AGENDA
BOARD OF DIRECTORS
WEDNESDAY, January 15, 2020
6:30 – 9:00 p.m.
1001 17TH STREET
ASPEN-BIRCH CONFERENCE ROOM

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. Move to Approve Agenda
5. 6:35 Community Spotlight
   • City of Englewood
   • Douglas County
6. 6:55 Report of the Chair
   • Report on Performance and Engagement Committee
   • Report on Finance and Budget Committee
7. 7:00 Report of the Executive Director
8. 7:10 Public Comment
   Up to 45 minutes is allocated now for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

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

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

9. 7:30 Move to Approve Consent Agenda
   i. Minutes of December 18, 2019 (Attachment A)
   ii. Federal Legislative Policy Statement (Attachment B)
   iii. Designate location for posting notices of meetings (Attachment C)

ACTION ITEMS

10. 7:35 Discussion of state legislative issues
    New Bills for Consideration and Action
    (Attachment D) Rich Mauro, Senior Policy and Legislative Analyst
    Positions on specific legislative bills requires affirmative action by 2/3 of those present and voting.

INFORMATIONAL BRIEFINGS

11. 7:40 Solicitation for Performance & Engagement and Finance & Budget committee members
    (Attachment E) Douglas W. Rex, Executive Director

12. 7:45 2050 Small Area Forecasting process
    (Attachment F) Brad Calvert, Director, Regional Planning and Development

13. 8:00 Briefing on RTD LiVE Fare program.
    (Attachment G) Matthew Helfant, Senior Transportation Planner, Transportation Planning & Operations

14. 8:20 Committee Reports
    The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
    A. Report from State Transportation Advisory Committee – Elise Jones
    B. Report from Metro Mayors Caucus – Herb Atchison
    C. Report from Metro Area County Commissioners – Roger Partridge
    D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
    E. Report from Regional Air Quality Council – Doug Rex
    F. Report from E-470 Authority – George Teal
    G. Report from CDOT – Rebecca White
    H. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

15. Nominating Committee Report
    (Attachment H) Members of the Nominating Committee
16. Transportation Improvement Program (TIP) administrative modifications (Attachment I) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations

ADMINISTRATIVE ITEMS

17. Next Meeting – February 19, 2020

18. Other Matters by Members

19. 8:30 Adjourn
CALENDAR OF FUTURE MEETINGS

January 2020

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

February 2020

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

March 2020

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

*Start time for this meeting is approximate. The meeting begins at the end of the preceding Board Work Session
SUMMARY
BOARD OF DIRECTORS
WEDNESDAY, December 18, 2019

Members/Alternates Present

Bob Fifer, Chair  City of Arvada
Steve O’Dorisio (Alternate)  Adams County
Jeff Baker  Arapahoe County
Larry Vittum  Town of Bennett
Elise Jones  Boulder County
Aaron Brockett  City of Boulder
Lynn Baca  City of Brighton
William Lindstedt  City and County of Broomfield
George Teal  Town of Castle Rock
Tammy Mauer  City of Centennial
Randy Weil  City of Cherry Hills Village
Nicole Frank  City of Commerce City
Nicholas Williams  City and County of Denver
Kevin Flynn  City and County of Denver
Roger Partridge  Douglas County
Steve Conklin  City of Edgewater
Linda Olson  City of Englewood
Lynette Kelsey  Town of Georgetown
Rachel Binkley  City of Glendale
Jim Dale  City of Golden
George Lantz  City of Greenwood Village
Stephanie Walton  City of Lafayette
Jacob LaBure (Alternate)  City of Lakewood
Larry Strock  Town of Lochbuie
Wynne Shaw  City of Lone Tree
Joan Peck  City of Longmont
Ashley Stolzmann  City of Louisville
Joyce Palaszewski  Town of Mead
Joyce Downing (Alternate)  City of Northglenn
John Diak  Town of Parker
Sally Daigle  City of Sheridan
Sandie Hammerly  Town of Superior
Jessica Sandgren  City of Thornton
Bud Starker  City of Wheat Ridge
Herb Atchison  City of Westminster
Adam Zarrin  Governor’s Office
Rebecca White  Colorado Department of Transportation
Bill Van Meter  Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Division Assistant, DRCOG; Brian Staley, Chris Chovan, Adams County; Mac Callison, Aurora;
Chair Bob Fifer called the meeting to order at 6:30 p.m. with a quorum present.

The Chair noted new members and alternates: Nicole Frank, new member for the City of Commerce City, William Lindstedt, new member for the City & County of Broomfield, Junie Joseph, new alternate for the City of Boulder, Craig Hurst, new alternate for the City of Commerce City, Heidi Henkel, new alternate for the City & County of Broomfield, Julia Marvin, new alternate for the City of Thornton, and Anita Seitz, new alternate for the City of Westminster.

Move to approve agenda

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

Community Spotlight
Director Stolzmann provided information on activities and projects taking place in the City of Louisville.

Douglas County and Englewood are the next two communities in the spotlight.

Report of the Chair
Chair Fifer introduced Bill Thiebaut, Chair, Colorado Transportation Commission to the Board. Chair Thiebaut spoke to the Board about his background and that he will look forward to collaborating in the future.

- Director Stolzmann reported the Performance and Engagement Committee met and discussed the 2020 DRCOG Awards Celebration.
- Director Flynn reported the Finance and Budget Committee met and discussed the appointment of Atteran, LLC as attorney’s in fact to represent DRCOG before the IRS in payroll tax matters. He also noted the committee passed a resolution authorizing Executive Director Rex to contract with Preferred Community Health Providers (PCHP) to implement the Anthem Commercial Care Transitions project.

Report of the Executive Director
- Executive Director Rex stated there are more items being added to the Consent Agenda to help expedite action on certain items that the Board has seen previously reviewed or has a unanimous recommendation from TAC and RTC. He noted that if any director feels that an item needs further discussion, it can be removed from the consent agenda for that purpose.
• The 2020 DRCOG Way To Go Awards celebration is scheduled for April 22 and will be held at Empower Field at Mile High. DRCOG has opened the nominations for the three major award categories and the deadline for nominations is January 17.
• A post-TIP analysis survey will be coming from DRCOG soon.
• DRCOG Winter Bike to Work Day will be February 14th, 2020.
• An updated version of the Board Handbook has been created by the DRCOG Communications and Marketing department.
• Executive Director Rex wanted to recognize DRCOG staff for their participation in COG Cares this year:
  o Staff made over 240 holiday cards for older adults at Senior Support Services, an organization that serves older adults who are experiencing homelessness.
  o For over 20 years, staff has provided gifts to the residents of the Spearly Center. This year, in addition to the gifts, staff raised $400 for the Spearly Center’s Activity Department for supplies to be enjoyed by all of its residents.

Public comment
There was no public comment

Move to approve consent agenda

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

Items on the consent agenda included:
• Summary of the November 20, 2019 meeting
• 2020-2023 Transportation Improvement Program (TIP) amendments
• State Legislative Policy Statement
• Approval of the proposed project from the Non-MPO MMOF Call for Projects to be included within the CDOT State Transportation Improvement Program

Discussion on staff recommended approval of proposed actions regarding FY 2019 project delays
Todd Cottrell, Senior Planner, Transportation Planning and Operations, presented projects that were not completed in FY2019 with individual summaries of the reason for these delays. DRCOG staff reviewed and came up with recommendations to initiate these projects or phase.

Executive Director Rex wanted to clarify that these delays are from the 2016-2021 TIP. With the new 2020-2023 TIP, the delay policy, which is more aggressive, will not come into effect until 2020.

Director Dale moved to approve actions proposed by DRCOG staff regarding TIP project delays for Fiscal Year 2019. The motion was seconded and passed unanimously.
Discussion on DRCOG becoming the direct recipient for Federal Transit Administration (FTA) Section 5310 (Enhanced Mobility of Seniors & Individuals with Disabilities) Program funding
Matthew Helfant, Senior Transportation Planner, Transportation Planning and Operations, presented what the 5310 funding is and how it will help improve transportation for our senior population and individuals with disabilities.

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

Discussion on federally required performance-based planning safety targets
Jacob Riger, Manager, Long Range Transportation Planning, presented and explained the proposed fatality-related safety targets, which are based on the “Metro Vision” methodology, and serious injury-related targets are based on the “hold the line” methodology used to set the 2018 and 2019 targets.

Director Stolzmann moved to approve the proposed 2020 safety targets for the DRCOG Transportation Management Area as required by the FAST Act. The motion was seconded and passed unanimously.

Proposed 2050 Metro Vision Regional Transportation Plan proposed scenarios to test
Jacob Riger, Manager, Long Range Transportation Planning, provided an overview of the following proposed scenarios and their individual emphasis:

- Transit
- Regional Highway & Operations
- Freeway/Interstate Congestion
- Technology/Connected Vehicles
- Travel Choices
- Regional Jobs/Housing Balance

Mr. Riger then asked directors for their input on how they would improve the proposed scenarios. There were many suggestions provided including promotion of teleworking, showcasing improvement of air quality, using realistic land use, measuring travel choices as they change, and help building up smaller communities.

Director Binkley wanted to know how DRCOG plans to remain transparent through this process. Mr. Riger stated that once results from these scenarios are available, they will be posted publicly so everyone would have access to it.

Introduction to the Denver Regional Climate Action Plan effort
Jonathan Wachtel, Sustainability Manager, City of Lakewood, provided an introduction to this initiative and defined events that will occur in 2020. The plan will develop an inventory of greenhouse gas emissions, conduct a climate risk and vulnerability assessment, and define strategies to reduce regional emissions and address regional climate vulnerability in
the future. Will Toor, Executive Director, Colorado Energy Office (CEO), was invited to speak. Mr. Toor explained to the Board what efforts CEO will be putting forth to help with this initiative.

Director Partridge expressed some concerns about funding for this effort. Brad Calvert, Director, Regional Planning and Development, stated that this initiative is being funded through a grant obtained by the City and County of Denver and the City of Boulder. It is not a DRCOG funded initiative. DRCOG’s role, to date, has been to provide a meeting space and technical assistance to our members. Executive Director Rex reiterated that the intention of this presentation was to provide information to the Directors about an initiative taking place in our region.

Committee Reports

**State Transportation Advisory Committee** – Director Jones reported the group received approval on SB267 funds for Region 1 and Region 4 to be allocated to DRCOG. Preview of staff proposals of how those funds will be spent were presented to the group as well.

**Metro Mayors Caucus** – Director Atchison reported that the transportation group only met with CDOT and RTD to try and resolve statewide issues on transportation funding.

**Metro Area County Commissioners** – Director Partridge noted that the next meeting for MACC will be January 24th. Director Jones stated they had their annual holiday reception at Denver Botanic Gardens.

**Advisory Committee on Aging** – Jayla Sanchez-Warren reported that they did not meet, but instead had a luncheon for the subcommittee to thank everyone for their hard work.

**Regional Air Quality Council** – Doug Rex reported that they had a presentation from RTD on their transit services. They also approved the 2020 budget and work program and the final draft of Articles of Incorporation.

**E-470 Authority** – Director Diak reported the group said their farewells to Commissioner Conway and Council Member Beacom and thanked them for their service. The group addressed the 2020 budget and were able to “hold the line” on tolls for E-470.

**Report from CDOT** – Director White stated the most notable report was mentioned by Director Jones, which was the decision on the allocation of funds for SB267. CDOT is monitoring very closely the amount of expected snowfall and how this will be addressed.

**Report on FasTracks** – Director Van Meter reported the Board approved the planning and environmental linkages document for State Highway 119. They also reconfirmed RTD’s the $30 million commitment to transit improvements in that corridor. David Genova will be retiring January 20th, so RTD will be soliciting for and interim GM internally and externally. The Reimagine RTD system optimization study is currently underway.

**Next meeting** – January 15, 2020

**Other matters by members**
There were no other matters by members

**Adjournment**
The meeting adjourned at 9:24 p.m.
Bob Fifer, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

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

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

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

PROPOSED ACTION/RECOMMENDATIONS
Staff recommends approving the 2020 Policy Statement on Federal Legislative Issues.

ACTIONS BY OTHERS
N/A

SUMMARY
Each year, the Board adopts two policy statements on a range of specific state and federal legislative issues. These documents provide the DRCOG Board, staff and lobbyists with policy direction on legislative issues during the coming year. The Board adopted the state policy statement at its December 18, 2019.

PREVIOUS DISCUSSIONS/ACTIONS
The draft document was provided for review and comment at the December 18, 2019 Board meeting to give Board members and their staff sufficient time to review its contents before the Board acts on the document at its January 15, 2020 meeting. No comments were received from Board members.

PROPOSED MOTION
Move to approve the *2020 Policy Statement on Federal Legislative Issues*.

ATTACHMENTS
Draft 2020 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@drcog.org; or Rich Mauro, Senior Policy and Legislative Analyst, at (303) 480-6778 or rmauro@drcog.org.
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.

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

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

Eliminate obsolete funding provisions in the Older Americans Act

DRCOG has expressed concerns that the current funding formula for the Older Americans Act is outdated and unfair, particularly to states with fast-growing older adult populations. The Older Americans Act funding formula generally allocates federal funds to states based on the proportion of older adults in each state. However, the full reauthorization in 2006 included a modified “hold harmless” provision to prevent slow-growing states from falling below their fiscal year 2006 funding levels. The 2006 formula also used population numbers from the 2000 Census, which quickly became outdated after the 2010 Census. Although the data was updated in the full reauthorization that passed in 2016, it will need to be updated again after the 2020 Census. This combination of obsolete data and the hold harmless provision caused Colorado to lose
more funding than any other state, during both the annual appropriations as well as in the sequestration cuts in 2012.

DRCOG opposes the inclusion of the hold harmless provision when allocating Older Americans Act funds.

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

Encourage meaningful coordination with other systems and programs

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

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

Establish a federal services identification database for senior services

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

Maximize flexibility in use of Older Americans Act funds

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

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

Fund aging-related planning for local communities

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

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

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

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

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

- emphasize assisting clients to live in their homes as long and as independently as possible
- Support evidence-based health and wellness programs
- Bridge the gap between community services and health care through programs that promote care transitions and care coordination and encourage community-based service delivery models, including broader experimentation with Accountable Health Communities to integrate social needs in the delivery of health services
- Increases in the funding for family caregiver support services (including training, respite care, counseling, and information and assistance) and the continued distribution of these monies through area agencies on aging, which are important to address the growing needs of families who provide extensive care to their loved ones
- Increase funding for Long-Term Care Ombudsman programs, which are necessary to improve the ability to respond to complaints and safeguard residents’ rights

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

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

Long-term care facility quality of care

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

- Federal regulations designed to ensure the quality of care in long-term care facilities are not fully enforced, largely due to inadequate staffing levels in state enforcement agencies. There also are several actions that could be added to the regulations to improve enforcement. These include increased inspections and penalties on long-
term care facilities failing to comply with regulations. DRCOG supports such improved enforcement of long-term care regulations and an increase in funding for enforcement actions.

- Most complaints investigated by DRCOG ombudsmen are traceable to staffing issues in the long-term care facilities. The inability to maintain adequate staffing is a critical concern that negatively impacts long-term care facility quality of service. DRCOG supports federal legislation, policies and programs to improve the quality of service in long-term care facilities, including setting minimum staffing levels and providing financial and technical assistance for the recruitment, training and retention of long-term care facility employees.

- Nursing home transparency is an ongoing issue in advocacy for the rights of residents. Occasionally legislation has been proposed to enhance families’ access to information about the quality of care in nursing homes and improve the government’s ability to ensure quality care and a better-trained staff in those facilities. DRCOG supports legislation that includes stronger disclosure of ownership and control of facilities, better oversight of quality of care indicators, improved consumer information, and an enhanced complaint and penalty process.

**Fund the Elder Justice Act**

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

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

**Other health and community services**

There are numerous other health and home care issues not covered under the Older Americans Act. In general, the following policies address concerns regarding consumer protection, access to treatment and access to services that increase independence. DRCOG believes it is appropriate for federal legislation, regulations and policies to
promote access to health care coverage and the integration of long-term care into a continuum of medical and non-medical services, including health promotion and disease prevention.

- **Enhancing health and security of older adults.** The Affordable Care Act contains several provisions regarding older adults and their ability to stay healthy and age in the community. These include provisions for aging and disability resource centers, prevention and wellness programs, care transitions and coordination, and efforts to rebalance the long-term care system relative to institutional and community care. The area agencies on aging are positioned to play a key role in implementing these provisions. **DRCOG urges Congress and federal agencies to recognize the full potential of the Aging Network and use area agencies on aging in implementing these Affordable Care Act provisions.**

- **Avoid institutional care.** Home- and community-based services are critical components in the continuum of care for the elderly and disabled and are more cost-efficient than services in institutions, particularly with regard to rural areas and for minority populations. Adequate reimbursements to providers are necessary to offset the costs of providing these important services. **DRCOG supports increased funding of home- and community-based care programs and higher Medicare and Medicaid reimbursements.**

- **Prescription medication.** Older adults typically require more medication than younger people. Even with the adoption of a prescription drug benefit under Medicare, the high cost of prescription medication will continue to be a financial hardship for many older adults and federal programs.
  - DRCOG supports increased prescription drug pricing transparency.
  - DRCOG supports revisions to the Medicare Part D prescription drug benefit to simplify the application process and coverage offered, as well as cap out-of-pocket costs and address the gaps in coverage to provide a more comprehensive prescription medication benefit for all beneficiaries.
  - DRCOG supports allowing the federal government to negotiate prescription drug prices for patients using Medicare, Medicaid and other federal programs to lower cost to these critical federal programs.
  - DRCOG also encourages the federal government to provide additional funding for area agencies on aging to provide public education, counseling and enrollment assistance for citizens about the Medicare drug program.

- **Patients’ rights.** Enforceable federal protections in areas including access to care, quality assurance, patient information, grievances and appeals, the doctor-patient relationship and physician treatment decisions are necessary to ensure that quality health care and other services are available to all. **DRCOG supports legislation to protect consumers in managed care plans and other health coverage.**
**Housing.** The ability to afford to live in a residence independently is a concern of older adults, especially those on fixed incomes. As the Denver metro area has grown and developed, the shortage of affordable housing has become an even more important concern. **DRCOG supports policies and programs designed to support older adults, especially those of low- and moderate-income, and persons with disabilities to live independently in the residence of their choice. This includes policies and programs to:**

- Encourage the delivery of home- and community-based supportive services to assist older people and persons with disabilities in maintaining independence and actively engaging in their community.
- Improve home design to promote independence and aging in place, including home modification and repair, appropriate design features in new and rehabilitated housing (through principles such as universal design, visitability, inclusive home design and energy efficiency), and the use of innovative home products.
- Ensure that policies and funding for housing assistance and preservation programs continue to support residents who choose to remain in their homes as they age and that low- and moderate-income households have access to well-designed, safe, decent, affordable and accessible housing integrated throughout well-designed communities.
- Promote financial security of housing assets to support the availability of affordable homeownership options, safeguard home equity and promote the innovative use of housing assets to maintain and improve the independence and quality of life of older people.

**TRANSPORTATION**

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

**Funding**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-authorized National Surface Transportation Policy and Revenue Study Commission, which released a congressionally mandated report in January of 2008, called for interim investments of at least $225 billion annually over the next 50 years at all levels of government. The February 2009 report of the National Surface Transportation Infrastructure Financing Commission set up under SAFETEA-LU estimated we need to invest at least $200 billion per year at all levels of government to maintain and improve our highways and transit systems. The FAST Act did not meaningfully increase transportation revenues nor provide anywhere near these levels of investment.
DRCOG supported the Fixing America’s Surface Transportation (FAST) Act. However, while the FAST Act provided funding stability and delivery of long-term capital projects, the reauthorization falls short of needed investment in the nation’s infrastructure and did not address a number of other important issues.

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

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

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

- DRCOG supports an energy-efficient, environmentally sustainable, multimodal transportation system that ensures America’s economic competitiveness and supports livable communities for its residents.
- DRCOG supports providing additional transportation revenues to accomplish this vision.
- Any new or increased sources of funding should be distributed through existing funding formulas with the greatest possible share going directly to local areas to decide how it will be spent.
- Maintain transportation program’s use of contract authority, allowing states to advance money for multiyear construction projects.
- While supporting a shift to national performance standards and goals, consideration must be given to equity issues (geographical/return on dollar).
- Continue and expand funding for transportation projects that improve air quality.
- If the 116th Congress brings back earmarking or modifies any discretionary programs, a number of safeguards should be included: ensure transparency of the earmarking process; fully fund each phase of an earmarked project (no partial
funding earmarks should be approved); do not reduce formula funds that would affect projects already in an approved Transportation Improvement Program.

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

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

**Short-term**

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

**Long-term**

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

**Multimodal solutions**

Addressing the nation’s transportation challenges requires investment in a comprehensive, multifaceted approach. The nation will need to implement multimodal alternatives to provide congestion relief, improve air quality, reduce household transportation costs and increase independence for people unable to drive because of age, income or ability. DRCOG’s Metro Vision plan includes targets for reducing vehicle miles traveled and greenhouse gas emissions per capita, traffic fatalities, traffic congestion and single-occupant vehicle mode share.
Transit is an essential part of the metropolitan transportation system. Implementation of the Denver region’s transit system is a high priority for DRCOG. Unfortunately, cost increases and revenue decreases forced the Regional Transportation District and DRCOG to remove some corridors from the fiscally constrained 2040 Regional Transportation Plan. DRCOG recognizes the importance of making transit-supportive improvements to bus and rail corridors throughout the region. The metro area has made a significant commitment of local resources for the regional transit system.

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

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

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

- Continue the federal investment for transit and multimodal projects in the Denver region.
- Provide dedicated sources of revenue and increased funding for bus rapid transit and rail new starts programs.
- Continue to provide federal funding for the FasTracks corridors (over time this could include corridors that have had to be removed from the fiscally constrained regional transportation plan).
- Clarify with regard to transit-oriented developments that up to a half-mile from an existing or proposed transit station, parking and transportation infrastructure, transit-oriented development planning, land acquisition and a project or program that supports compact, mixed-use, mixed-income, bicycle/pedestrian friendly development are eligible for federal transportation funding and require that this clarification be incorporated in funding program decisions, and work to identify additional sources of funding.
- Incorporate the Partnership for Sustainable Communities’ livability principles into federal policy and investment decisions.
• Improve transportation services for older adults and individuals with disabilities by giving states added flexibility in utilizing their federal funds; enhancing the planning and coordination process; providing technical assistance; and promoting innovative community programs.

• Designate the “Rocky Mountain Corridor” (from Cheyenne, Wyoming, through Colorado to Albuquerque, New Mexico, and the Interstate 70 corridor from Denver International Airport to the Utah border) and the Western Regional Alliance high-speed rail network (to provide high-speed rail connections between Denver, Salt Lake City, Reno, Las Vegas, and Phoenix) as High-Speed Rail Corridors. This action would identify them as having potential for high-speed rail activity and enable these corridors to receive federal funds that might become available for corridor studies of high-speed rail options, development of plans for high-speed rail infrastructure, construction of high-speed rail facilities and highway/rail grade crossing safety improvements.

**Metropolitan mobility**

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

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

• Enable major metropolitan areas to establish and implement overarching plans for mobility and accessibility with focus on:
  ➢ Increased accessibility, modal choices and seamless transfers.
  ➢ Elimination of traffic chokepoints and reduction of severe traffic congestion.
  ➢ Strategies that manage transportation demand, provide transit service and implement nonmotorized methods of travel.
  ➢ Strategies for accommodating inter-regional movement of people and goods within and through the metropolitan areas.
  ➢ Fostering livable communities for people of all ages, incomes and abilities.
  ➢ Promoting the urban infrastructure necessary to support high-density development around transit.
  ➢ Performance metrics that extend beyond existing traffic congestion and motor vehicle emissions measures and consider vehicle miles traveled. reduction,
economic development, environmental sustainability, global competitiveness, accessibility, etc.
➢ Fold Complete Streets policies into the metropolitan planning process so that transportation agencies routinely consider designing and operating the entire right of way to enable safe access for drivers, transit users and vehicles, pedestrians, and bicyclists, as well as for older people, children and people with disabilities.

Energy efficiency and environmental sustainability

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

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

Project delivery and planning

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

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

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

• The metropolitan planning process establishes a cooperative, continuous and comprehensive framework for making transportation investment decisions in metropolitan areas. In many cases, MPOs provide the only regional, multimodal transportation plans that link transportation to land use, growth and air quality. Through the MPO process, local governments, in cooperation and collaboration with state and local transit operators, determine the best mix of transportation investments to meet the long-term transportation needs of a metropolitan area. This important role must be strengthened to make metropolitan transportation planning successful.

• The FAST Act requires adequate regional financial forecasts be developed with the cooperation and collaboration of the state, MPO and public transit agency for use in preparing transportation plans. However, “collaboration, cooperation and consultation” are poorly defined in the context of developing such financial forecasts. States are given wide discretion in how and when those estimates of revenues are to be provided and allowing for various interpretations of the regulations. DRCOG supports:
  ➢ Expanding regulations to require all three entities (DRCOG, the Regional Transportation District and the Colorado Department of Transportation) to agree upon procedures governing the projection of future revenue estimates.
  ➢ Requiring all three agencies to agree upon distribution of estimated revenues.
➢ Establishing an external appeals process to the U.S. Department of Transportation if there is disagreement among the parties regarding estimate procedures and revenues.

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

**ENVIRONMENT**

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

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

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

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

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

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

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

• **Community participation.** Local governments often face significant community and neighborhood concerns regarding contaminated sites. Public involvement in the assessment, planning and cleanup for such sites is an important aspect of efforts to bring these sites to a safe condition. **Provisions that assist local governments in establishing and funding formal mechanisms for citizens to participate in the cleanup and land-use decision-making process are appropriate and necessary.**

• **Funding for cleanup.** DRCOG is concerned that the federal government not reduce its commitment to assist with clean-up and redevelopment of these sites. **DRCOG supports the creation of new mechanisms to fund cleanup to the extent they are sufficient to make significant progress toward the act’s goals. Allocation of cleanup costs among responsible parties should be according to the proportion of contamination caused by each.**

• **Health risk criteria.** The safety and health of populations exposed to pollution associated with Superfund sites is a primary concern related to potential redevelopment. **Health risk-based criteria are necessary to guide these efforts. These criteria must reflect the intended reuse of a site and the risks to special populations including children, the elderly and those already disproportionately exposed to pollution. Risk-based standards specific to Superfund cleanup are needed to promote redevelopment of contaminated sites while protecting human health and the environment.**

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

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

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

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

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

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

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

SUBJECT
This action is related to the location for posting notice of meetings.

PROPOSED ACTION/RECOMMENDATIONS
DRCOG staff recommends designating the reception area of the DRCOG offices as the official location for posting notices of meetings.

ACTION BY OTHERS
N/A

SUMMARY
Notice of each regular and special meeting of the Board of Directors, each committee established by the Board, or those created as part of the approved committee structure of the Denver Regional Council of Governments, whether now existing or created in the future, should be posted in the reception area (which is a public place within the boundaries of DRCOG) of the offices of DRCOG located at 1001 17th Street, Suite 700, Denver, Colorado no less than twenty-four hours prior to the holding of the meeting. The posting shall include the time, date, and location of the meeting and shall, where possible, include specific agenda information.

This action implements SB 91-33.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
Move to designate the location for posting notice of meetings as described.

ATTACHMENT
N/A

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Melinda Stevens, Division Assistant, at 303-480-6744 or mstevens@drcog.org.
To: Chair and Members of the Board of Directors

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

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<td>January 15, 2020</td>
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SUBJECT
This item concerns adoption of positions on state legislative bills as presented by staff.

PROPOSED ACTION/RECOMMENDATIONS
Adopt positions on bills presented.

ACTION BY OTHERS
N/A

SUMMARY
The 2020 Session of the Colorado General Assembly convened on January 8. Any bills of interest introduced will be emailed to Board members prior to the Board meeting 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
N/A

ADDITIONAL INFORMATION
Should you have any questions regarding legislative bills, please contact Douglas W. Rex, Director, Executive Director at 303-480-6747 or drex@drcog.org; or Rich Mauro, Senior Policy and Legislative Analyst at 303-480-6778 or rmauro@drcog.org.
To: Chair and Members of the Board of Directors

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

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SUBJECT
This item is related to soliciting interest for serving as a member of the Finance and Budget or Performance and Engagement committees.

PROPOSED ACTION/RECOMMENDATIONS
Solicit interest from members to serve on the Finance and Budget Committee, or the Performance and Engagement Committee.

ACTION BY OTHERS
N/A

SUMMARY
Each year, interest is sought from Board directors to serve on the Finance and Budget, or the Performance and Engagement Committee. The Nominating Committee will meet and recommend appointees at the March Board meeting for new two-year terms to begin in April.

Statements of interest for serving on one of the two committees should be submitted in writing (via email) to Melinda Stevens no later than February 21, 2020.

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
N/A

ATTACHMENTS
- Current Finance and Budget, and Performance and Engagement committee member lists
- Finance and Budget and, Performance and Engagement committee descriptions

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Melinda Stevens, Division Assistant at 303-480-6744 or mstevens@drcog.org.
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<td>Elise Jones</td>
<td>Commissioner</td>
<td>Boulder County</td>
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<tr>
<td>*Kevin Flynn</td>
<td>Council Member</td>
<td>City &amp; County of Denver</td>
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<td>Roger Partridge</td>
<td>Commissioner</td>
<td>Douglas County</td>
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<td>Bob Fifer</td>
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<td>Lochbuie</td>
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<td>Wynne Shaw</td>
<td>Mayor Pro Tem</td>
<td>Lone Tree</td>
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<td>Joan Peck</td>
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<td>Ashley Stolzmann</td>
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<td>Connie Sullivan</td>
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<td>Sandie Hammerly</td>
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<td>Superior</td>
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<tr>
<td>Jessica Sandgren</td>
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<td>Thornton</td>
</tr>
</tbody>
</table>

* Committee chair 2019-2020
DENVER REGIONAL COUNCIL OF GOVERNMENTS
PERFORMANCE AND ENGAGEMENT COMMITTEE
January 2020

Eva Henry
Commissioner
Adams County

George Lantz
Mayor
Greenwood Village

Aaron Brockett
Council Member
City of Boulder

Dana Gutwein
Council Member
City of Lakewood

David Beacom
Council Member
City & County of Broomfield

*Ashley Stolzmann
Council Member
City of Louisville

George Teal
Council Member
Town of Castle Rock

John Diak
Council Member
Town of Parker

Nicholas Williams
Deputy Chief of Staff, Public Works
City & County of Denver

Herb Atchison
Mayor
City of Westminster

Steve Conklin
Council Member
City of Edgewater

*Committee chair 2019-2020
FINANCE & BUDGET COMMITTEE

Type: Standing Committee

Authority: Articles of Association, revised March 16, 2016

MEMBERSHIP

The administrative business of the Council concerning finances, contracts and related matters shall be managed by the Finance & Budget Committee. The Committee membership shall not exceed more than one-quarter of the total membership of the Board. Members of the Finance & Budget Committee shall be appointed by the Board upon recommendation of the Nominating Committee, in accordance with procedures and requirements set forth in the Articles of Association.

Committee members are appointed to two-year terms, except that in the initial establishment of the Committee, one half of the members are appointed to an initial one-year term so as to achieve staggered terms. A Committee member is eligible to serve so long as the jurisdiction he or she represents is a member of the Council, and he or she remains that member’s official member representative on the Board. Membership on the Committee is designated to the member’s jurisdiction; therefore, if a member appointed to the Committee is no longer able to serve, membership on the Committee shall transfer to the succeeding member representative of that jurisdiction on the Board, for the remainder of the term of the Committee appointment. A Committee member may seek re-appointment at the expiration of his or her term two-year term, in accordance with the procedures and requirements set forth the in Articles of Association, but the Board shall have no obligation to re-appoint any member.

OFFICERS

The incumbent Treasurer of the Council shall serve as chair of the Finance & Budget Committee. The vice chair of the Committee shall be elected by the Committee at its first meeting following election of Board officers and to serve until the next election of officers.

RESPONSIBILITIES

The following powers and duties are vested in the Finance & Budget Committee:

- To review contracts, grants and expenditures and authorize the expenditure of funds and the entering into contracts, within the parameters of the Council budget.
- To execute official instruments of the Council.
- To review and recommend to the Board the budget as provided in Article XV of the Articles of Association.
- To review the Council’s audited financial statements with the Council’s auditor, and to undertake, oversee and/or review other organization audits.
- To receive and review other financial reports and provide regular updates to the Board.
• To compensate member representatives for expenses incurred in attending to the proper business of the Council.
• To exercise such other powers, duties, and functions as may be authorized by the Board.

QUORUM

A quorum for the transaction of Finance & Budget Committee business shall be one-third (1/3) of its members, plus one.

VOTING

A majority of those present and voting shall decide any question brought before the meeting. The Budget & Finance Committee chair shall vote as a member of the Committee. A Committee member’s designated alternate on the Board may attend meetings of the Committee and participate in deliberations, at the discretion of the chair, but may only vote in the absence of the member.
PERFORMANCE & ENGAGEMENT COMMITTEE

Type: Standing Committee

Authority: Articles of Association, revised March 16, 2016

MEMBERSHIP

The administrative business of the Council concerning the performance and evaluation of the Executive Director, the oversight of onboarding of new Board members and related matters shall be managed by a Performance & Engagement Committee. The Committee membership shall not exceed more than one-quarter of the total membership of the Board, plus the Board Chair who shall be an ex officio, voting member of the Committee. The Board Chair’s attendance at meetings is at the Chair’s discretion. Members of the Performance & Engagement Committee shall be appointed by the Board upon recommendation of the Nominating Committee, in accordance with procedures and requirements set forth in the Articles of Association.

Committee members are appointed to two-year terms, except that in the initial establishment of the Committee, one half of the members are appointed to an initial one-year term to achieve staggered terms. A Committee member is eligible to serve so long as the jurisdiction he or she represents is a member of the Council, and he or she remains that member’s official member representative on the Board. Membership on the Committee is designated to the member’s jurisdiction; therefore, if a member appointed to the Committee is no longer able to serve, membership on the Committee shall transfer to the succeeding member representative of that jurisdiction on the Board, for the remainder of the term of the Committee appointment. A Committee member may seek re-appointment at the expiration of his or her two-year term, in accordance with the procedures and requirements set forth in the Articles of Association, but the Board shall have no obligation to re-appoint any member.

OFFICERS

The incumbent Secretary of the Council shall serve as chair of the Performance & Engagement Committee. The vice chair of the Committee shall be elected by the Committee at its first meeting following election of Board officers and to serve until the next election of officers.

RESPONSIBILITIES

The following powers and duties are vested in the Performance & Engagement Committee:

- To develop the process for recruitment of the Executive Director.
- To recommend appointment of the Executive Director to the Board.
- To execute an employment contract with the Executive Director, within the parameters of the Council budget.
• To develop the process for, and execute and document the annual performance evaluation for the Executive Director, including approval and execution of amendments to the Executive Director employment contract in connection therewith, within the parameters of the Council budget.
• To hold quarterly meetings with the Executive Director to provide performance feedback to the Executive Director.
• To recommend to the Board, as needed, policies and procedures for the effective administration of the Executive Director.
• To provide oversight of onboarding programs for new Board appointees.
• To Implement and review Board structure and governance decisions.
• To Plan the annual Board workshop.
• To review results of Board assessments and recommend improvements.
• To receive and review reports related to the business of the Committee and provide regular updates to the Board.
• To Exercise such other powers, duties, and functions as may be authorized by the Board.

QUORUM

A quorum for the transaction of Performance & Engagement Committee business shall be one-third (1/3) of its members, plus one, not including the ex-officio Board chair.

VOTING

A majority of those present and voting shall decide any question brought before the meeting. The Performance & Engagement Committee chair shall vote as a member of the Committee. A Committee member’s designated alternate on the Board may attend meetings of the Committee and participate in deliberations, at the discretion of the chair, but may only vote in the absence of the member.
To: Chair and Members of the Board of Directors

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

SUBJECT
2050 Small Area Forecasting process

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
N/A

SUMMARY
Purpose
By forecasting the growth of households and jobs in areas much smaller than counties, DRCOG staff can forecast future travel patterns to support the regional transportation planning process, as well as other local and regional decision-making.

Background
DRCOG’s small area forecasting process begins with the work of the State Demography Office in the Department of Local Affairs. The Demography Office forecasts future population and household growth at a county-level (currently out to the year 2050).

Because the work of the State Demography Office ends at the county-level, the work of DRCOG begins with the forecast of internal distribution of those county-level 2050 forecasts, otherwise known as control totals. DRCOG forecasts growth across just over 2,800 small areas, known as transportation analysis zones. Travel demand modeling efforts at DRCOG and elsewhere can then forecast travel patterns between zones and on the transportation network.

DRCOG relies on a predictive model, known as UrbanSim, for its small area forecasting work. The model forecasts small area growth in jobs and households using nine discrete choice models that simulate household and employment location choices with real estate market dynamics and within natural and regulatory constraints.

Recent small area forecasting efforts
In 2019, DRCOG completed a series of population and employment forecasting model improvements. These improvements are the foundation for continued process improvements and set the stage for collaboration with local governments and other partners in 2020 and beyond. Highlights of recent enhancements to the small area forecasting process include:

- **Cloud operations**—an updated model codebase now runs in the cloud behind a secured web-based interface
• **Regional control totals** – ability to simulate without the state’s assumptions about county-level population and labor force (employment), instead pooling those together as regional assumptions

• **Tuning capacity of local zoning constraints to local conditions** – moving from 17 regional categories applied across the region to a localized system using observations in each jurisdiction

• **Scheduled development** – integrating a new model component that will allow DRCOG to:
  - ensure completed and committed projects can be a part of simulations
  - track longer term proposed projects

What’s coming for small area forecasting during 2020?

<table>
<thead>
<tr>
<th>When?</th>
<th>What?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quarter 1</td>
<td>Small area forecasting capabilities will be supporting regional scenario analysis for the 2050 Metro Vision Regional Transportation Plan (because of the regional nature of this analysis, DRCOG will use regional control totals – one regional pool of county-level forecasts).</td>
</tr>
<tr>
<td>Quarter 2</td>
<td>Second opportunity for local input on the small area forecast (first after the switch to county-level control totals)</td>
</tr>
<tr>
<td>Quarter 3</td>
<td>An opportunity for the Board’s discussion and potential action on the small area forecast assumptions for the 2050 Metro Vision Regional Transportation Plan</td>
</tr>
</tbody>
</table>

PREVIOUS DISCUSSIONS/ACTIONS
N/A

PROPOSED MOTION
N/A

ATTACHMENTS
Staff presentation

ADDITIONAL INFORMATION
If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org or Brad Calvert, Division Director, Regional Planning & Development at 303-480-6839 or bcalvert@drcog.org or Andy Taylor, Manager, Regional Planning at 303-480-5636 or ataylor@drcog.org.
2050 Small Area Forecasting process

Forecasting the distribution of households and jobs

Presented by:
Andy Taylor
January 15, 2020
Forecasting for the regional transportation planning process

Like different legs in a relay race

Statewide forecasts
(State Demography Office, Colo. Department of Local Affairs)
- 2050 forecasts: population, households, jobs
- 64 counties

Small area forecasting
(DRCOG)
- Forecast internal distribution of 2050 forecasts (aka control totals)
- 2,800+ small areas (aka zones)

Travel demand modeling
(DRCOG, other studies)
- Forecast travel patterns between zones, on transportation network
Small area forecasting: What changed in 2019?

- Updated codebase running in the cloud
- Ability to switch between regional and county control totals
- Tuning capacity of local zoning constraints to local conditions
- Ability to incorporate scheduled development

Additional detail on next slides
Tuning of capacity for jobs and housing

**Past approach:**
- 17 regional categories local zoning assigned to
- Collected annually from local governments

**Updated approach:**
- 1,400+ local categories used to estimate
- Leverage best local data consistently available

**Tuning capacity of local zoning constraints to local conditions**
Scheduled development

Ability to incorporate scheduled development

• Local knowledge may have more predictive power than discrete choice models in near term
• More nimbly incorporate observed change since base year
<table>
<thead>
<tr>
<th>Quarter 1</th>
<th>Supporting <strong>regional scenario analysis</strong> for 2050 <em>Metro Vision Regional Transportation Plan</em></th>
</tr>
</thead>
<tbody>
<tr>
<td>Quarter 2</td>
<td>2nd opportunity for <strong>local input on small area forecast</strong> after switch to county-level controls</td>
</tr>
<tr>
<td>Quarter 3</td>
<td>Opportunity for <strong>Board discussion of and action on small area forecast assumptions</strong> for 2050 <em>Metro Vision Regional Transportation Plan</em></td>
</tr>
</tbody>
</table>
2050 Small Area Forecasting process

Forecasting the distribution of households and jobs
To: Chair and Members of the Board of Directors

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

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
<th>Agenda Item #</th>
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<tbody>
<tr>
<td>January 15, 2020</td>
<td>Informational Briefing</td>
<td>13</td>
</tr>
</tbody>
</table>

**SUBJECT**

Briefing on RTD LiVE Fare program.

**PROPOSED ACTION/RECOMMENDATIONS**

N/A

**ACTION BY OTHERS**

N/A

**SUMMARY**

In March 2017 RTD convened a working group to evaluate RTD’s pass programs. Individuals involved in the working group included members of RTD staff and external stakeholders representing schools, businesses, municipalities, neighborhood groups and advocacy organizations. The group was asked to determine whether changes should be made to RTD’s pass programs, ultimately addressing the question of whether RTD is offering the public the passes they want and need and pricing them appropriately. It formulated several options, all of which were modeled by a consultant for their impact on total fare revenue and ridership.

Based on recommendations from this group, RTD created LiVe, an income-based fare discount program, on July 29, 2019. The name is pronounced as one would say, “live your best life,” to reflect how the program gives people the chance to live their life with more access to opportunity. LiVe provides a 40 percent discount to qualifying riders whose household incomes are at or below 185 percent of the federal poverty level. Applicants must qualify and enroll in the program to receive the discounted fare. To be eligible you must be between 20 and 64 years old and live within the RTD district. The LiVE Program income threshold amounts will be updated each April, based on the most recent guidelines. In 2019 on an annual basis, 185 percent of the federal poverty level is as follows (with household/family size):

- $23,107 for a one-person household,
- $31,284 for a two-person household,
- $39,461 for a three-person household, and
- $47,638 for a household with four people.

LiVE applications will be processed through PEAK, the state’s public benefits application system. Once approved, qualifying riders must carry two items to ride the RTD system and enjoy the discount:

1. proof of eligibility card and
2. one of the following forms of fare media: a MyRide card, a mobile ticket (three-hour or day pass) or a ticket issued by a nonprofit agency.
<table>
<thead>
<tr>
<th>PREVIOUS DISCUSSIONS/ACTIONS</th>
<th>N/A</th>
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<tbody>
<tr>
<td>PROPOSED MOTION</td>
<td>N/A</td>
</tr>
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<td>ATTACHMENT</td>
<td>RTD presentation</td>
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**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 Planner, Long Range Transportation Planning, at 303-480-6731 or [mhelfant@drcog.org](mailto:mhelfant@drcog.org); or Heather McKillop, CFO/Assistant General Manager, RTD, at 303-299-2311 or [heather.mckillop@rtdderiver.com](mailto:heather.mckillop@rtdderiver.com).
Today’s Agenda

• LiVE Program Origin Story
  – Demand for Affordable Fares
  – PPWG

• Road to Implementation

• Post Implementation
Origins: How We Got Here
The Demand for Affordable Fares

• The Mile High Connects Affordable Fares Taskforce lobbied RTD for a 50/150 Fare program, 50% Discount for individuals at 150% FPL.

• In April of 2016, The Colorado Fiscal Institute released a report detailing why and how RTD should administer an income-based fare in a report titled “Ticket to Thrive: A Solution for Affordable Transit in the Denver Region”
“...universal benefits and discounts provided by RTD are not targeted at low-income transit users, unlike the youth, elderly and disabled passes which are targeted at specific populations.”

“The structural flaws in the Nonprofit Program are reflected in the programs lack of reach.”

“To best address the needs of low-income transit users, CFI proposes a program in which all fare media is 50 percent off for low-income individuals, similar to other discounts that RTD provides for the elderly, disabled and youth. Low-income riders will be income verified once a year by an authorized organization or institution and will in return receive some proof of verification or pre-programmed smart card.”
A 25-member Pass Program Working Group, asked to evaluate and recommend changes to RTD’s pass programs and existing fare policy

After over a year of public meetings and ridership modeling, the group recommend many fare changes, including the LiVE Program

<table>
<thead>
<tr>
<th>PPWG Participating Organizations</th>
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<tbody>
<tr>
<td>RTD</td>
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<tr>
<td>North Area Transportation Alliance</td>
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<tr>
<td>Denver Metro Chamber of Commerce</td>
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<td>City and County of Denver: Public Works</td>
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<tr>
<td>Mile High Connects</td>
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<td>Denver Regional Mobility and Access Council</td>
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<tr>
<td>City and County of Denver: Office of Children’s Affairs</td>
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<td>Inter-Neighborhood Cooperation</td>
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<tr>
<td>Transit Alliance</td>
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<td>FRESC</td>
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PPWG Objectives and Guiding Principles

Objectives
• Revisit and refine goals for each individual pass program
• Refine pricing and administration of each pass program
• Recommend pass program policy revisions to the Board of Directors

Guiding Principles
• Cost Effective Administration
• Equitable Access
• Improve Customer Convenience
• Increase Ridership
• Meet Strategic Budget Plan Revenue Targets
• Promote Greater Brand Loyalty
• Provide RTD Revenue Certainty
• Simplify Passenger – Operator Interaction

Year 2019
$165.2 Million

Year 2020
$172.8 Million

Year 2021
$175.3 Million
## Low Income Fare - Annual Revenue Impacts

<table>
<thead>
<tr>
<th>Stated Value Only</th>
<th>Low Income 40% Discount</th>
<th>Low Income 50% Discount</th>
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<tr>
<td>Regional = $5.25</td>
<td>($3.4M)</td>
<td>($8.5M)</td>
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<tr>
<td>Regional = $5.00</td>
<td>($3.3M)</td>
<td>($8.4M)</td>
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<tr>
<td>Product</td>
<td>Description</td>
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<tr>
<td>-------------------------</td>
<td>-----------------------------------------------------------------------------</td>
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<tr>
<td>3-Hour Pass</td>
<td>Replaces current One-Way Trip with 3-hour transfer</td>
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<td>EcoPass, NECOPass and</td>
<td>CollegePass: Price based upon the previous year’s utilization</td>
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<tr>
<td>Low-Income Program</td>
<td>40% Discount for Low-Income riders</td>
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<tr>
<td>Youth Discount</td>
<td>Increase the discount from 50% to 70%</td>
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<tr>
<td>FlexPass</td>
<td>Retain without discount</td>
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<tr>
<td>MyRide</td>
<td>Retain without $0.25 discount</td>
<td></td>
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<tr>
<td>10-Ride Ticket Book</td>
<td>Retain without 10% discount</td>
<td></td>
</tr>
<tr>
<td>ValuPass</td>
<td>Discontinued</td>
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Timeline

March 2017 – February 2018
• RTD convenes a Pass Program Working Group. Regular meetings are held to seek public input and evaluate potential fare changes.

March 2018 – April 2018
• PPWG recommends an income-based fare discount program to the RTD for further analysis.

July 2018
• Public feedback is collected at eight districtwide open houses, through an online comment form and by survey.

September 2018
• RTD’s board approves changes to fares and pass programs including an Income-Based Fare.
Final 2019 Fare Change Summary

- **3-Hour Pass**
  - 3-hour Pass
  - multi-direction transfer

- **EcoPass, NECOPass and CollegePass**
  - Price based upon the previous year’s utilization

- **Low-Income Program**
  - 40% discount for Low-Income riders

- **Youth Discount**
  - 70% discount

- **FlexPass**
  - Retain without discount

- **MyRide**
  - $0.20 discount per 3-hour pass

- **10-Ride Ticket Book**
  - $2.00 discount per book (0.20 discount per ticket)

- **Access-A-Ride**
  - Fare Increase

- **ValuPass**
  - Discontinue Product
LiVE Program Overview

- 40% Discount on 3-Hour Pass and Day Pass on mobile ticketing and MyRide
- Eligible Riders: Riders from Households at or below 185% of the Federal Poverty Level (FPL)

<table>
<thead>
<tr>
<th>Fare Type</th>
<th>Local Bus &amp; Rail</th>
<th>Regional Bus &amp; Rail</th>
<th>Airport Bus &amp; Rail</th>
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<tr>
<td></td>
<td>Low-Income Adult</td>
<td>Low-Income Adult</td>
<td>Low-Income Adult</td>
</tr>
<tr>
<td>MyRide/ Mobile Ticket 3-Hour Pass</td>
<td>$1.80 ($3.00)*</td>
<td>$3.15 ($5.25)*</td>
<td>$6.30 ($10.50)*</td>
</tr>
<tr>
<td>Day Pass (Mobile Ticket)</td>
<td>$3.60 ($6.00)*</td>
<td>$6.30 ($10.50)*</td>
<td>Included in Regional Fare</td>
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</table>

*Full Fare in Red

Income Eligibility Guidelines (Effective from April 1, 2019 to March 31, 2020)

<table>
<thead>
<tr>
<th>Persons in Household</th>
<th>Monthly Income Threshold</th>
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<tr>
<td>1</td>
<td>$1,926</td>
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<tr>
<td>2</td>
<td>$2,607</td>
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<tr>
<td>3</td>
<td>$3,289</td>
</tr>
<tr>
<td>4</td>
<td>$3,970</td>
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<tr>
<td>5</td>
<td>$4,652</td>
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<tr>
<td>6</td>
<td>$5,333</td>
</tr>
<tr>
<td>7</td>
<td>$6,015</td>
</tr>
<tr>
<td>8</td>
<td>$6,696</td>
</tr>
</tbody>
</table>

*Each add'l family member add +$682
Road to Implementation
Timeline

October 2018 – January 2019

• RTD and the Governor’s Office of Information Technology to begin exploring an application option through PEAK.

February – April 2019

• RTD seeks feedback from schools, nonprofits and other advocacy groups on program marketing tactics.
• RTD and the State of Colorado contractually agree to process LiVE Program applications through PEAK.

February – July 2019

• The LiVE Program application option through PEAK is developed and tested.
• RTD negotiates a contract with Denver Human Services to provide income verification and customer service for LiVE Program applicants.

February – July 2019

• LiVE fare products are created.
• Develops a card management system for the proof of eligibility cards and hires a vendor for printing and mailing.

July 2019

• Training of all RTD operators, fare inspectors, and sales and customer care agents.
• The LiVE income-based fare discount program launches and begins accepting applications on PEAK.
Nonprofit Program Changes

- Agency caps have been extended through December 2019
- After December, the program is uncapped
- Through December 2019 - Monthly passes will continue to be available for low-income clients (still available for Youth, Seniors, and Disabled)
- Ordering process will remain the same
- 10-Ride Ticket Books can be returned for an account credit at the end of 2019
- LiVE 10-Ride Ticket Books (40% LiVE Ticket Books Discount) will be available (LiVE Discount Card required)
Post Implementation
Applying for the LiVE Program

• Application process available through the PEAK site
• Accepting applications this Summer

Welcome to Colorado PEAK®

The fast and easy way to access benefit information - anytime and anywhere. PEAK is an online service for Coloradans to screen and apply for medical, food, cash, and early childhood assistance programs.

›Click here for details
Information and Materials

• LiVE website: [www.rtd-Denver.com/live](http://www.rtd-Denver.com/live)
  • Fact Sheet
  • Brochure
  • FAQs

• **LiVE Application Walk-Through**: Step-by-step instructions on applying for LiVE through Peak
Current Stats

- 1,182 applications submitted
- 614 applications approved as categorically eligible
- 329 applications denied
  - 236 due to age
  - 68 due to being out of district
- 239 pending
  - 159 of those are waiting for a photo to be uploaded
To: Chair and Members of the Board of Directors
From: Members of the Nominating Committee

<table>
<thead>
<tr>
<th>Meeting Date</th>
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</tr>
</thead>
<tbody>
<tr>
<td>January 15, 2020</td>
<td>Informational Item</td>
<td>15</td>
</tr>
</tbody>
</table>

**SUBJECT**

This item is related to the Nominating Committee’s recommendation for election of DRCOG Board officers for 2020.

**PROPOSED ACTION/RECOMMENDATIONS**

No action requested. Election of Board officers occurs at the February Board of Directors meeting.

**ACTION BY OTHERS**

N/A

**SUMMARY**

The Nominating Committee – comprised of Elise Jones, Boulder County; George Teal, Castle Rock; Nicholas Williams, Denver; Jim Dale, Golden; Julie Duran Mullica, Northglenn; and Herb Atchison, Westminster – 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 – Ashley Stolzmann, Council Member, Louisville**

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

**Treasurer – Steve Conklin, Edgewater**

**John Diak** will serve as Chair and **Bob Fifer** 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**

N/A

**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; or Melinda Stevens, Division Assistant at 303-480-6744 or mstevens@drcog.org.
To: Chair and Members of the Board of Directors

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

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**SUBJECT**

January administrative modifications to the 2020-2023 Transportation Improvement Program.

**PROPOSED ACTION/RECOMMENDATIONS**

No action requested. This item is for information.

**ACTION BY OTHERS**

N/A

**SUMMARY**

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

After the Board is informed of the administrative modifications, the TIP adjustments are processed and posted on the DRCOG 2020-2023 TIP web page. Then they are 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 January 2020 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. 2020-2023 TIP Administrative Modifications (January 2020)

**ADDITIONAL INFORMATION**

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Todd Cottrell, Senior Planner, at (303) 480-6737 or tcottrell@drcog.org.
To: TIP Notification List
From: Douglas W. Rex, Executive Director
Subject: January 2020 Administrative Modifications to the 2020-2023 Transportation Improvement Program
Date: January 15, 2020

SUMMARY

- Per the DRCOG Board-adopted 2020-2023 TIP Policy, administrative modifications to the 2020-2023 TIP are reviewed and processed by staff. They are emailed to the TIP Notification List, and posted on the DRCOG 2020-2023 TIP web page.
- The TIP Notification List includes the members of the DRCOG Regional Transportation Committee, the 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 2020-2023 TIP. If you wish to be removed from the TIP Notification List, please contact Todd Cottrell at (303) 480-6737 or via e-mail at tcottrell@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, with highlighted items depicting project revisions.

PROJECTS TO BE MODIFIED

- **New Project:** I-25 and SH-119 Interchange Improvements
  - New project
- **2007-079:** Region 1 Bridge-Off System Pool
  - Add pool project and funding
- **2018-014:** I-25 Capacity Improvements: Castle Rock to El Paso County Line
  - Add funding
- **2018-015:** I-25 and SH-119 Park-n-Ride
  - Add funding
- **2018-017:** Platte Facility Roof Replacement
  - Move funding year and add funding
- **2020-077:** Community Mobility Planning and Implementation Set-Aside
  - Remove pool project
**New Project**: Add state SB 267 transit funding to purchase interchange ROW

**Title**: I-25 and SH-119 Interchange Improvements

**Project Type**: Roadway Operational Improvements

**STIP ID**: SR46600.089

**Funding**

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**Affected County(ies)**: Weld

**Performance Measures**

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

**Title:** Region 1 Bridge Off-System Pool  
**TIP-ID:** 2007-079  
**STIP-ID:** SR17001  
**Project Type:** Bridge  
**Sponsor:** CDOT Region 1

#### Project Scope

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

#### Affected County(ies)

- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson

#### Performance Measures

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

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**2007-079:** Add one new pool project and associated funding
### Revised

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**2018-014:** Add federal Freight funding to convert closed southbound rest area at Larkspur into a chain-up station

**Existing**

---

**Title:** I-25 Capacity Improvements: Castle Rock to El Paso County Line  
**Project Type:** Roadway Capacity

**Project Scope**

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

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

**Affected County(ies):** Douglas

**Performance Measures**

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

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**Amounts in $1,000s**

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**Existing**

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

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| Affected County(ies) | Weld |

### Performance Measures
- [ ] Bridge Condition
- [x] Congestion
- [ ] Freight Reliability
- [ ] Pavement Condition
- [ ] Safety
- [ ] Travel Time Reliability

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**2018-015:** Add state SB 267 transit funding for design
2018-017: Move funding from Prior Funding to FY 2020 and add local match

**Existing**

**Title:** Platte Facility Roof Replacement  
**TIP-ID:** 2018-017  
**STIP-ID:**  
**Open to Public:**  
**Project Type:** Transit Passenger Facilities  
**Sponsor:** RTD

**Project Scope**
Replace roof on RTD’s Platte Bus Maintenance Facility.

**Affected County(ies)**
Regional

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

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**Existing**

**Title:** Community Mobility Planning and Implementation Set-Aside

**Project Type:** Roadway/Transit Studies

**TIP-ID:** 2020-077  
**STIP-ID:**  
**Open to Public:**  
**Sponsor:** DRCOG

### Project Scope

The Community Mobility Planning and Implementation (CMPI) Set-Aside supports small area planning and small infrastructure projects that contribute to the implementation of key outcomes of Metro Vision and the Metro Vision Regional Transportation Plan.

The program goals support (1) diverse, livable communities, (2) development of connected urban centers and multimodal corridors, (3) a transportation system that is well-connected and serves all modes of travel, (4) healthy and active choices, and (5) access to opportunity for residents of all ages, incomes and abilities.

### Affected County(ies)

Regional

### Performance Measures

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

---

**Existing Pool Project Funding:**

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Start-At and End-At</th>
<th>Cost (1000s)</th>
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<tbody>
<tr>
<td>Castle Rock</td>
<td>Downtown Alley Master Plan (FY20)</td>
<td>$180</td>
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<tr>
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<td>SW County Sidewalk Community Prioritization Planning (FY20)</td>
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<td></td>
<td>Sheridan</td>
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<th>FY23</th>
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**Highlighted project to be removed**
### Revised

#### Administrative Modification – January 2020

**2020-2023 Transportation Improvement Program**

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