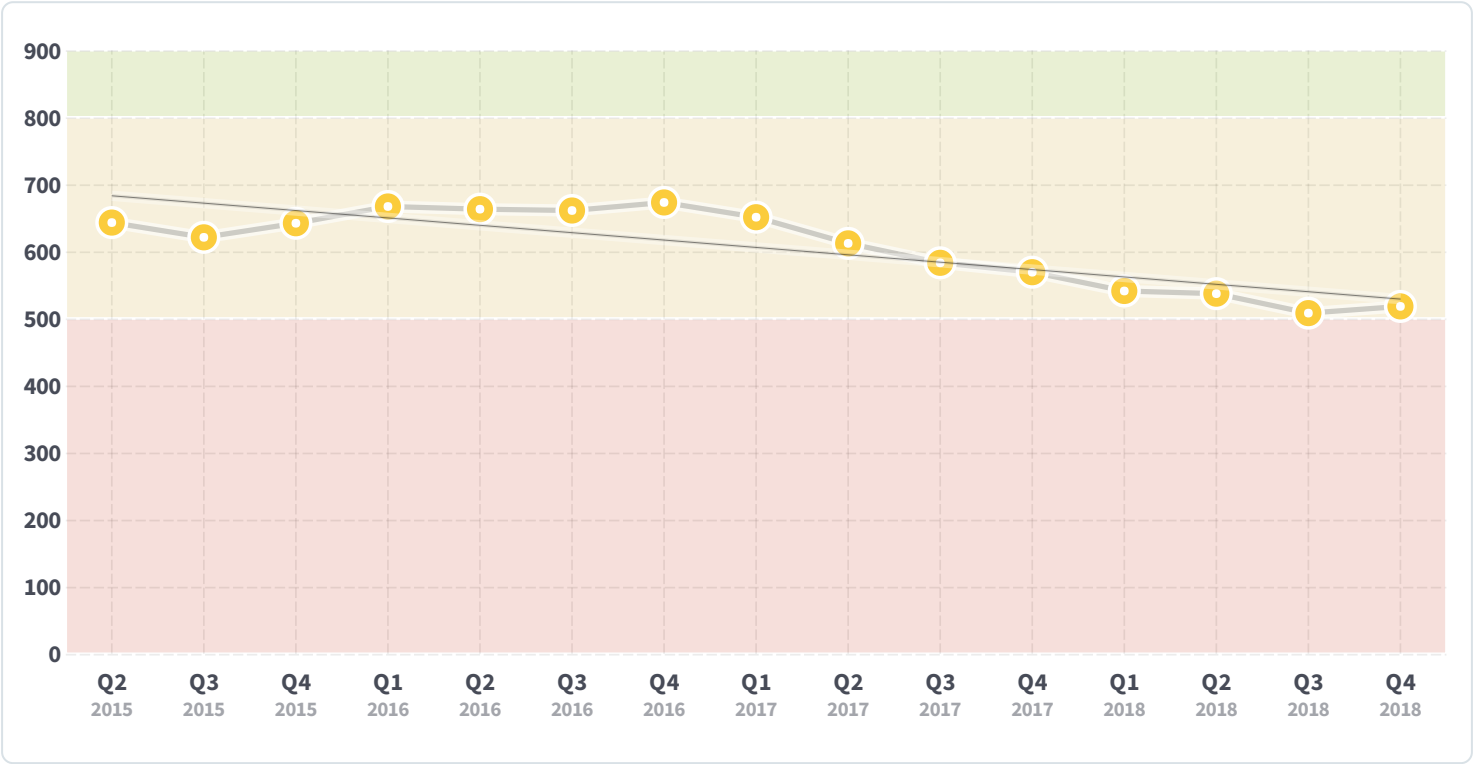
### Owners

Jim Eshelman

### Updaters

Jim Eshelman (+Thresholds)

HISTORICAL PERFORMANCE



Period	Score	Actual	Red Flag	Goal
Q2 2015	4.92	643	500	800
Q3 2015	4.68	621	500	800
Q4 2015	4.91	642	500	800
Q1 2016	5.19	667	500	800
Q2 2016	5.14	663	500	800
Q3 2016	5.12	661	500	800
Q4 2016	5.26	673	500	800
Q1 2017	5.01	651	500	800
Q2 2017	4.58	612	500	800
Q3 2017	4.26	583	500	800
Q4 2017	4.1	569	500	800
Q1 2018	3.79	541	500	800
Q2 2018	3.74	537	500	800
Q3 2018	3.42	508	500	800
Q4 2018	3.53	518	500	800

**ATTACH M**

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
February 20, 2019	Informational	21

**SUBJECT**

February administrative modifications to the *2018-2021 Transportation Improvement Program*.

**PROPOSED ACTION/RECOMMENDATIONS**

No action requested. This item is for information.

**ACTION BY OTHERS**

N/A

**SUMMARY**

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

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

The February 2019 administrative modifications are listed and described in the attachment. Highlighted items in the attachment depict project revisions.

**PREVIOUS DISCUSSIONS/ACTIONS**

N/A

**PROPOSED MOTION**

N/A

**ATTACHMENT**

1. 2018-2021 TIP Administrative Modifications (February 2019)

**ADDITIONAL INFORMATION**

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

## ATTACHMENT 1

To: TIP Notification List

From: Douglas W. Rex, Executive Director

Subject: **February 2019 Administrative Modifications to the 2018-2021  
Transportation Improvement Program**

Date: February 20, 2019

### SUMMARY

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

### PROJECTS TO BE MODIFIED

- **1999-097: Regional Transportation Demand Management (TDM) Program Pool**
  - Change project sponsor
- **2008-076: Region 1 FASTER Pool**
  - Add pool projects
- **2012-082: North Metro Rail Stock Show Station Bicycle/Pedestrian Trails**
  - Adjust funding year and sponsor
- **2012-121: Region 4 Non-Regionally Significant RPP Pool**
  - Add pool project and funding
- **2016-004: Regional Transportation Operations Pool**
  - Change project sponsor
- **2016-066: RoadX Pool**
  - Add pool project and funding

**1999-097:** Change project sponsor, as Bike Denver has merged with Bicycle Colorado

## Existing

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

TIP-ID: **1999-097**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

### Project Scope

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

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

Affected County(ies)

Regional



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)
RTD	Bike-n-Ride Storage Facilities: Aurora and East Lines	\$300	Transportation Solutions	Networked Mobility Hubs Marketing Initiative (FY19)	\$245	Boulder Transportation Connections	Boulder Parking Cash Out Program (FY19)	\$197
RTD	Bike-n-Ride Shelters: Broomfield/Sheridan Stations (FY16-17)	\$259	Lakewood	West Corridor TMA Start Up (FY19 w/ CMAQ)	\$252	Bicycle Colorado	It's As Easy As ABC (FY19)	\$83
Englewood	Oxford Ave First and Last Mile Connections (FY19)	\$87	Bike Denver	Neighborhood Navigator Program (FY19)	\$242			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (CMAQ)		\$1,573	\$252	\$0	\$0			
Federal (STP-M)		\$0	\$1,934	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$393	\$454	\$0	\$0			
<b>Total</b>	<b>\$4,318</b>	<b>\$1,966</b>	<b>\$2,640</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,924</b>	

## 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)
RTD	Bike-n-Ride Storage Facilities: Aurora and East Lines	\$300	Transportation Solutions	Networked Mobility Hubs Marketing Initiative (FY19)	\$245	Boulder Transportation Connections	Boulder Parking Cash Out Program (FY19)	\$197
RTD	Bike-n-Ride Shelters: Broomfield/Sheridan Stations (FY16-17)	\$259	Lakewood	West Corridor TMA Start Up (FY19 w/ CMAQ)	\$252	Bicycle Colorado	It's As Easy As ABC (FY19)	\$83
Englewood	Oxford Ave First and Last Mile Connections (FY19)	\$87	<b>Bicycle Colorado</b>	Neighborhood Navigator Program (FY19)	\$242			

**2008-076:** Add two pool projects using allocated funding

## Existing

Title: **Region 1 FASTER Pool**

Project Type: **Safety**

TIP-ID: 2008-076

STIP-ID: SR17002

Open to Public:

Sponsor: CDOT Region 1

### Project Scope

Pool contains safety-related improvements and upgrades based on the new FASTER-Safety funding program (Colorado Senate Bill 108) in CDOT Region 1.

#### Affected County(ies)

Adams  
Arapahoe  
Broomfield  
Denver  
Douglas  
Jefferson



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)
SH-75 and Mineral Ave	Curb ramp and BIP crossing improvements	\$200	US-85	I-76 to 168th	\$1,443	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000
SH-95 Intersection Improvements	64th Ave	\$851	I-70 between MP 252 & 255	Median Barrier	\$2,000	SH-40 and SH-121	Signal Improvements	\$900
SH-121/72nd Ave	Right turn accel lanes	\$961	SH-121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 48th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300
Cable Median Barrier	104th to 168th Ave	\$2,000	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harian	Roundabouts - design	\$500	I-70: 32nd to 44th	guardrails	\$220
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	VMS for I-25 south of Denver	VMS installation	\$500	South Federal Blvd	safety improvements	\$300
Wadsworth TOD left turn protection	Gilton, Eastman and Yale	\$200	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 16th, 44th, 38th, 1st	\$1,500
FASTER Safety Design		\$4,000	Aurora Signal Package	I-70 at Tower	\$600	SH83	Mississippi to Colorado	\$3,500
SH-2 Traffic Signal Upgrades		\$440	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	SB I-225 Parker Rd Ramp	safety project	\$2,000
I-70-A Pecos	Roundabout Improvements	\$700	Ramp Metering	I-76	\$1,500	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200
Wadsworth	Right Turn Lane Extensions	\$1,621	US-285/SH-30	Resurfacing	\$1,400			

Amounts In \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-5)		\$21,950	\$19,616	\$22,500	\$22,200		
Local		\$0	\$0	\$0	\$0		
Total	\$23,148	\$21,950	\$19,616	\$22,500	\$22,200	\$0	\$109,414



**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)
SH-75 and Mineral Ave	Curb ramp and B/P crossing improvements	\$200	I-70 between MP 252 & 255	Median Barrier	\$2,000	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$880
SH-95 Intersection Improvements	64th Ave	\$851	SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300
SH-121/72nd Ave	Right turn accel lanes	\$981	SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 48th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	I-70: 32nd to 44th	guardrails	\$220
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	South Federal Blvd	safety improvements	\$300
Cable Median Barrier	104th to 168th Ave	\$2,000	VMS for I-25 south of Denver	VMS Installation	\$500	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 16th, 44th, 38th, 1st	\$1,500
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	SH83	Mississippi to Colorado	\$3,500
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	Aurora Signal Package	I-70 at Tower	\$600	SB I-225 Parker Rd Ramp	safety project	\$2,000
FASTER Safety Design		\$4,000	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200
SH-2 Traffic Signal Upgrades		\$440	Ramp Metering	I-76	\$1,500	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500
I-70-A Pecos	Roundabout Improvements	\$700	US-285/SH-30	Resurfacing	\$1,400	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave	\$4,980
Wadsworth	Right Turn Lane Extensions	\$1,621	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000			
US-85	I-76 to 168th	\$1,443	SH-40 and SH-121	Signal Improvements	\$900			

**2012-082:** Move funding from FY 2017 to FY 2019 and change sponsor from Denver to RTD

## Existing (2016-2021 TIP)

Title: **North Metro Rail Stock Show Station Bicycle/Pedestrian Trails**

Project Type: **Bicycle and Pedestrian Projects (New)**

TIP-ID: **2012-082**

STIP-ID:

Open to Public:

Sponsor: **Denver**

### Project Scope

Constructs a new detached five foot sidewalk and adjacent tree lawn on the south side of E 48th Ave from Brighton Blvd to York St and on the west side of Brighton Blvd from E 48th Ave. north approx. 150 feet to the sidewalks being built by RTD adjacent to the Stock Show Station. The proposed improvements include: street lighting, sidewalk, curb and gutter and the necessary street modifications to accommodate drainage, grade transitions and to meet City and Federal requirements, including ADA requirements.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Denver	Denver	Year	Phase
		2017	Initiate Construction

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$1,639	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0	\$0		
Local		\$0	\$410	\$0	\$0	\$0		
Total	\$0	\$0	\$2,049	\$0	\$0	\$0	\$0	\$2,049

**Revised (2018-2021 TIP)**Title: **North Metro Rail Stock Show Station Bicycle/Pedestrian Trails**Project Type: **Bicycle and Pedestrian Projects (New)**TIP-ID: **2012-082**

STIP-ID:

Open to Public:

Sponsor: **RTD****Project Scope**

Constructs a new detached five foot sidewalk and adjacent tree lawn on the south side of E 48th Ave from Brighton Blvd to York St and on the west side of Brighton Blvd from E 48th Ave. north approx. 150 feet to the sidewalks being built by RTD adjacent to the Stock Show Station. The proposed improvements include: street lighting, sidewalk, curb and gutter and the necessary street modifications to accommodate drainage, grade transitions and to meet City and Federal requirements, including ADA requirements.

Affected Municipality(ies)	Affected County(ies)
Denver	Denver



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$0	\$1,639	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$410	\$0	\$0		
Total	\$0	\$0	\$2,049	\$0	\$0	\$0	\$2,049

**2012-121:** Add one new pool project and associated funding**Existing**Title: **Region 4 Non-Regionally Significant RPP Pool**Project Type: **Roadway Operational Improvements**TIP-ID: **2012-121**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4****Project Scope**

Pool contains projects selected under the Non-Regionally Significant Regional Priority Program in CDOT Region 4 (DRCOG-TIP area only).

**Affected County(ies)**

Boulder

Weld



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)
SH-66: WCR 7 Intersection Imp		\$1,000	Cherryvale Rd to N. 75th St		\$550	I-25 Future Parallel Road	WCR 9.5	\$100
SH-66: Lyons to I-25 Access and PEL		\$2,187	SH-119: Bike/Ped Study	Boulder to Longmont	\$250			
SH-7: Adaptive Signals - SH-287 to 28th St		\$1,474	I-25 Mead Frontage Road Devolution	MP 234.86 to 234.162	\$75			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$2,697	\$1,025	\$1,887	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$3,900	\$2,697	\$1,025	\$1,887	\$0	\$0	\$9,509	

**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)
SH-66: WCR 7 Intersection Imp		\$1,000	Cherryvale Rd to N. 75th St		\$550	I-25 Future Parallel Road	WCR 9.5	\$100
SH-66: Lyons to I-25 Access and PEL		\$2,187	SH-119: Bike/Ped Study	Boulder to Longmont	\$250	I-25 Wetlands Mitigation	MP 240.135	\$300
SH-7: Adaptive Signals - SH-287 to 28th St		\$1,474	I-25 Mead Frontage Road Devolution	MP 234.86 to 234.162	\$75			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$2,697	\$1,325	\$1,887	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$3,900	\$2,697	\$1,325	\$1,887	\$0	\$0	\$9,809	

**2016-004:** Change project sponsor. This is a joint project between Superior and Louisville, but Louisville will be entering into the IGA with CDOT

## Existing

Title: **Regional Transportation Operations Pool**

Project Type: **Congestion Management**

TIP-ID: **2016-004**

STIP-ID:

Open to Public:

Sponsor: **DRCOG**

### Project Scope

A pool to fund capital improvements to traffic signal systems, traffic signal timing and coordination work, traffic signal system engineering and design, and intelligent transportation systems projects.

Affected County(ies)

Regional



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)
Aurora	CCTV Network Upgrade (19)	\$254	Broomfield	Sheridan Boulevard Traffic Signal Interconnect Upgrade (19)	\$362	Denver	I-25 Managed Motorway Performance Measure (18)	\$313
Aurora	Travel Time Monitoring System Implementation (18)	\$113	CDOT TSM&O	R1 Traffic Adaptive Feasibility Study and Pilot Implementation (18-19)	\$1,129	Superior	McCaslin Monitoring and Management System (18)	\$148
CDOT TSM&O	CCTV Network Upgrade (18-19)	\$214	Denver	Central Business District Signal System Upgrade (18)	\$1,222	Denver	Bicycle Detection (18)	\$346
Denver	CCTV Network Upgrade (18)	\$613	Denver	Multijurisdictional Monitoring and Management (18)	\$150	Aurora	Bicycle Detection (19)	\$597
Adams County	Traffic Signal System Equipment Upgrade (18)	\$1,426	Denver	ITS Device Performance and Reliability Improvement (19)	\$999	CDOT TSM&O	Travel Time Monitoring Project Support (18)	\$80
Arvada	Traffic Signal Interconnect Upgrade/Expansion (19)	\$619	Littleton	Dynamic Lane Assignment System (18)	\$44	DRCOG	Signal Timing Support and System Design and Coordination (19)	\$450
Aurora	Traffic Signal System Equipment Upgrade (18-19)	\$718	Thornton	Traffic Signal System Upgrade (Ph 5) (18)	\$544			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$5,536	\$4,804	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$1,384	\$1,201	\$0	\$0		
Total	\$11,299	\$6,920	\$6,005	\$0	\$0	\$0	\$24,224

**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)
Aurora	CCTV Network Upgrade (19)	\$254	Broomfield	Sheridan Boulevard Traffic Signal Interconnect Upgrade (19)	\$362	Denver	I-25 Managed Motorway Performance Measure (18)	\$313
Aurora	Travel Time Monitoring System Implementation (18)	\$113	CDOT TSM&O	R1 Traffic Adaptive Feasibility Study and Pilot Implementation (18-19)	\$1,129	Louisville	McCaslin Monitoring and Management System (18)	\$148
CDOT TSM&O	CCTV Network Upgrade (18-19)	\$214	Denver	Central Business District Signal System Upgrade (18)	\$1,222	Denver	Bicycle Detection (18)	\$346
Denver	CCTV Network Upgrade (18)	\$613	Denver	Multijurisdictional Monitoring and Management (18)	\$150	Aurora	Bicycle Detection (19)	\$597
Adams County	Traffic Signal System Equipment Upgrade (18)	\$1,426	Denver	ITS Device Performance and Reliability Improvement (19)	\$999	CDOT TSM&O	Travel Time Monitoring Project Support (18)	\$80
Arvada	Traffic Signal Interconnect Upgrade/Expansion (19)	\$619	Littleton	Dynamic Lane Assignment System (18)	\$44	DRCOG	Signal Timing Support and System Design and Coordination (19)	\$450
Aurora	Traffic Signal System Equipment Upgrade (18-19)	\$718	Thornton	Traffic Signal System Upgrade (Ph 5) (18)	\$544			



**2016-066:** Add one new pool project and associated funding**Existing**Title: **RoadX Pool**Project Type: **Roadway Operational Improvements**TIP-ID: **2016-066**

STIP-ID:

Open to Public:

Sponsor: **CDOT****Project Scope**

Pool will contain projects designed to improve operations, maintenance and safety of the highway system by utilizing the latest technology.

Projects include:

- I-25 Managed Motorway, which will enhance ramp meters to improve traffic flow on I-25
- I-70 Connected Vehicles, which will utilize Dedicated Short-Range Communications and cell phone technology to improve data collection, allowing better informed and more timely delivery of ITS and other roadway management alternatives.

Affected County(ies)

Regional



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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
I-25 Managed Motorway Pilot	Ridgegate to Broadway	\$7,600	I-70 Connected Vehicles Pilot	Summit County to C-470	\$11,200			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (TCC)		\$5,300	\$2,900	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$10,600	\$5,300	\$2,900	\$0	\$0	\$0	\$18,800	

**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)
I-25 Managed Motorway Pilot	Ridgegate to Broadway	\$7,600	I-70 Connected Vehicles Pilot	Summit County to C-470	\$11,200	CDOT V2X Deployment Program	Regional	\$1,500
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (RDX)		\$0	\$1,500	\$0	\$0			
State (TCC)		\$5,300	\$2,900	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$10,600	\$5,300	\$4,400	\$0	\$0	\$0	\$20,300	

**ATTACH N**



# Frigid Temps Don't Stop Bikers On Winter Bike To Work Day

CBS4

February 8

If you had any question about how hardy Colorado is:

Even with temperatures in the single digits...

Even with snow and ice present on roads and bike paths...

A fair number of cyclists hit the streets Friday for Winter Bike to Work Day.

The event is hosted annually by Way to Go, a program of DRCOG, a coalition of regional governments in Colorado that work together to provide transportation solutions and other services.

"Riding during winter can be intimidating, but don't let the cold stop you from torching calories, saving money and reducing your carbon footprint," the group wrote in preparation for the event.

Breakfast stations for participants were set up in several areas in in Denver, including one at 15th Street and Cleveland Place.

Bike commuter David Pulsipher told CBS4 there that he was glad to have the company after his bitter ride in the morning.

"I'm a year round bike commuter. I love riding my bike," he said. "Even if it freezes my beard."

Pulsipher makes a 14 mile commute from Littleton to downtown Denver for work every day.

"I think it's really great — anything they can do to encourage people to ride their bike is awesome."

Last year, our region had the second highest participation for Winter Bike to Work Day.

Way to Go has the following tips if you head out for a ride in wintry conditions:

- Stay warm, stay safe. Proper gear, clothing and a few safety precautions can make or break a successful commute. Check out these tips on safe cycling and how to dress for a winter ride.
- Plan ahead. Map out a safe route using bike lanes or multipurpose trails, and give it a test ride over the weekend when there's no pressure to get to work on time.
- Enlist a friend. Having a built-in bike buddy will make the ride more fun. Also, safety in numbers means you're more visible when sharing the road with cars.
- Have fun! Biking anywhere is guaranteed to make you feel like a kid again. Hop on, and arrive to work feeling pumped, energized and ready to tackle the day.

# Winter Bike to Work Day 2019: Breakfast station locations, how to register and more

**DEB STANLEY** | Denver7

February 8

Friday is Winter Bike to Work Day and despite the cold, more than 3,000 people in Colorado have signed up to bike to work.

"Last year, the Denver region had the second highest participation in the world," said Douglas Rex, executive director for DRCOG. "This year, we're going for first place. If you're used to bike commuting in warmer weather, it takes just a few small adjustments to make winter bike commuting more comfortable."

"Layers are really the key," explained Winna MacLaren, the public relations specialist for DRCOG's Way to Go program.

MacLaren also recommends gloves to protect your hands from the extra wind chill on your bike and a hat under your helmet.

"I love Bike to Work day in the winter, just because you really get the enthusiastic cyclists that come out," MacLaren said.

There are several breakfast stations open from 6:30 a.m. 9:30 a.m. There are also some stations open in the afternoon.

You can learn more about how to dress and how to register to help Denver win the top spot this year on [WinterToBikeToWorkDay.org](http://WinterToBikeToWorkDay.org)

# Friday is Winter Bike to Work Day. No pressure.

Denver and Boulder lead the entire world in registered bicyclists.

**DAVID SACHS** | Denverite

February 7

It's really not that uncommon for Denverites to bike to work in the winter, even in snowstorms. In shorts.

But the Denver Regional Council of Governments is perennially interested in making biking ever more common, all year round. That's why it's hosting Winter Bike to Work Day on Friday.

It's okay if you're not comfortable biking through snowy or icy streets!

"We're urging some caution," said Winna MacLaren, a spokeswoman for DRCOG. "If people don't feel 100 percent comfortable biking, it's a commitment that can still be made. If not tomorrow, choose another day when the trails are a little more clear and the roads are a little more dry."

If you do choose to ride tomorrow, there are some stations around the city where you can grab breakfast, coffee, and in some cases, a tuneup.

Check out events in the area on the International Bike to Work Day website, which has Denver and Boulder leading the entire world in registered bicyclists. Zagreb is in third place, in case you were wondering.

# Multiple projects along South Federal's "Little Saigon" paint a picture of what it could become

Some advocates hope stoking cultural pride might also make it easier to make Federal safer.

**KEVIN BEATY** | Denverite

February 4

As a kid in school, MiMi Luong was flipping through a history textbook when something remarkable caught her attention. It was in a section about the Vietnam War: a photo of the first documented arrival of a Vietnamese refugee family to Colorado. She instantly recognized the man stepping off the bus from Oklahoma.

"That's my dad," she remembered thinking to herself. "I went home and I showed my parents, and I think I kept it. I never returned it."

In 1975, Thanh Luong, MiMi's father, arrived in Denver and became part of a new wave of Vietnamese business owners to plant roots along South Federal Boulevard. He found his way to the state because his brother was attending the University of Colorado, but he moved to Denver's west side out of necessity.

"Most of the people had low income, so they came over here," he said.

Before long, more displaced Vietnamese families joined his along Federal, and many saw opportunity.

"They tried to open Asian shops like a market, gifts, something Asian people needed," he said. Federal, at that time: "It really needed new development."

So Thanh and his brother purchased the land that is now the Far East Center, the iconic shopping center with the giant arch above its entrance, and Vietnamese-owned businesses flourished alongside the auto shops, eateries and Mexican bakeries in the neighborhood. Thanh's business began as a video rental store, but has since transformed into the sprawling Truong An Gifts shop. Thanh can usually be found behind the register, especially as their annual Lunar New Year celebration draws close. MiMi and her husband are gradually taking over operations as her parents get older.

There hasn't been a whole lot of investment in the South Federal corridor since Thanh opened his business there, but that's poised to change. City and state agencies are preparing for a bunch of new work that aims to make the stretch safer and, crucially, a destination for Denverites and visitors alike. For some, these two goals are deeply intertwined: If the community has unified organization and vision for a cultural district, they might also advocate for better infrastructure along the busy boulevard.

These are the four big projects reshaping South Federal

1. CDOT is planning to build medians along Federal from Alameda down to Vassar. The agency says this infrastructure will "improve pedestrian safety by building a median to separate traffic on the heavily

traveled section of South Federal Boulevard,” though the project might end up benefiting drivers more. Medians don’t necessarily mean safer passage for pedestrians, especially on a boulevard like Federal.

2. Denver Public Works is planning to turn Federal into a “green boulevard” by installing drainage areas that will divert stormwater for treatment before it hits natural waterways. The channels, which will be built along sidewalks between Alameda and Mississippi, are meant to address “one of Denver’s highest priority basins in most need of stormwater quality treatment.” They’ll have some kind of foliage built into them, which will also help reduce urban heat island effects, impact air quality and create prettier and “safer environments for pedestrians and transit users.”

3. WalkDenver and the West Denver Renaissance Collaborative have begun a pilot “placemaking” project that aims to “create a strong sense of place and pride” along the corridor dubbed “Little Saigon,” where many Vietnamese families have long owned businesses. The groups are taking community feedback in a poll, open through the end of February, that will help them decide how to use existing grant money. Something like new signage, an enhanced bus shelter or decorative sidewalks could appear as an attempt to make Little Saigon a destination and begin to shape the corridor in a more pedestrian-friendly way. You might think of the big “W” logos and spiffy bus shelters along West Colfax as an example of this kind of thing. The placemaking advocates are also considering creating a new business improvement district (BID) in the area that could raise funds for more of these projects in the future.

4. In 2019, the city will begin a “transit alternatives analysis” for the corridor, which would analyze how buses, streetcars and the like might be better used. WalkDenver Executive Director Jill Locantore said it’s still “just a line item on the budget,” nothing in motion yet, but she thought it ought to be included since expanding transit fits hand-in-glove with safety and equity goals for the boulevard. Denver and Aurora conducted a similar study a few years ago in conjunction with the Regional Transportation District and the Denver Regional Council of Governments on Colfax.

# Boulder setting boundaries, priorities for moving subcommunity plans forward

Talk of whether Arapahoe is appropriate boundary reveals progress toward regional transit hub at 55th

**SAM LOUNSBERRY** | Daily Camera

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East Boulder, Palo Park and Central Boulder were this week slated by city council as the next areas to have their courses for development charted after some tweaks to the boundaries such efforts will influence.

The coming analysis of opportunities and needs for new building projects in each area is part of Boulder's continued subcommunities planning effort, a method used in the past here and in other cities to foster the arrival of amenities, services and facilities targeted to provide what each neighborhood lacks.

Council agreed East Boulder would be the top priority, Palo Park will be next and Central Boulder will follow; city staff has estimated it will take about 18 months to put together each plan.

But some Planning Board members at a Thursday meeting felt Central Boulder was put too high on the list, with Peter Vitale and John Gerstle respectively pitching that the Crossroads or Central Uni-Hill subcommunities should be looked at sooner.

"Some would say the zoning and land use patterns around Crossroads are the most broken we have in the city, whereas Uni-Hill, we're not looking to say, 'Let's totally rework that,'" Planning Board Vice Chair Bryan Bowen said.

East Boulder, Palo Park and Central Boulder were chosen by city staff for council's prioritization because they have recently experienced a high concentration of residential demolitions, property sales or issuance of new certificates of occupancy compared to other neighborhoods. Other factors influencing their priority include their having been identified by council as areas ripe for change, Boulder Senior Planner Kathleen King said.

The boundaries for the Palo Park subcommunity were expanded, with its southern edge moving from Colo. 119 to Valmont Road, cutting into the northern Crossroads subcommunity, which was extended east to Foothills Parkway.

"I particularly like the way you took the Palo Park area and expanded it. Crossroads got smaller, and so that linked residential neighborhoods into their neighborhood commercial centers. That made a huge amount of sense," Councilman Aaron Brockett said Tuesday.

Opportunities for each area will be identified through a weeks-long public engagement process for residents and business owners inside and outside each subcommunity, as well as city staff studies. But discussions of whether Arapahoe Road was truly the best separator between the East Boulder and

Southeast Boulder subcommunities offered a sneak peak at one: the city is getting closer to potentially bringing redevelopment to 55th Street and Arapahoe Avenue that could include a regional transit hub.

Council last year advanced plans to revamp east Arapahoe Avenue to put greater emphasis on bus, bike and pedestrian travel, and the 55th and Arapahoe area was among six with the Business Community zoning designation to which new regulations were attached this week that attempt to preserve retail uses of space.

The city also has applied for a \$200,000 federal grant via the Denver Regional Council of Governments that would be used to develop a master plan for bringing a regional transit hub to 55th and Arapahoe. The governmental group's staff on Thursday recommended the city receive the funding for the preliminary project, but the group's board will make a final determination next month, according to city spokeswoman Meghan Wilson.

Efforts funded by the grant "would provide guidance for this area into the future," King said, noting Arapahoe was found by city staff to be an appropriate boundary for the East Boulder and Southeast Boulder subcommunity areas.