

Board Officers

Vacant, Chair
Jackie Millet, Vice Chair
Elise Jones, Secretary
Doug Tisdale, Treasurer
Sue Horn, Immediate Past Chair
Jennifer Schaufele, Executive Director

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, JULY 16, 2014
6:30 P.M. – 8:50 P.M.

1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Motion to Approve Agenda
5. 6:35 Report of the Chair
 - Regional Transportation Committee report
6. 6:40 Report of the Executive Director
7. 6:50 Public Comment

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

CONSENT AGENDA

8. 7:35 *Move to Approve Consent Agenda
 - Minutes of June 25, 2014
(Attachment A)

***Motion Requested**

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

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

We make life better!



ACTION AGENDA

9. 7:40 *Move to approve amendments to the *Articles of Association*
(Attachment B) Jennifer Schaufele, Executive Director
10. 7:50 *Move to approve the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks for air quality conformity modeling
(Attachment C) Jacob Riger, Transportation Planning Coordinator, Transportation Planning & Operations
11. 8:00 *Move to approve the *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP*
(Attachment D) Doug Rex, Director, Transportation Planning & Operations
12. 8:15 * Move to 1) establish an ad hoc group of Board Members and Board Alternates to explore integrating housing into Metro Vision 2040 and 2) establish an ad hoc group of Board Members and Board Alternates to explore the integration of economic vitality into Metro Vision 2040
(Attachment E) Brad Calvert, Senior Planner, Regional Planning & Operations

INFORMATIONAL BRIEFINGS

13. 8:25 Presentation on Urban Sim Land Use Model Implementation
(Attachment F) Dan Jerrett, Regional Economist, Regional Planning & Operations
14. 8:40 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report on State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Doug Tisdale
 - C. Report from Metro Area County Commissioners– Don Rosier
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Joyce Thomas/Jackie Millet
 - F. Report on E-470 Authority – Ron Rakowsky
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

15. DRAFT summary of July 2, 2014 Metro Vision Issues Committee meeting
(Attachment G)
16. DRAFT summary of June 25, 2014 Administrative Committee meeting
(Attachment H)
17. Relevant clippings and other communications of interest
(Attachment I)
Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

***Motion Requested**

ADMINISTRATIVE ITEMS

18. **Next Meeting – August 20, 2014**
19. Other Matters by Members
20. 8:50 Adjournment

CALENDAR OF FUTURE MEETINGS

July 2014

16	Administrative Committee	5:30 p.m.*
	Board of Directors	6:30 p.m.
22	Regional Transportation Committee	8:30 a.m.
25	Advisory Committee on Aging	Noon – 3 p.m.
28	Transportation Advisory Committee	1:30 p.m.

August 2014

6	Metro Vision Issues Committee	4:00 p.m.
15	Advisory Committee on Aging	Noon – 3 p.m.
19	Regional Transportation Committee	8:30 a.m.
20	Administrative Committee	6:00 p.m.*
	Board of Directors	6:30 p.m.
25	Transportation Advisory Committee	1:30 p.m.

September 2014

3	Metro Vision Issues Committee	4:00 p.m.
16	Regional Transportation Committee	8:30 a.m.
17	Administrative Committee	6:00 p.m.*
	Board of Directors	6:30 p.m.
19	Advisory Committee on Aging	Noon – 3 p.m.
22	Transportation Advisory Committee	1:30 p.m.

*Unless otherwise noted, Administrative Committee meetings will begin at 6:00 p.m.

Acronym List

* Denotes DRCOG Program, Committee or Report

AAA	Area Agency on Aging	NARC	National Association of Regional Councils
AASHTO	American Association of State Highway and Transportation Officials	NEPA	National Environmental Policy Act
ADA	Americans with Disability Act of 1990	NHPP	National Highway Performance Program
AMPO	Association of Metropolitan Planning Organizations	NFRMPO	North Front Range Metropolitan Planning Organization
APA	American Planning Association	NHS	National Highway System
APCD	Air Pollution Control Division	NOx	Nitrogen oxides
AQCC	Air Quality Control Commission	NWCCOG	Northwest Colorado Council of Governments
ARRA	American Recovery and Reinvestment Act	O&M	Operations and Maintenance
BMPs	Best Management Practices	O ₃	Ozone
CAAA	Clean Air Act Amendments	P3	Public Private Partnership
CAC	Citizens Advisory Committee	PM _{2.5}	Particulates or fine dust less than 2.5 microns in size
CARO	Colorado Association of Regional Organizations	PM ₁₀	Particulates or fine dust less than 10 microns in size
CBD	Central Business District	PnR	park-n-Ride
CCI	Colorado Counties, Inc.	PPACG	Pikes Peak Area Council of Governments
CDPHE	Colorado Department of Public Health and Environment	RAQC	Regional Air Quality Council
CDOT	Colorado Department of Transportation	RAMP	Responsible Acceleration of Maintenance & Partnerships
CFR	Code of Federal Regulations	RFP	Request for Proposal
CM/AQ	Congestion Mitigation/Air Quality	RFQ	Request for Qualifications
CML	Colorado Municipal League	ROD	Record of Decision
CMS	Congestion Management System	ROW	Right-of-way
CO	Carbon monoxide	RPP	Regional Priorities Program
CWA	Clean Water Act	RTC	Regional Transportation Committee*
CWP	Clean Water Plan*	RTD	Regional Transportation District
DBE	Disadvantaged Business Enterprise	RTP	Regional Transportation Plan*
DEIS	Draft Environmental Impact Statement	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
DMCC	Denver Metro Chamber of Commerce	SB	Senate Bill
DoLA	Colorado Department of Local Affairs and Development	SCI	Sustainable Communities Initiative
USDOT	U.S. Department of Transportation	SIP	State Implementation Plan for Air Quality
DRCOG	Denver Regional Council of Governments	SOV	Single-occupant Vehicle
DRMAC	Denver Regional Mobility and Access Council	STAC	State Transportation Advisory Committee
DUS	Denver Union Station	STIP	State Transportation Improvement Program
E&D	Elderly and Disabled	STP	Surface Transportation Project (STP-Metro, STP-Enhancement)
EA	Environmental Assessment	TAC	Transportation Advisory Committee*
EIS	Environmental Impact Statement	TAP	Transportation Alternatives Program
EPA	Environmental Protection Agency	TAZ	Traffic Analysis Zone
FAA	Federal Aviation Administration	TCM	Transportation Control Measures
FCC	Federal Communications Commission	TDM	Transportation Demand Management
FEIS	Final Environmental Impact Statement	TIFIA	Transportation Infrastructure Finance and Innovation Act
FEMA	Federal Emergency Management Agency	TIP	Transportation Improvement Program*
FWHA	Federal Highway Administration	TLRC	Transportation Legislative Review Committee
FIRE	Firefighter Intraregional Recruitment & Employment*	TMA	Transportation Management Area
FONSI	Finding of No Significant Impact	TMO/TMA	Transportation Management Organization/Transportation Management Agency
FRA	Federal Railroad Administration	TOD	Transit Oriented Development
FTA	Federal Transit Administration	TPR	Transportation Planning Region
FY	Fiscal Year	TSM	Transportation System Management
GIS	Geographic Information System	TSSIP	Traffic Signal System Improvement Program
HB	House Bill	UGB/A	Urban Growth Boundary/Area
HC	Hydrocarbons	UPWP	Unified Planning Work Program
HOT Lanes	High-occupancy Toll Lanes	V/C	Volume-to-capacity ratio
HOV	High-occupancy Vehicle	VMT	Vehicle Miles of Travel
HUTF	Highway Users Trust Fund	VOC	Volatile Organic Compounds
IGA	Intergovernmental Agreement	WHSRA	Western High Speed Rail Authority
ICMA	International City Management Association	WQCC	Water Quality Control Commission
IPA	Integrated Plan Assessment*	WQCD	Water Quality Control Division (CDPHE)
ISTEA	Intermodal Surface Transportation Efficiency Act		
ITE	Institute of Traffic Engineers		
ITS	Intelligent Transportation System		
JARC	Job Access/Reverse Commute		
LRT	Light Rail Transit		
MAP-21	Moving Ahead for Progress in the 21st Century		
MOA	Memorandum of Agreement		
MOU	Memorandum of Understanding		
MPO	Metropolitan Planning Organization*		
MVIC	Metro Vision Issues Committee*		
MVITF	Metro Vision Implementation Task Force		
MVPAC	Metro Vision Planning Advisory Committee		
NAAQS	National Ambient Air Quality Standards		

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, JUNE 25, 2014

Members/Alternates Present

Jack Hilbert, Chair	Douglas County
Eva Henry	Adams County
Elise Jones	Boulder County
Dennis Harward	City & County of Broomfield
Crissy Fanganello	City & County of Denver
Chris Nevitt	City & County of Denver
Don Rosier	Jefferson County
Bob Fifer	City of Arvada
Bob Roth	City of Aurora
Sue Horn	Town of Bennett
Suzanne Jones	City of Boulder
George Teal	Castle Rock
Cathy Noon	City of Centennial
Doug Tisdale	City of Cherry Hills Village
Gale Christy	Town of Columbine Valley
Jim Benson	City of Commerce City
Randy Penn	City of Englewood
Dan Woog	Town of Erie
Laura Brown	Town of Frederick
Marjorie Sloan (Alternate)	City of Golden
Ron Rakowsky	City of Greenwood Village
Tom Quinn	City of Lakewood
Gerry Been	Town of Larkspur
Phil Cernanec	City of Littleton
Jackie Millet	City of Lone Tree
John O'Brien	Town of Lyons
Colleen Whitlow	Town of Mead
Debora Jerome	Town of Morrison
Kristopher Larsen	Town of Nederland
John Diak	Town of Parker
Gary Howard	City of Sheridan
Debra Williams	Town of Superior
Val Vigil	City of Thornton
Debra Perkins Smith	Colorado Department of Transportation

Others Present: Jennifer Schaufele, Executive Director, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County; Mac Callison, Aurora; Greg Stokes, Broomfield; Marty Hudson, Castle Rock; Rick Teter, Maria D'Andrea, Commerce City; Joe Fowler, Art Griffith, Roger Partridge, Douglas County; Shakti, Lakewood; Beth Martinez-Humenik, Kent Moorman, Thornton; Danny Herrmann, Herman Stockinger, Jeff Sudmeier, Keith Stefanik, Rebecca White, CDOT; Dan Poremba, DIA; Jim

Taylor, SCI Executive Committee; Janet Been, Greg Roy, Citizens; Danny Tomlinson, George Dibble, Tomlinson & Assoc.; and DRCOG staff.

Chair Jack Hilbert called the meeting to order at 6:37 p.m. Roll was called and a quorum was present.

Motion to Approve Agenda

Doug Tisdale **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Report of the Chair

- The Regional Transportation Committee met and approved the two items that appear on the Board's consent agenda, as well as
- The Chair noted Jackie Millet will distribute awards to the first five respondents to the Executive Director's evaluation survey during the "Other Matters" portion of the meeting.
- The chair announced he is stepping down from his position as County Commissioner to accept a job with the State of Colorado. He reported this will be his last meeting. It was noted that since this situation has not previously occurred, a revision to the *Articles of Association* to address the vacancy will be discussed at the July meeting. Vice Chair Jackie Millet will chair the July meeting.

Report of the Executive Director

No report was provided.

Public comment

Art Griffith, Douglas County, distributed a table offering additional options related to agenda item #11; roadway capacity and rapid transit networks for air quality conformity modeling. He noted the options were developed by Douglas County staff and staff of other jurisdictions after the Transportation Advisory Committee met and provided a recommendation to the Regional Transportation Committee and the Board of Directors.

Metro Vision 2035 Goal Status Update and Metro Vision 2040 Preview

Brad Calvert provided an overview of the status of the Metro Vision 2035 goals. He also provided a brief summary of recent public involvement activities and the anticipated process to engage the Board in the development of Metro Vision 2040. He noted the schedule for adoption of Metro Vision 2040 is currently scheduled for second quarter 2015.

Move to approve consent agenda

Phil Cernanec **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously. Items on the consent agenda included:

- Minutes of May 21, 2014
- Resolution No. 5, amending the *2012-2017 Transportation Improvement Program*

- Resolution No. 6, approving the *Regional Intelligent Transportation Systems (ITS) Deployment Program*.

Move to adopt a resolution establishing a commitment in principal up to \$50 million in DRCOG controlled federal funds to CDOT towards the I-70 East reconstruction project
Doug Rex introduced this agenda item. Members discussed making a commitment to the project. There was some discussion of taking the commitment off the top of funds coming to the DRCOG area. Staff reported this recommendation is the same as that used for the commitments in principle to the FasTracks program. Committing the funding off the top provides a more stable funding commitment to the project. It was noted that a similar process was used for providing funding for US-36.

Doug Tisdale **moved** to adopt a resolution establishing a commitment in principal up to \$50 million in DRCOG controlled federal funds to CDOT towards the I-70 East reconstruction project, with an amendment to the resolution in the fifth paragraph, second line to read: "Now therefore be it resolved that the Denver Regional Council of Governments hereby approves the establishment of a commitment in principal **to contribute** up to \$50 million...". The motion was **seconded** and **passed** unanimously.

Move to approve the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks for air quality conformity modeling

Jacob Riger briefed members on federal requirements for the RTP, as well as the recommendation from the TAC (Transportation Advisory Committee). As noted in the Chair's report, the RTC (Regional Transportation Committee) did not provide a recommendation to the Board. A question was asked regarding why the RTC didn't take action. Jack Hilbert noted that 14 members were present at the RTC meeting; it takes 12 affirmative votes to pass an item. He noted some members had concerns with the Colfax Ave. and Peña Blvd. projects. Specifically, they felt the Colfax project should be funded with CMAQ funds, and the Peña Blvd. project doesn't mention any public/private partnerships, developer cost sharing, or managed lanes in the funding mix. There was also no mention of whether the FAA (Federal Aviation Administration) had imposed a deadline to fix the problem. The section of Peña Blvd. from I-70 to E-470 is no longer eligible for FAA funding, as FAA has determined that more than 40 percent of the traffic on the roadway is not airport related. Members discussed the options presented by Douglas County staff, as well as other options. Members stated they were not comfortable with acting on options provided at the beginning of the meeting.

Jackie Millet **moved** to recommend Option 4 in the Douglas County handout. The motion was **seconded**. There was discussion.

It was moved and seconded to call the question. The motion to call the question **passed** unanimously.

After discussion, the motion **failed** on a vote of 14 in favor and 16 opposed.

Sue Horn **moved** to direct DRCOG staff to provide additional information and refine options for the Board's consideration and receive Federal Highway Administration guidance on match levels. The motion was **seconded**. There was discussion.

Cathy Noon offered a friendly amendment to the motion to include moving funding for the Colfax Avenue project to the CMAQ category in all options. The maker and second accepted the friendly amendment.

It was moved and seconded to call the question. The motion to call the question **passed**.

After discussion, the amended motion **passed** unanimously.

How local data drives regional decision-making

Ashley Summers, DRCOG GIS Manager, provided an overview of how data received from member jurisdictions drives products that staff produces for decision-makers.

Committee Reports

State Transportation Advisory Committee – Elise Jones reported the STAC discussed feedback on CDOT's proposed changes for \$15 million in FASTER transit funds. Changes focus on statewide connectivity, using performance based standards and providing a new source of funding for bus replacement at the local level.

Metro Mayors Caucus – Doug Tisdale reported the group received presentations from various groups and discussed next steps for Owner Occupied Affordable Housing initiative for the next legislative session. Governor Hickenlooper vetoed the Public/Private Partnership Transportation Transparency Act and initiated an executive order to implement certain aspects of the bill.

Metro Area County Commissioners – Don Rosier reported the MACC received a report on promoting water fluency, water relationships between the front range and headwater counties, and the acquisition of oil and gas water.

Advisory Committee on Aging – Jayla Sanchez-Warren noted the Advisory Committee on Aging did not meet.

Regional Air Quality Council – No report was provided.

E-470 Authority – No report was provided.

FasTracks – No report was provided.

Next meeting – July 16, 2014

Other matters by members

Jackie Millet distributed awards to five members who responded early to the Executive Director's evaluation survey.

Jim Benson invited members to a legislative breakfast during the International La Crosse Championship on July 15, 7:30 to 9 a.m. at Dick's Sporting Goods Park.

Board of Directors Minutes

June 25, 2014

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Ron Rakowsky asked that the Executive Director be tasked to write a letter to the Colorado Congressional Leadership to urge action on the Highway Users Trust Fund.

Adjournment

The meeting adjourned at 9:20 p.m.

Jack Hilbert, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Jennifer Schaufele, Executive Director

ATTACH B

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 16, 2014	Action	9

SUBJECT

This action relates to amending the *Articles of Association* to address Board Officer vacancies.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends adopting the proposed amendment to the *Articles of Association*.

ACTION BY OTHERS

N/A

SUMMARY

Last month the Board Chair resigned, leaving a vacancy. Article VII, subsection D of the *Articles of Association*, addresses the manner in which Board Officer vacancies may be filled, however it does not specifically allow an incumbent Vice Chair who may be appointed to fill a vacancy at Chair to retain the position of Chair for an additional one year term.

Staff was directed to bring forward language to address this situation for Board discussion. Draft language is attached for the Board's consideration.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to amend the *Articles of Association* as proposed.

ATTACHMENTS

Draft amendment to the *Articles of Association*.

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org.

DRCOG Articles of Association
Proposed Amendments Regarding Filling of Vacancy in Office of Chair

• **AMEND ARTICLE VII, SUBSECTION C.1 AS FOLLOWS (Revisions in Blackline):**

ARTICLE VII. Board Officers.

C. Election of Board Officers.

1. Officer and Terms. The Vice Chair, Secretary, and Treasurer shall be elected by the Board at the February meeting of each year. Except as provided in Article VII, D.3, the incumbent holding the position of Vice Chair shall automatically assume the position of Chair. However, if the Vice Chair is unable to assume the position of Chair, the Board shall elect a Chair at the applicable February meeting. A notice of election of officers shall appear on the agenda. Each officer shall serve a one-year term, or until the next election of officers and his/her successor is elected, so long as the jurisdiction he/she represents is a member of the Council, and he/she remains that member's official member representative on the Board.

• **AMEND ARTICLE VII, SUBSECTION D TO ADD D.3 AS FOLLOWS (Revisions in Blackline):**

D. Board Officer Vacancies. If the Chair, Vice Chair, Secretary, Treasurer, or any of the three (3) additional Administrative Committee members provided for in Article VIII, A.4. resigns or ceases to be a member representative, a vacancy shall exist and shall be filled for the remainder of the term by:

1. Appointment by a majority of the remaining Board officers of a member representative to fill the vacancy; or
2. Creation of a nominating committee to present to the Board at least one nominee to fill the vacancy if called for by a majority of the remaining Board officers. The procedure for the creation and duties of the nominating committee shall be as follows:
 - a. A nominating committee of six (6) member representatives shall be appointed as soon as practicable after the vacancy occurs; the Administrative Committee shall appoint two (2), the Chair of the Board shall appoint two (2), and the Board shall appoint two (2).
 - b. No later than the meeting held on the month following the month in which the nominating committee was appointed, the nominating committee shall present to the Board at least one nominee for an officer to be elected by the Board at that meeting to fill such vacancy.
 - c. Nominations may be made from the floor, provided that the consent of each nominee is obtained in advance.
3. In the event the remaining Board officers appoint the incumbent Vice Chair to fill a vacancy in the position of Chair pursuant to D.1 of this Article VII, the Vice Chair so appointed shall serve the remainder of the term for such vacancy and shall thereafter automatically retain the position of Chair for an additional one-year term, subject to other requirements for holding such position.

ATTACH C

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303 480-6701 or jschaufele@drco.org

Meeting Date	Agenda Category	Agenda Item #
July 16, 2014	Action	10

SUBJECT

This item concerns development of the *Fiscally Constrained 2040 Regional Transportation Plan* (2040 RTP) to be adopted in December 2014.

PROPOSED ACTION/RECOMMENDATIONS

Approval of the 2040 RTP fiscally constrained roadway capacity and rapid transit projects and staging networks for air quality conformity modeling.

ACTION BY OTHERS

June 16, 2014: TAC recommended approval of the fiscally constrained roadway capacity projects list to be funded with DRCOG-controlled regional revenues.

June 24, 2014: RTC deferred action to the DRCOG Board.

June 25, 2014: DRCOG Board sent the project list back to staff to adjust and bring back to the RTC/Board.

July 22, 2014: RTC scheduled to take final confirming action.

SUMMARY

DRCOG is in the process of updating its existing 2035 Regional Transportation Plan (2035 RTP) to the new 2040 RTP. Board adoption is scheduled for December 2014.

To meet federal fiscal constraint and air quality conformity requirements, the 2040 RTP must:

- identify individual regionally significant roadway capacity and rapid transit projects;
- demonstrate that revenues will be reasonably expected to fund these projects through 2040 (fiscal constraint); and
- identify the implementation period of each project for air quality conformity modeling purposes.

This topic was presented to the DRCOG Board at the June 25 meeting and additional background information is available in that [agenda packet memo](#). The Board directed staff to bring an adjusted list of 2040 RTP roadway capacity projects back to RTC and Board in July, incorporating two items:

1. funding the Colfax Avenue transit project (Table 1, ID #5) with \$32 million of CMAQ funds, thus freeing up \$16 million of STP-Metro funding; and
2. reducing the STP-Metro funding allocation to the Pena Boulevard widening project (Table 1, ID #9) from \$80 million to \$55 million, freeing up \$25 million.

The Board also requested staff explore with FHWA the option of increasing the overall 25-year average match planning assumption to 40% for STP-Metro, thus raising the amount of funds reasonably expected to be available for roadway capacity projects by an additional \$54.9 million. FHWA concurred with this assumption.

Since the June Board meeting, CDOT informed staff it could build full-scope projects on US-85 (Table 1, ID #24) and US-6/Wadsworth (Table 1, ID #32) without supplemental STP-Metro funds, freeing up another \$16.3 million for other projects.

Per the Board's direction, the adjusted project list in Table 1 (yellow highlighted column) uses score rank to select additional projects for funding. Going down the list in this manner results in \$24.2 million of unallocated funds because the next three projects have the same score (project Table 1, ID#s 25, 26 and 27) and their total costs exceed the remaining funds available. Staff requests direction on how to allocate the remaining \$24.2 million. Options may include:

- Partially funding one of the two "next in line" \$30 million projects (Table 1, ID#s 26 and 27).
- Funding the "next in line" \$8.1 million 104th Avenue project (Table 1, ID #25) and skipping down the list to the SH-7 project (Table 1, ID #29) at \$16.3 million (\$24.4 million total).
- Skipping down the list to fund the Colorado Blvd. project (Table 1, ID #28) at \$23.5 million.

In addition to approving DRCOG-funded roadway capacity projects, the Board is asked to approve three other components of the transportation networks for 2040:

- CDOT-funded capacity projects (Table 2),
- Locally-derived funded projects (Table 3), and the
- Fiscally constrained rapid transit network (Table 4).

Once the projects and networks are approved by the DRCOG Board and RTC, the 2040 air quality conformity modeling can begin.

PREVIOUS DISCUSSIONS/ACTIONS

RTC (2014): February 18, April 15, and June 24

TAC (2014): January 27, February 24, March 24, May 19, June 2, and June 16

Board (2014): June 25

PROPOSED MOTION

Motion to approve the 2040 RTP fiscally constrained roadway capacity and rapid transit staging networks for air quality conformity modeling.

ATTACHMENTS

Table 1: 2040 RTP DRCOG Regionally Funded Roadway Capacity Projects –
Proposal Based on June Board Direction

Table 2: 2040 RTP CDOT-Funded Roadway Capacity Projects

Table 3: 2040 RTP 100% Locally-Derived Funded Projects

Table 4: 2040 RTP Fiscally Constrained Rapid Transit Projects

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschuafele@drcog.org; or Jacob Riger, Transportation Planning Coordinator, at 303-480-6751 or jriger@drcog.org.

Table 1: 2040 RTP DRCOG Regionally Funded Roadway Capacity Projects - Proposal Based on June Board Direction

Draft: 7/8/14

ID	County	Submitter	Roadway	CDOT Road	Project Location (Limits)	Improvement Type	Staging Period	Total Score	Project Funding Sources (FY'16\$)					Proposal Based on June Board Direction		ID	Cumulative Funding Total
									STP-Metro (Fed+Local)	CMAQ	Additional Local/FTA/ Other	CDOT	TAC Rec: 2040 Score Rank w/33% Local Match	40% match, score rank (\$55m Pena, \$0 Colfax)			
1	Denver	CDOT-R1	I-70	I-70	Brighton Blvd. to I-270	Add 4 new lanes	2015-2024	NA	\$0	\$50,000,000				\$0	\$0	1	\$0
2	Jefferson	Westminster	Wadsworth Pkwy.	SH-121	92nd Ave. to SH-128/120th Ave.	Widen 4 to 6 lanes	2025-2034	67	\$51,400,000				\$51,400,000	\$51,400,000	2	\$51,400,000	
3	Adams/Jeffco	Westminster	Sheridan Blvd.	SH-95	I-76 to US-36	Widen 4 to 6 lanes	2015-2024	66	\$23,000,000				\$23,000,000	\$23,000,000	3	\$74,400,000	
4	Boulder	RTD/Boulder County	SH-119	SH-119	Foothills Pkwy. to US-287	High Capacity Transit	2015-2024	59	\$0	\$28,500,000	\$28,500,000		\$0	\$0	4	\$74,400,000	
5	Denver	Denver	Colfax Ave.	US-40	7th St. (Osage) to Potomac St.	High Cap. Transit (take)	2015-2024	58	\$0	\$32,000,000	\$83,000,000		\$16,000,000	\$0	5	\$74,400,000	
6	Jefferson	Wheat Ridge	Wadsworth Blvd.	SH-121	36th Ave. to 46th Ave.	Widen 4 to 6 lanes	2025-2034	56	\$23,500,000				\$23,500,000	\$23,500,000	6	\$97,900,000	
7	Denver	Denver	56th Ave.		Havana St. to Pena Blvd.	Widen 2 to 6 lanes	2015-2024	55	\$45,000,000				\$45,000,000	\$45,000,000	7	\$142,900,000	
8	Denver	Denver	I-25	I-25	Broadway	Interchange Capacity	2015-2024	55	\$50,000,000				\$50,000,000	\$50,000,000	8	\$192,900,000	
9	Denver	Denver	Pena Blvd.		I-70 to E-470	Widen 4 to 8 lanes	2015-2024	54	\$55,000,000				\$80,000,000	\$55,000,000	9	\$247,900,000	
10	Jefferson	Wheat Ridge	Kipling St.	SH-391	Colfax Ave. to I-70	Widen 4 to 6 lanes	2025-2034	51	\$18,000,000				\$18,000,000	\$18,000,000	10	\$265,900,000	
11	Denver	Denver	Martin Luther King Blvd.		Havana St. to Peoria St.	Widen 2 to 4 lanes; new 4 lane road	2015-2024	51	\$15,000,000				\$15,000,000	\$15,000,000	11	\$280,900,000	
12	Douglas	Lone Tree	Ridgegate Pkwy.		Havana St. to East City Limit	Widen 2 to 4 lanes	2015-2024	51	\$8,000,000				\$8,000,000	\$8,000,000	12	\$288,900,000	
13	Adams	Commerce City	I-270	I-270	Vasquez Blvd.	Interchange Capacity	2015-2024	51	\$0			\$9,800,000	\$0	\$0	13	\$288,900,000	
14	Douglas/Arapahoe	Centennial/Douglas	County Line Rd.		Phillips Ave. to University Blvd.	Widen 2 to 4 lanes	2015-2024	50	\$9,500,000				\$9,500,000	\$9,500,000	14	\$298,400,000	
15	Arapahoe	Aurora	6th Pkwy.		SH-30 to E-470	New 2 lane road	2015-2024	49	\$19,900,000				\$19,900,000	\$19,900,000	15	\$318,300,000	
16	Adams	Commerce City	88th Ave.		I-76 NB Ramps to SH-2	Widen 2 to 4 lanes	2015-2024	48	\$21,500,000				\$21,500,000	\$21,500,000	16	\$339,800,000	
17	Arapahoe	CDOT-R1	Parker Rd.	SH-83	Quincy Ave. to Hampden Ave.	Widen 6 to 8 lanes	2025-2034	48	\$18,500,000				\$18,500,000	\$18,500,000	17	\$358,300,000	
18	Arapahoe	CDOT-R1	Arapahoe Rd.	SH-88	Havana St. (or Jordan Rd.)	New grade separation	2025-2034	47	\$16,000,000				\$16,000,000	\$16,000,000	18	\$374,300,000	
19	Boulder	CDOT-R4	SH-119	SH-119	SH-52	New interchange	2025-2034	46	\$0			\$30,000,000	\$0	\$0	19	\$374,300,000	
20	Douglas	Douglas County	US-85	US-85	Blakeland Dr. to County Line Rd., including C-470 interchange	Interchange Capacity	2025-2034	46	\$45,000,000				\$45,000,000	\$45,000,000	20	\$419,300,000	
21	Douglas	Lone Tree	I-25	I-25	Lincoln Ave.	Interchange Capacity	2015-2024	45	\$49,375,500					\$49,375,500	21	\$468,675,500	
22	Denver	Denver	Hampden Ave.	SH-30	Dayton St. to Havana St.	Widen 5 to 6 lanes	2025-2034	45	\$14,000,000					\$14,000,000	22	\$482,675,500	
23	Adams		SH-7	SH-7	164th Ave. to Dahlia St.	Widen 2 to 4 lanes	2025-2034	43	\$32,700,000					\$32,700,000	23	\$515,375,500	
24	Douglas	CDOT-R1	US-85	US-85	Meadows Pkwy. to Cook Ranch Rd.	Widen 2 to 4 lanes	2025-2034	43	\$0		\$59,000,000	\$6,298,000	CDOT fully funds (Table 2)		24	\$515,375,500	
25	Adams	Thornton	104th Ave.	SH-44	Grandview Ponds to McKay Rd.	Widen 2 to 4 lanes	2015-2024	41	\$8,100,000				\$8,100,000		25		
26	Denver	Denver	Quebec Street	SH-35	35th Ave. to 53rd Pl.	Widen 4 to 6 lanes	2015-2024	41	\$30,000,000						26		
27	Douglas	Douglas County	US-85	US-85	Titan Rd. to Blakeland Dr.	Widen 4 to 6 lanes	2025-2034	41	\$30,000,000						27		
28	Adams	Thornton	Colorado Blvd.		144th Ave. to 168th Ave.	Widen 2 to 4 lanes; new 4 lane road	2015-2024	38	\$23,500,000						28		
29	Adams		SH-7	SH-7	Riverdale Rd. to US-85	Widen 2 to 4 lanes	2025-2034	38	\$16,300,000						29		
30	Jefferson	Golden	SH-93	SH-93	SH-58 to MM 2	Widen 2 to 4 lanes	2015-2024	38	\$88,000,000						30		
31	Arapahoe	Arapahoe County	South Gun Club Rd.	SH-30	Quincy Ave. to Jewell Ave.	Widen 2 to 6 lanes	2015-2024	37	\$33,300,000						31		
32	Jefferson	CDOT-R1	US-6	US-6	Wadsworth Blvd. (7th Pot)	Interchange Capacity	2015-2024	37	\$0			\$60,000,000	\$10,000,000	CDOT fully funds (Table 2)		32	
33	Adams	Thornton	104th Ave.	SH-44	McKay Rd. to US-85	Widen 2 to 4 lanes	2025-2034	36	\$40,600,000						33		
34	Arapahoe	CDOT-R1	Arapahoe Rd.	SH-88	Revere Pkwy.	New grade separation	2025-2034	36	\$13,000,000						34		
35	Arapahoe	CDOT-R1	Arapahoe Rd.	SH-88	Jordan Rd.	New grade separation	2025-2034	35	\$16,000,000						35		
36	Denver	Denver	Quebec Street		13th Ave. to 23rd Ave.	Widen 2 to 4 lanes	2015-2024	34	\$50,000,000						36		
37	Jefferson	Golden	US-6	US-6	Heritage Rd.	New interchange	2015-2024	34	\$25,000,000						37		
38	Douglas	Parker	Chambers Rd.		Crowfoot Valley Rd. to Hess Rd.	New 4 lane road	2015-2024	33	\$15,400,000						38		
39	Jefferson	Jefferson County	County Road 73		Brook Forest Rd. to SH 74	Widen 2 to 3 lanes (SB)	2015-2024	32	\$8,500,000						39		
40	Douglas	Douglas County	US-85	US-85	Titan Rd. to Highlands Ranch Pkwy.	Widen 6 to 8 lanes; two new interchanges	2035-2040	32	\$70,000,000						40		
41	Douglas	Parker	Lincoln Ave.		Keystone Blvd. to Parker Rd.	Widen 4 to 6 lanes	2015-2024	31	\$8,000,000						41		
42	Jefferson	Wheat Ridge	I-70	I-70	32nd Ave.	Interchange Capacity	2015-2024	30	\$22,400,000						42		
43	Jefferson	Jefferson County	Mcintyre St.		52nd Ave. to 60th Ave.	Widen 2 to 4 lanes	2015-2024	26	\$11,600,000						43		
44	Douglas	Castle Rock	Woffensberger Rd.		Coachline Rd. to Prairie Hawk Dr.	Widen 2 to 4 lanes	2025-2034	23	\$7,500,000						44		
45	Douglas	Castle Rock	I-25	I-25	Crystal Valley	New interchange	2015-2024	11	\$44,500,000						45		
TOTALS:									#####	\$110,500,000	\$111,500,000	\$158,800,000	\$484,698,000	\$515,375,500			
													Total Available:	\$484,701,150	\$539,633,947		
													Remaining:	\$3,150	\$24,258,447		
													Additional Overall Match from TAC Rec.:		\$54,932,797		

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Table 2: 2040 RTP CDOT-Funded Roadway Capacity Projects

Last Revised: July 9, 2014

CDOT Reg.	RAMP ?	County	Roadway	Project Location (Limits)	Capacity Improvement Type	Air Quality Network Staging	Project Cost (FY '15\$)
1		Denver	I-70	Brighton Blvd. to I-270	Add 4 new tolled managed lanes	2015-2024	\$1,175,712,500
1		Jefferson	US-6	Wadsworth Blvd.	Interchange capacity	2025-2034	\$60,000,000
1	yes	Douglas	C-470	<ul style="list-style-type: none"> • Eastbound: Platte Canyon Rd. to I-25 (add 1 new managed lane) • Westbound: I-25 to Colorado Blvd. (add 2 new managed lanes) • Westbound: Colorado Blvd. to Wadsworth Blvd. (add 1 new managed lane) 		2015-2024	\$220,000,000
1		Denver	I-25	Alameda Ave. to Walnut St. (Bronco Arch)	Add 1 new lane in each direction	2025-2034	\$30,000,000
1	yes	Clear Creek	I-70	Empire Junction (US-40) to east end of Idaho Springs	Add 1 <u>eastbound</u> peak period shoulder managed lane (and then convert existing 3rd lane east to US-6)	2015-2024	\$24,000,000
1		Clear Creek	I-70	Twin Tunnels to Empire Junction (US-40)	Add 1 <u>westbound</u> peak period shoulder managed lane	2025-2034	\$50,000,000
1		Denver	I-25	Santa Fe Dr. (US-85) to Alameda Ave.	Interchange capacity	2015-2024	\$27,000,000
1		Adams	I-25	US-36 to 120th Ave.	Add 1 toll/managed express lane in each direction	2015-2024	\$68,524,000
1	yes	Adams	I-25	120th Ave. to SH-7	Add 1 toll/managed express lane in each direction	2015-2024	\$55,000,000
1		Adams	I-25	US-36 to Thornton Pkwy.	Add 1 lane in southbound direction	2015-2024	\$30,000,000
4		Weld	I-25	SH-66 to WCR 38 (DRCOG Boundary)	Add 1 toll/managed express lane in each direction	2035-2040	\$92,000,000
1		Clear Creek	I-70	Vicinity of US-6 and Floyd Hill	TBD	2015-2024	\$100,000,000
1		Douglas	US-85	Meadows Pkwy. to Louviers Ave. Meadows Pkwy. to Castlegate Castlegate to Daniels Park Rd. Daniels Park Rd. to SH-67 (Sedalia) MP 191.75 to Louviers Ave.	Widen 2 to 4 lanes	2015-2024 2025-2034 2015-2024 2025-2034	\$59,000,000
1		Jefferson	US-285	Pine Junction to Richmond Hill Pine Valley Rd. (CR 126) / Mt Evans Blvd. Kings Valley Dr. Kings Valley Dr. to Richmond Hill Rd. Shaffers Crossing to Kings Valley Dr. Parker Ave.	New interchange New interchange Widen 3 to 4 lanes (add 1 new SB lane) Widen 3 to 4 lanes (add 1 new SB lane) New interchange	2015-2024 2015-2024 2015-2024 2015-2024 2015-2024	\$14,000,000 \$11,000,000 \$10,000,000 \$12,000,000 \$9,000,000
1		Adams	I-270	I-25 to I-70	Widen 4 to 6 lanes	2035-2040	\$160,000,000
1		Adams	I-270	Vasquez Blvd. (US 6/85)	Interchange capacity	2015-2024	\$60,000,000
1		Denver	I-225	I-25 to Yosemite St.	Interchange capacity	2025-2034	\$43,000,000
4		Boulder	SH-119	SH-52	New interchange	2025-2034	\$30,000,000
4		Boulder	SH-66	75th St. to Hover St.	Widen 2 to 4 lanes	2035-2040	\$19,000,000
1	yes	Adams	SH-2	72nd Ave. to I-76	Widen 2 to 4 lanes	2015-2024	\$13,600,000
1	yes	Jefferson	US-6	19th Street	New interchange	2015-2024	\$20,000,000
1	yes	Denver	Federal Blvd. (SH-88)	6th Ave. to Howard Pl.	Widen 5 to 6 lanes	2015-2024	\$23,363,100
1	yes	Arapahoe	I-25	Arapahoe Rd. (SH-88)	Interchange capacity	2015-2024	\$50,400,000

Table 3: 2040 RTP 100% Locally-Derived Funded Projects

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Adams	Pecos St	52nd Avenue to I-76	Widen from 2 to 4	1.3	2015-2024	\$8,600
Adams	Washington St	52nd Avenue to 58th Avenue	Widen from 2 to 4	0.75	2015-2024	\$4,400
Adams	York St	160th Ave (SH-7) to 168th Ave	Widen from 2 to 4	0.95	2015-2024	\$7,500
Adams	58th Ave	Washington Street to York Street	Widen from 2 to 4	1	2015-2024	\$10,300
Adams	Picadilly Rd	48th Ave to 56th Avenue	Widen from 2 to 6	1.15	2015-2024	\$13,600
Adams	Tower Rd	Colfax Avenue to Smith Rd	Widen from 2 to 6	0.95	2015-2024	\$8,700
Adams	Quail Run Rd	I-70 to 48th Ave	New 6 Lanes	2.96	2025-2035	\$36,400
Adams	Picadilly Rd	Smith Road to 48th Ave	Widen from 2 to 6	2.16	2015-2024	\$22,500
Adams	Picadilly Rd	I-70 to Smith Road	Widen from 2 to 6	0.54	2015-2024	\$5,300
Adams	Picadilly Rd	56th Ave to 70th Ave./Aurora City Limits	New 6 Lanes	1.69	2015-2024	\$20,400
Adams	Imboden Rd	48th Ave to 56th Ave	Widen from 2 to 6	1	2025-2035	\$10,300
Adams	I-70	Picadilly Rd to	New Interchange		2015-2024	\$27,500
Adams	Harvest Mile Rd	I-70 to 56th Ave	New 6 Lanes	4.12	2015-2024	\$54,300
Adams	Harvest Rd	6th Ave to I-70	New 6 Lanes	1.07	2015-2024	\$13,300
Adams	Harvest Mile Rd	56th Ave to 64th Ave	Widen from 3 to 6	0.99	2025-2035	\$7,800
Adams	64th Ave	Powhatan Rd to Monaghan Rd	New 4 Lanes	0.99	2015-2024	\$6,700
Adams	64th Ave	Himalaya Rd to Harvest Mile Rd	Widen from 2 to 4	2.98	2015-2024	\$12,200
Adams	64th Ave	Harvest Mile Rd to Powhatan Rd	New 2 Lanes	1.02	2015-2024	\$6,500
Adams	64th Ave	Harvest Mile Rd to Powhatan Rd	Widen from 2 to 4	1.02	2025-2035	\$10,900
Adams	48th Ave	Imboden Rd to Quail Run Rd	Widen from 2 to 6	1	2025-2035	\$9,700
Adams	64th Ave	Denver/Aurora City Limit to Himalaya St	Widen from 2 to 6	0.51	2015-2024	\$6,500
Adams	Picadilly Rd	Colfax Ave to I-70	New 6 Lanes	0.31	2015-2024	\$12,900
Adams	56th Ave	Picadilly Rd to E-470	Widen from 2 to 6	1.03	2015-2024	\$9,700
Adams	56th Ave	E-470 to Imboden Road	Widen from 2 to 6	7.01	2015-2024	\$67,900
Adams	48th Ave	Powhatan Rd to Monaghan Rd	New 6 Lanes	0.99	2025-2035	\$13,600
Adams	48th Ave	Picadilly Rd to Powhatan Rd	New 6 Lanes	3.02	2015-2024	\$40,700
Adams	Harvest Mile Rd	56th Avenue to 64th Ave	New 3 Lanes	0.99	2015-2024	\$6,500
Adams	Bromley Lane	Tower Rd to I-76	Widen from 4 to 6	1.12	2015-2024	\$1,900
Adams	Buckley Rd	136th Avenue to Bromley Lane	Widen from 2 to 4	2.01	2015-2024	\$7,700
Adams	Bromley Lane	Hwy 85 to Sable Blvd	Widen from 4 to 6	0.48	2015-2024	\$1,300
Adams	I-76	Bridge St.	New Interchange		2015-2024	\$25,400
Adams	Tower/Buckley Rd	105th Ave to 118th Ave	New 4 Lanes	2.02	2015-2024	\$8,800
Adams	96th Ave	Buckley Road to Tower Road	New 2 Lanes	1.13	2012-2014	\$7,700
Adams	96th Ave	Buckley Road to Tower Road	Widen from 2 to 4	1.13	2025-2035	\$17,700
Adams	96th Ave	SH-2 to Buckley Road	Widen from 2 to 4	3.87	2025-2035	\$46,700
Adams	96th Ave	Tower Rd to Picadilly Rd	Widen from 2 to 6	2.01	2025-2035	\$14,700
Adams	104th Ave	US-85 to SH-2	Widen from 2 to 4	1.82	2015-2024	\$41,200
Adams	120th Ave	E-470 to Tower Rd	Widen from 2 to 6	0.58	2025-2035	\$4,800
Adams	120th Ave	Tower Rd to Picadilly Rd	Widen from 2 to 6	2.01	2025-2035	\$10,700
Adams	120th Ave	Sable Blvd to E-470	Widen from 2 to 6	1.96	2025-2035	\$29,700
Adams	Buckley Rd	118th Avenue to Cameron Dr	Widen from 2 to 6	1.19	2015-2024	\$13,900
Adams	Picadilly Rd	96th Ave to 120th Ave	New 6 Lanes	3.01	2025-2035	\$49,000

Table 3: 2040 RTP 100% Locally-Derived Funded Projects

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Adams	Tower Rd	Pena Boulevard to 105th Avenue	Widen from 2 to 6	3.78	2015-2024	\$23,200
Adams	Picadilly Rd	82nd Ave to 96th Ave	New 6 Lanes	1.83	2025-2035	\$21,600
Adams	E-470	48th Ave	New Interchange		2015-2024	\$26,900
Adams	E-470	Quebec	New Interchange		2015-2024	\$24,800
Adams	E-470	Potomac	New Interchange		2015-2024	\$8,000
Adams	E-470	112th Avenue	New Interchange		2025-2035	\$17,600
Adams	E-470	I-25 North to I-76	Widen from 4 to 6	10.96	2025-2035	\$76,500
Adams	E-470	88th Avenue	New Interchange		2025-2035	\$17,600
Adams	Quebec St	132nd Ave to 160th Ave	Widen from 2 to 4	3.5	2015-2024	\$21,000
Adams	Thornton Pkwy	Colorado Blvd to Riverdale Road	Widen from 2 to 4	0.47	2025-2035	\$14,000
Adams	Quebec St	120th Ave to 128th Ave	Widen from 2 to 4	1	2015-2024	\$8,400
Adams	York St.	150th Ave to E-470	Widen from 2 to 4	0.21	2025-2035	\$2,000
Adams	152nd Ave	Washington St. to York St	Widen from 2 to 4	1.18	2025-2035	\$11,200
Adams	144th Ave	York St to Colorado Blvd	Widen from 2 to 4	1.01	2015-2024	\$10,400
Adams	144th Ave	Washington St. to York St.	Widen from 2 to 4	1.01	2015-2024	\$12,800
Adams	Washington St	152nd Ave to 160th Ave	Widen from 2 to 4	1.36	2015-2024	\$24,800
Adams	York St	E-470 to SH-7	Widen from 2 to 4	0.73	2015-2024	\$10,700
Adams	104th Ave	Marion St to Colorado Blvd	Widen from 4 to 6	1.61	2025-2035	\$6,300
Adams	Washington St	144th Avenue to 152nd Ave	Widen from 2 to 4	0.68	2015-2024	\$12,000
Adams / Arap	I-70	Harvest Miles Rd to	New Interchange		2015-2024	\$39,600
Adams / Arap	I-70	I-70	Interchange Capacity		2025-2035	\$185,100
Adams /	E-470	I-70 to Pena Blvd	Widen from 4 to 6	7.43	2025-2035	\$29,300
Adams /	E-470	Pena Blvd to I-76	Widen from 4 to 6	7.61	2025-2035	\$51,500
Arapahoe	Quincy Ave	Hayesmount Rd to Watkins Rd	Widen from 2 to 6	1.95	2025-2035	\$16,000
Arapahoe	Quincy Ave	Monaghan Rd to Hayesmount	Widen from 2 to 6	1.12	2025-2035	\$18,900
Arapahoe	Broncos Pkwy	Jordan Rd to Parker Rd	Widen from 4 to 6	0.83	2015-2024	\$6,900
Arapahoe	Broncos Pkwy	Havana St to Peoria St	Widen from 4 to 6	1	2015-2024	\$8,100
Arapahoe	Gun Club Rd	Quincy Ave to 1.5 Miles South	Widen from 2 to 6	1.63	2015-2024	\$26,700
Arapahoe	Quincy Ave	Plains Pkwy to Gun Club Rd	Widen from 2 to 6	0.61	2015-2024	\$13,300
Arapahoe	Monaghan Rd	Quincy Ave to Yale Ave	New 6 Lanes	2.01	2025-2035	\$22,900
Arapahoe	Yale Ave	Monaghan Rd to Hayesmount Rd	Widen from 2 to 6	1.11	2025-2035	\$17,300
Arapahoe	Watkins Rd	Quincy Ave to I-70	Widen from 2 to 6	7.08	2025-2035	\$54,700
Arapahoe	Hampden Ave	Picadilly Rd to Gun Club Rd	Widen from 2 to 4	1.08	2015-2024	\$12,400
Arapahoe	Harvest Mile Rd	Jewell Ave to Mississippi Ave	Widen from 2 to 6	0.99	2025-2035	\$13,300
Arapahoe	Gun Club Rd	Yale Ave to Mississippi Ave	Widen from 4 to 6	2.11	2025-2035	\$10,900
Arapahoe	Jewell Ave	E-470 to Gun Club Rd	Widen from 2 to 6	0.54	2015-2024	\$4,800
Arapahoe	Jewell Ave	Gun Club Rd to Harvest Rd.	Widen from 2 to 6	1	2015-2024	\$10,000
Arapahoe	Jewell Ave	Himalaya Rd to E-470	Widen from 3 to 6	1.43	2015-2024	\$13,200
Arapahoe	Powhaton Road	Smoky Hill Rd to County Line Rd	Widen from 2 to 6	1	2025-2035	\$3,500
Arapahoe	Picadilly Rd	Jewell Ave to 6th Ave Pkwy	New 4 Lanes	2.66	2015-2024	\$18,100
Arapahoe	Picadilly Rd	6th Ave to Colfax Ave	Widen from 2 to 6	1.57	2015-2024	\$10,000
Arapahoe	Harvest Rd	Mississippi Ave to Alameda Ave	New 6 Lanes	1	2015-2024	\$13,300

Table 3: 2040 RTP 100% Locally-Derived Funded Projects

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Arapahoe	Harvest Rd	Alameda Ave to 6th Ave	Widen from 3 to 6	1.02	2015-2024	\$6,700
Arapahoe	6th Ave	6th Pkwy to Harvest Mile Rd	Widen from 2 to 6	0.4	2015-2024	\$13,200
Arapahoe	6th Ave (SH 30)	Tower Rd to 6th Pkwy	Widen from 2 to 6	1.94	2015-2024	\$14,100
Arapahoe	6th Pkwy	E-470 to Gun Club Rd	Widen from 2 to 6	0.24	2015-2024	\$4,800
Arapahoe	6th Ave	Airport Blvd to Tower Rd	Widen from 2 to 6	0.99	2015-2024	\$10,200
Arapahoe	Gun Club Rd	Yale Ave. to Mississippi Ave.	Widen from 2 to 4	2.11	2015-2024	\$10,900
Arapahoe	6th Pkwy	SH-30 to E-470	Widen from 2 to 6	1.43	2025-2035	\$34,900
Arapahoe	Tower Rd	6th Avenue to Colfax Avenue	New 2 Lanes	1	2015-2024	\$11,000
Arapahoe	Tower Rd	6th Avenue to Colfax Avenue	Widen from 2 to 6	1	2025-2035	\$14,800
Arapahoe	Smoky Hill Rd	Pleasant Run Pkwy to Versailles	Widen from 4 to 6	4.44	2025-2035	\$33,900
Arapahoe	Arapahoe Rd	Waco St to Himalaya St	Widen from 2 to 6	1.31	2015-2024	\$20,400
Arapahoe	Arapahoe Rd	Himalaya Way to Liverpool St	Widen from 4 to 6	0.46	2025-2035	\$6,200
Arapahoe	E-470	I-25 to Peoria St	Widen from 6/8 to 8/10	4.5	2025-2035	\$32,000
Arapahoe	E-470	Chambers Rd to Jordan Rd	Widen from 6 to 8	0.85	2025-2035	\$32,000
Arapahoe	Chambers Rd	Crowfoot Valley Road to S. Bound. Parker	New 2 Lanes	0.67	2015-2024	\$3,100
Arapahoe	Stroh Rd	Crowfoot Valley to J. Morgan Blvd	Widen from 2 to 4	0.5	2015-2024	\$6,400
Arapahoe	Hess Road	Motsenbocker Rd to Nate Dr.	Widen from 2 to 4	1.97	2015-2024	\$3,500
Arapahoe	Stroh Rd	Chambers Rd to Crowfoot Valley Rd	New 4 Lanes	1.44	2015-2024	\$10,600
Arapahoe	Crowfoot Valley Rd	Chambers Rd to Stroh Rd	Widen from 2 to 4	1.44	2015-2024	\$6,400
Arapahoe	Jordan Rd	Bradbury Pkwy to Hess Rd	Widen from 2 to 4	0.59	2015-2024	\$3,000
Arapahoe	Chambers Rd	Crowfoot Valley Rd to South Boundary	Widen from 2 to 4	0.67	2025-2035	\$3,100
Arapahoe	Chambers Rd	Hess Road to Mainstreet	Widen from 2 to 4	1.92	2015-2024	\$12,600
Arap/Doug	E-470	Parker Rd to I-70	Widen from 4 to 6	15.18	2025-2035	\$67,300
Boulder	Erie Pkwy	US-287 to 119th St.	Widen from 2 to 4	1.51	2015-2024	\$14,600
Boulder	S. Boulder Rd/160th Ave.	120th St to Boulder/Broomfield County line	New 2 Lanes	1.19	2025-2035	\$10,200
Boulder	East County Line Rd	9th Ave to SH-66	Widen from 2 to 4	2	2025-2035	\$9,800
Boulder	Nelson Rd	75th St to Affolter Dr	Widen from 2 to 4	2.29	2015-2024	\$5,200
Boulder	Pace Street	5th Avenue to Ute Road	Widen from 2 to 4	2.51	2015-2024	\$3,800
Boulder	SH 66	Hover Road to US 287 (Longmont)	Widen from 2 to 4	1.51	2015-2024	\$7,600
Boulder	17th Ave	Alpine St. to Ute Creek Dr	Widen from 2 to 4	1.03	2015-2024	\$2,300
Boulder	US-36	McCaslin Blvd to	Interchange Capacity		2015-2024	\$11,700
Broomfield	160th Ave	Lowell Blvd to Sheridan Pkwy	New 2 Lanes	1.02	2015-2024	\$3,800
Broomfield	144th Ave	US-287 to Zuni St	Widen from 2 to 4	3.47	2015-2024	\$21,200
Broomfield	Huron Street	160th Ave to SH-7	Widen from 2 to 4	0.65	2015-2024	\$5,100
Broomfield	Sheridan Pkwy	Northwest Pkwy to SH-7	Widen from 2 to 4	1.31	2015-2024	\$5,700
Broomfield	96th St	96th St. w/Northwest Pkwy to SH-128	HOT	2.28	2015-2024	\$39,400
Broomfield	SH-7	Boulder County Line to Sheridan Pkwy	Widen from 2 to 4	2.53	2015-2024	\$6,600
Broomfield	SH-7	Sheridan Pkwy to I-25	Widen from 2 to 6	1.45	2015-2024	\$10,200
Broomfield	Sheridan Blvd	Lowell Boulevard to NW Parkway	Widen from 2 to 4	1.05	2015-2024	\$7,600
Broomfield	Huron Street	150th Ave to 160th Ave	Widen from 2 to 4	1.26	2015-2024	\$8,600
Denver	56th Ave	Pena Blvd to Tower Rd	Widen from 4 to 6	0.72	2015-2024	\$17,300
Denver	64th Ave	Tower Rd to Denver/Aurora City Limits	Widen from 2 to 4	0.5	2015-2024	\$700

Table 3: 2040 RTP 100% Locally-Derived Funded Projects

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Denver	Central Park Blvd	47th Ave (Northfield Blvd) to 56th Ave	New 4 Lanes	0.88	2015-2024	\$4,300
Denver	Green Valley Ranch Blvd	Chambers Rd to Telluride St	Widen from 4 to 6	1.5	2015-2024	\$9,900
Denver	Green Valley Ranch Blvd	Chambers Rd to Pena Blvd	Widen from 2 to 4	1.02	2015-2024	\$2,400
Denver	Green Valley Ranch Blvd	Telluride St. to Tower Rd	Widen from 4 to 6	0.48	2015-2024	\$1,700
Denver	Broadway	Kentucky Ave to Exposition	Widen from 4 to 6	0.25	2013-2024	\$2,000
Denver	Broadway	Arizona Ave to Mississippi Ave	Widen from 4 to 6	0.13	2013-2024	\$1,100
Denver	Broadway	Mississippi Ave to Kentucky Ave	Widen from 6 to 8	0.26	2013-2024	\$2,100
Denver	56th Ave	Himalaya St to Picadilly Rd	Widen from 2 to 6	1	2015-2024	\$11,600
Denver	Pena Blvd	Tower Road to 78th/75th Ave ramps	Widen from 4/6 to 6/8	2.3	2015-2024	\$11,400
Denver	Picadilly Rd	70th Ave to 82nd Ave	New 6 Lanes	1.54	2015-2024	\$11,400
Denver	Tower Rd	38th Ave. to Green Valley Ranch Blvd	Widen from 2/4 to 6	0.44	2015-2024	\$26,700
Denver	Tower Rd	56th Avenue to Pena Boulevard	Widen from 4 to 6	2.44	2015-2024	\$16,000
Denver	Tower Rd	48th Ave to 56th Ave	Widen from 4 to 6	1.01	2015-2024	\$5,300
Denver	Washington St	Elk Place to 52nd Avenue	Widen from 2 to 4	0.59	2015-2024	\$13,300
Denver	Pena Blvd	I-70 to Tower Rd	Widen from 4 to 6	5.15	2015-2024	\$38,300
Denver	56th Ave	Dunkirk St to Himalaya St	Widen from 4 to 6	0.5	2015-2024	\$11,500
Denver	35th Ave	Brighton Blvd to Walnut St	Widen from 2 to 4	0.27	2025-2035	\$2,500
Denver	Pena Blvd	Jackson Gap St. west ramps to DIA Terminal	Widen from 6 to 8	1.71	2015-2024	\$10,200
Douglas	I-25	Crystal Valley Pkwy	New Interchange		2025-2035	\$44,500
Douglas	Meadows Pkwy	Coachline Road to Meadows Blvd	Widen from 2 to 4	1.17	2015-2024	\$4,400
Douglas	Plum Creek Pkwy	Gilbert Street to Ridge Road	Widen from 2 to 4	1.51	2015-2024	\$5,100
Douglas	Ridge Road	Plum Creek Parkway to SH-86	Widen from 2 to 4	1.08	2015-2024	\$3,800
Douglas	Southwest Ring Rd	Wolfensberger Rd to I-25	Widen from 2 to 4	1.42	2015-2024	\$5,100
Douglas	US-85	Castlegate Drive	New Interchange		2015-2024	\$31,800
Douglas	Wolfensberger Rd	Coachline Road to Prairie Hawk Dr.	Widen from 2 to 4	0.98	2015-2024	\$5,100
Doug/Jeffer	C-470	WB: Wadsworth to S. Kipling Pkwy EB: S. Kipling Pkwy. to Platte Canyon	Add 1 HOT lane each direction		2025-2034	\$45,000
Jefferson	C-470	WB: Colorado to Lucent EB: Broadway to I-25	Add 1 additional HOT lane in each direction		2025-2034	\$120,000
Douglas	I-25	Castlegate Dr.	New Interchange		2015-2024	\$15,300
Douglas	Hess Rd	I-25 to Chambers Rd	Widen from 2 to 4	5.13	2025-2035	\$44,500
Douglas	Waterton Rd	Dante Drive to Campfire St	Widen from 2 to 4	1	2025-2035	\$3,800
Douglas	Titan Rd	Rampart Range Rd to Santa Fe Dr.	Widen from 2 to 4	2.96	2025-2035	\$38,100
Douglas	Lincoln Ave	1st Street to Keystone Blvd	Widen from 4 to 6	1.78	2025-2035	\$8,300
Douglas	Mainstreet	Peoria St to Chambers Rd	Widen from 2 to 4	2.49	2025-2035	\$7,600
Douglas	Mainstreet	Canterberry Pkwy to Tomahawk Rd	Widen from 2 to 4	1.41	2025-2035	\$7,600
Douglas	Lincoln Ave	Peoria St to 1st Ave	Widen from 4 to 6	0.7	2015-2024	\$3,200
Douglas	Rampart Range Rd	Waterton Rd to Titan Rd	Widen from 2 to 4	1.47	2025-2035	\$10,200
Douglas	Peoria St	.75 mi S. Lincoln Ave to Mainstreet	Widen from 2 to 4	0.49	2025-2035	\$4,400
Douglas	Crowfoot Valley Rd	Macanta Rd to Chambers Rd	Widen from 2 to 4	3.61	2025-2035	\$22,900

Table 3: 2040 RTP 100% Locally-Derived Funded Projects

County	Facility Name	Project Location (Limits)	Improvement Type	Length (Miles)	Staging	Cost (FY '15 \$millions)
Douglas	Peoria St	E-470 to .75 miles s/Lincoln Ave	Widen from 2 to 4	1.87	2015-2024	\$4,400
Douglas	Canyons Pkwy (Arterial A)	Crowfoot Valley Rd to Hess Rd	New 4 Lanes	4.13	2015-2024	\$19,100
Douglas	Hilltop Rd	Canterberry Pkwy to Singing Hills Rd	Widen from 2 to 4	2.74	2025-2035	\$17,800
Douglas	Chambers Rd	Mainstreet to Lincoln Avenue	Widen from 2 to 4	1.36	2015-2024	\$4,400
Douglas	Bayou Gulch/Chambers Rd	Parker Road to Vistancia Dr.	Widen from 2 to 4	1.87	2025-2035	\$12,900
Douglas	Bayou Gulch/Chambers Rd	Vistancia Dr. to S. Boundary of Parker	New 4 Lanes	0.51	2025-2035	\$5,500
Douglas	Crowfoot Valley Rd	Founders Pkwy to Macanta Rd	Widen from 2 to 4	1.08	2025-2035	\$5,100
Jefferson	64th Ave	Terry St. to Kendrick Dr.	Widen from 2 to 4	1.16	2015-2024	\$6,400
Jefferson	Quincy Ave	C-470 to Simms Street	Widen from 2 to 4	1.88	2025-2035	\$16,000
Jefferson	Quincy Ave	Kipling Street to Carr Street	Widen from 2 to 4	0.98	2015-2024	\$10,200
Jefferson	Quincy Ave	Simms St to Kipling Pkwy	Widen from 2 to 4	1	2015-2024	\$12,000
Jefferson	Jefferson Pkwy	64th Pkwy to .5 miles n/o Jefferson Pkwy	Widen from 2 to 4	0.99	2015-2024	\$259,100
Jefferson	Jefferson Pkwy	SH-128/96th St to SH-93 n/o 64th Ave & 3 New Interchanges	New 4 Lanes	9.32	2015-2024	\$259,100
Jefferson	Alameda Ave	Bear Creek Boulevard to Rooney Rd	Widen from 2 to 4/6	1.26	2015-2024	\$10,200
Jefferson	Quincy Ave	Irving St to Federal Blvd	New 2 Lanes	0.25	2015-2024	\$3,800
Jefferson	I-70	32nd Ave.	Interchange Capacity		2015-2024	\$22,400
Jefferson	SH-58	Cabela Street	Add New Interchange		2015-2024	\$19,600

Table 4: 2040 RTP Fiscally Constrained Rapid Transit Projects

Draft: July 8, 2014

	Rapid Transit Component	Limits	Technology	Length (miles)	New Lanes	Total Project Cost Est. (FY '15\$ Millions)	Air Quality Staging Period	Counties
FasTracks Components	Eagle P3 Project*							
	<i>East Rail Line</i>	Denver Union Station to DIA	Commuter Rail	22.8		\$2,270**	2015-2024	Adams, Denver, Jefferson, Boulder, Broomfield
	<i>Gold Line</i>	Denver Union Station to Ward Rd.	Commuter Rail	11.1				
	<i>Northwest Rail Line</i>	Denver Union Station to 71st/Lowell Station	Commuter Rail	6.2				
	I-225 Rail Line	Parker Rd. to East Rail Line	Light Rail	10.5		\$690**	2015-2024	Adams, Arapahoe
	North Metro Rail Line	Denver Union Station to 124th Ave. Station	Commuter Rail	13.3		\$700**	2015-2024	Adams, Denver
	Southeast Rail Extension	Lincoln Ave. to Ridgeway Pkwy.	Light Rail	2.3		\$230	2015-2024	Douglas
Other Rapid Transit	US-36 Bus Rapid Transit	Denver Union Station to Table Mesa PnR	Bus Rapid Transit	18.0	2	\$220	2015-2024	Adams, Boulder, Broomfield, Jefferson
	SH-119 Bus Rapid Transit	Foothills Pkwy. (SH-157) to US-287	Bus Rapid Transit (On Shoulder)	11.0	2	\$57	2015-2024	Boulder
	Colfax Enhanced Transit Capacity	7th St. (Osage) to Potomac St.	Rapid Transit (TBD)	10.5		\$115	2015-2024	Adams, Arapahoe, Denver

*Cost shown is the total Eagle project cost.

**Fixed-price contract amount in contract year dollars

ATTACH D

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 16, 2014	Action	11

SUBJECT

Developing the next *Transportation Improvement Program* (TIP).

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the TIP Policy document to select projects for the upcoming 2016-2021 TIP. The Regional Transportation Committee must also subsequently approve the document, scheduled for July 22, 2014.

ACTION BY OTHERS

On November 20, 2013, the DRCOG Board established MVIC as the lead for the new 2016-2021 TIP.

SUMMARY

Since November 2013, MVIC has been actively engaged in a comprehensive reevaluation of the *Policy on Transportation Improvement Program Preparation* (aka: TIP Policy) which will be used as the basis for selecting projects for the 2016-2021 TIP.

The TIP Policy serves as the “rules” for all items relating to the TIP, including how the TIP will be developed, how DRCOG will select projects, eligibility of projects, and how amendments will be processed. The process of soliciting project funding requests for the TIP will not begin until the TIP Policy document is adopted.

Staff has provided two versions of the draft TIP Policy; an informational track changes version and a clean “action” version. The track changes version contains comment boxes in the right margin describing the proposed changes to date.

Note: Since the MVIC recommendation to the Board on July 2, staff modified Appendix D – Roadway Crash Reduction (Safety) Criteria. The modification was to add a reference table inadvertently excluded for roadway reconstruction projects (page 81 of the track changes version). Staff’s inclusion of the table does not represent a change to MVIC’s recommendation but rather makes clear the safety points for this project type which remain unchanged from current TIP Policy.

PREVIOUS DISCUSSIONS/ACTIONS

2013 DRCOG Board Workshop

[October 2, 2013 MVIC Meeting Summary](#)

[November 6, 2013 MVIC Meeting Summary](#)

[January 8, 2014 MVIC Meeting Summary](#)

[January 15, 2014 MVIC Meeting Summary](#)

[February 5, 2014 MVIC Meeting Summary](#)

[March 5, 2014 MVIC Meeting Summary](#)

[April 2, 2014 MVIC Meeting Summary](#)

[May 7, 2014 MVIC Meeting Summary](#)

[June 4, 2014 MVIC Meeting Summary](#)

[DRAFT July 2, 2014 MVIC Meeting Summary](#)

PROPOSED MOTION

Move to approve the *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP*.

ATTACHMENTS

Draft Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP (these two documents are provided as links only)

- [INFORMATIONAL-TRACK CHANGES Version](#)
- [ACTION Version](#)

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org; or Douglas W. Rex, Director, Transportation Planning and Operations, at 303-480-6747 or drex@drcog.org.

ATTACHE

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 16, 2014	Action	12

SUBJECT

This action relates to establishing ad hoc groups of Board members and Board Alternates to explore integrating housing and economic vitality in Metro Vision 2040.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends establishing ad hoc groups of Board Members and Board Alternates to explore integrating housing and economic vitality into Metro Vision 2040.

ACTION BY OTHERS

MVIC, July 2, 2014 – recommended establishing ad hoc groups to explore the integration of housing and economic vitality into Metro Vision 2040

SUMMARY

In part, the Board's adopted work plan directs staff to "develop plan implementation strategies to eliminate gaps in Metro Vision relative to access to housing choices and economic opportunity".

To that end, staff and consultants have interviewed and surveyed regional stakeholders, local planners and elected officials who have consistently identified housing as a key issue that should be reflected in Metro Vision 2040. In similar discussions with Economic Development Organizations (EDOs) there is support for DRCOG to assist with helping the region become more competitive and more economically resilient.

Key highlights from interviews, surveys and data analysis include:

- Local government staff identified the aging of the population and increasing numbers of low- and moderate- income households as key demographic challenges facing their communities
- Housing is in short supply in the region - the economic downturn, lack of housing development for many years and quick economic recovery, coupled with increased in-migration into the region, has led to a high level of unmet demand for housing across most of the income spectrum.
- Older adults need more housing options as they age and that middle-priced, low maintenance, housing friendly to older adults is scarce in the region.
- The region's lowest income residents, many of whom entered poverty during the past decade, currently face historically high rents and low vacancies. Their options for affordable rentals are declining or largely nonexistent near job and training centers.
- Six regions across the country that the Denver region primarily competes with for business investment were identified. The Denver region now has the highest housing costs of any of those regions.
- A number of EDOs felt there is a role for DRCOG in providing economic data analysis and expertise on the impacts of macro level socioeconomic trends.

- There is general awareness inadequate first- and last-mile connections are an impediment to maximizing the utilization and economic benefits of the region's developing transit system.

The intent of the two ad hoc groups is to review the data and information gathered over the course of the last 9 months and assess the merit and support for integrating housing and economic vitality into Metro Vision 2040.

PREVIOUS DISCUSSIONS/ACTIONS

Board, May 15, 2013 – adoption of *2013-14 Strategic Plan*

PROPOSED MOTION

Move to 1) establish an ad hoc group of Board Members and Board Alternates to explore integrating housing into Metro Vision 2040 and 2) establish an ad hoc group of Board Members and Board Alternates to explore the integration of economic vitality into Metro Vision 2040.

ATTACHMENTS

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org or Brad Calvert, Metro Vision Manager, at 303-480-6839 or bcalvert@drcog.org

To: Chair and Members of the Board of Directors

From: Jennifer Schaufele, Executive Director
303-480-6701 or jschaufele@drcog.org

Meeting Date	Agenda Category	Agenda Item #
July 16, 2014	Informational Briefing	13

SUBJECT

This item updates the Board on DRCOG's new land use model, UrbanSim. Staff will provide a summary of the project and provide general information on the model's capabilities.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG has been working to implement the UrbanSim land use model since 2012. Model development finished in April 2014. UrbanSim will begin to support the Focus travel model as well as other planning initiatives. A high level overview of UrbanSim will be provided to the Board.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Jennifer Schaufele, Executive Director, at 303-480-6701 or jschaufele@drcog.org or Daniel Jerrett, Regional Economist, at 303-480-5644 or djerrett@drcog.org

ATTACH G

METRO VISION ISSUES COMMITTEE MEETING SUMMARY
July 2, 2014

MVIC Members Present: Elise Jones – Boulder County; Bill Holen – Arapahoe County; Sue Horn – Bennett; Tim Plass – Boulder; George Teal – Castle Rock; Cathy Noon – Centennial; Doug Tisdale – Cherry Hills Village; Rick Teter – Commerce City; Robin Kniech, Anthony Graves – Denver; Todd Riddle – Edgewater; Marjorie Sloan – Golden; Ron Rakowsky – Greenwood Village; Don Rosier – Jefferson County; Shakti – Lakewood; Phil Cernanec – Littleton; Jackie Millet – Lone Tree; John Diak – Parker; Beth Martinez-Humenik – Thornton; Herb Atchison - Westminster.

Others present: Mac Callison – Aurora; Travis Greiman – Centennial; Joe Fowler, Eugene Howard – Douglas County; Kent Moorman – Thornton; Ted Heyd – Bicycle Colorado; Darcie White - Clarion; Dace West – Mile High Connects; Karly Malpiede – Urban Land Conservancy; and DRCOG staff.

Call to Order

The meeting was called to order at 4:02 p.m.; a quorum was present.

Public Comment

No public comment was received.

Summary of June 4, 2014 Meeting

The summary was accepted as submitted.

Move to designate Regional Transportation Committee members (2) and alternates (at least 4)

The Chair listed those who expressed interest in serving on the RTC: Ron Rakowsky, Robin Kniech, George Teal, Herb Atchison, Shakti, Doug Tisdale and Sue Horn.

Doug Tisdale **moved** to appoint Ron Rakowsky and Robin Kniech as members of the Regional Transportation Committee, and appoint all others who expressed interest as alternates. The motion was **seconded** and **passed** unanimously.

The new members and alternates were informed that due to a scheduling conflict for the Transportation Commissioners, the July RTC meeting will be rescheduled from July 15 to July 22.

Move to recommend to the Regional Transportation Committee and the DRCOG Board the Draft Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP

The Chair noted that there are a couple outstanding issues to be addressed, first is a calculation for person hours of travel. Doug Rex provided an overview of the methodology. Cathy Noon asked if the transit

Ron Rakowsky **moved** to adopt the person hours of travel methodology as presented. The motion was **seconded** and **passed** unanimously.

First phase selection targets were discussed. The funding targets are shown by project type instead of funding source, as has been done previously. Doug Rex noted the dollar totals reported do include the commitment to I-70 made by the Board in June. A question was asked if discussions between DRCOG and CDOT on swapping state funds for federal for projects have progressed. Debra Perkins-Smith and Jennifer Schaufele noted that discussions had not come to a conclusion. Cathy Noon asked if the Transportation Alternatives Project funds are in addition to the other funding. Staff noted they are. Cathy Noon noted that perhaps the bike/ped percentage may have been lower had that been known. It was pointed out that while TAP program funds will be used in the metro area, they are not DRCOG's funds to control.

Jackie Millet **moved** to approve the first phase total funding targets as presented by staff. The motion was **seconded** and **passed** with four opposed.

Jackie Millet **moved** to recommend to the Regional Transportation Committee and the DRCOG Board the Draft *Policy on Transportation Improvement Program (TIP) Preparation, Procedures for Preparing the 2016-2021 TIP*. The motion was **seconded** and **passed** unanimously.

Discussion of the second phase project selection process will begin in August.

Move to recommend to the Board of Directors (1) establish an ad hoc group of Board members and alternates to explore integrating housing into Metro Vision 2040 and (2) establish an ad hoc group of Board members and alternates to explore the integration of economic vitality into Metro Vision 2040

The Chair noted that the committee is being asked to recommend establishing two ad hoc groups of Board Members and Board Alternates on two issues that have surfaced during the Metro Vision 2040 process. Staff provided highlights from interviews, surveys and data analysis. The Board's adopted work plan directs staff to develop plan implementation strategies to eliminate gaps relative to access to housing choices and economic opportunity. Members discussed the two topics (housing and economic development).

Doug Tisdale **moved** to recommend to the Board of Directors to establish ad hoc groups of Board Members and Board Alternates to explore integrating housing and economic vitality into Metro Vision 2040. The motion was **seconded** and **passed** unanimously.

Managed Lanes Policy Discussion

Doug Rex provided information gathered by staff on managed lane policies in various metropolitan areas. Members noted that information was requested specifically on High Occupancy Vehicle (HOV) policies, not managed lanes. Staff was asked to research HOV policies further and bring additional information back to the group.

Other Matters

No other matters were discussed

Next Meeting

The next meeting is scheduled for **August 6, 2014**.

Adjournment

The meeting adjourned at 6:00p.m.

DRAFT

ATTACH H

MINUTES
ADMINISTRATIVE COMMITTEE
Wednesday, June 25, 2014

Present:

Jackie Millet, Chair
Eva Henry
Bob Roth
Sue Horn
Suzanne Jones
Elise Jones
Cathy Noon
Doug Tisdale
Chris Nevitt
Crissy Fanganello
Jack Hilbert
Ron Rakowsky
Don Rosier
Tom Quinn
Val Vigil

Lone Tree
Adams County
Aurora
Bennett
Boulder
Boulder County
Centennial
Cherry Hills Village
Denver
Denver
Douglas County
Greenwood Village
Jefferson County
Lakewood
Thornton

Others Present: Jennifer Schaufele, Executive Director; Connie Garcia, Executive Assistant/Board Coordinator; and DRCOG staff.

Chair Jackie Millet called the meeting to order at 6:04 p.m. with a quorum present.

Motion to Adopt the Consent Agenda

Doug Tisdale **moved** to adopt the consent agenda. The motion was **seconded** and **passed unanimously**. Items on the consent agenda included:

- Minutes of May 21, 2014

Report of the Chair

- Jackie Millet thanked members who responded to the executive director evaluation survey.
- It was noted that Jack Hilbert is resigning from his position as Commissioner in Douglas County. His replacement, Commissioner Roger Partridge, was introduced to the group.

Report of the Executive Director

No report was provided.

Review and Refine Executive Policies

Jerry Stigall, DRCOG staff, provided an overview of the agenda material. Members noted a couple revisions to the policies, as follows:

Section 7, Immediate Succession – the Executive Director noted that a new position is being created to address the issue of immediate succession in the absence of the Executive

Director. Members discussed whether the title of the new position (or name of a person) should be noted. It was the consensus of the group that a name or title isn't needed; the requirement is for a plan to be in place, and for the Executive Director to convey the plan to members.

Section 8, Communications with and support of the Board – clarification was requested by staff for this section. Members agreed that the term “Board” should have a qualifier at the outset as being defined as “the Board as a whole” and not referring to individual Board members.

Section 6, Protection of Assets – members questioned the use of the word “insure” as opposed to “ensure.” Staff noted they would clarify with Administration and Finance on the term.

Other Matters by Members

No other matters were discussed.

Next Meeting

The next meeting is scheduled for July 16, 2014

The meeting adjourned at 6:27 p.m.

Jackie Millet, Chair
Administrative Committee
Denver Regional Council of Governments

ATTEST:

Jennifer Schauffele, Executive Director

ATTACH I

Bike to Work Day on Wednesday Will Include Two Broomfield Breakfast Stations

June 19, 2014

By: David R. Jennings

Broomfield Enterprise

Bike to Work Day is Wednesday.

The annual day, organized by the **Denver Regional Council of Governments** and metro-area city governments, aims to promote commuting by bicycle. It includes breakfast stations across the region, with stations at Interlocken East Park and Golden Bear Bikes in Broomfield.

Those who register to participate in Bike to Work Day are eligible to earn prizes. For more information, go to biketowork2014.org. To map a bike commute along the U.S. 36 corridor, go to 36commutingsolutions.org and select "Commuting US 36" from the menu bar and then "Commute Options," then "Bike/Walk" to get to the Bike 36 link.

How Denver Is Becoming the Most Advanced Transit City in the West

June 24, 2014

By: Taras Grescoe

The Atlantic CityLab

DENVER—It's a vision straight out of a transportation planner's fondest dream.

In the center of the metropolis, the Beaux-Arts façade of a grand old railway terminus, finished in robin egg-hued terracotta stone, is cradled by the daring swoop of a canopy of brilliant white Teflon. On one of eight tracks, a double-decked passenger train has stopped to refuel. A few hundred yards away, German-built light rail vehicles arrive from distant parts of the city, pulling into a downtown of soaring condo towers and multifamily apartment complexes. Beneath the feet of rushing commuters, express buses pull out of the bays of an underground concourse, and articulated buses shuttle straphangers through the central business district free of charge. A businessman, after swinging his briefcase into a basket, detaches the last remaining bicycle from a bike-share stand next to the light rail stop, completing the final leg of his journey-to-work on two wheels.

An out-of-towner could be forgiven for thinking she'd arrived in Strasbourg, Copenhagen, or another global poster child for up-to-the-minute urbanism. The patch of sky framed in the white oval of the Union Station platform canopy, however, is purest prairie blue. This is Denver, a city that, until recently, most people would have pegged as an all-too-typical casualty of frontier-town, car-centric thinking.

"Denver is a car town," says Phil Washington, who has been general manager of the Regional Transportation District, metro Denver's rail provider, since 2009. Originally from Chicago, Washington joined the transit authority after a 24-year career in the military. "You've got to remember, not so long ago, this was the Wild West. Historically, everybody had their own frickin' horse. They'd strap them up on a pole outside the saloon. Folks feel the same way about their cars." (Washington notes that even the RTD headquarters — conjoined brick buildings in what is now rapidly gentrifying LoDo, Lower Downtown — was once a notorious brothel, located a convenient stroll from Union Station.)

But in a state that recently voted to legalize the retail sale of marijuana, change is clearly in the wind. Ten years ago, Denver's new mayor (and current Colorado governor) John Hickenlooper began to ramp up a campaign to convince voters to approve an ambitious expansion of the region's embryonic light rail network. A similar plan — fuzzy on such key details as routes and cost — had been defeated in a 1997 referendum. In 2004, the region's voters approved \$4.7 billion of new debt for the FasTracks program. The plan, to add 121 miles of new commuter and light-rail tracks to the region, 18 miles of bus rapid transit lanes, 57 new rapid transit stations, and 21,000 park-and-ride spots, was approved 58-to-42, precisely reversing the results of the '97 referendum. (The pricetag has since risen to \$7.8 billion.)

Washington attributes the approval of FasTracks, in part, to growing frustration with traffic congestion. An earlier program called T-REX (for Transportation Expansion) built not only a light rail line to the city's southeast, but also widened Interstate 25, the region's main north-south axis. Following the apparently immutable laws of induced demand, increased road supply led to increased traffic. Within a year, I-25 was just as congested as it had ever been. Voters, Washington believes, came to the conclusion that transit offered a better path.

Another key factor in the referendum's success, Washington insists, was a concerted public relations campaign. RTD, supported by the Denver Chamber of Commerce and the **Denver Regional Congress of Governments (DRCOG)**, launched a communications blitz which had them doing presentations in schools and city halls across most of the region's 60 municipalities.

"From the start, we made it clear we weren't competing with the car," says Washington. "And we explained, to the average Joe, that for only four cents on most ten dollar purchases, he'd be getting a whole lot of new transportation."

Washington traces the progress of FasTracks on a poster-sized map clipped to a whiteboard. Light rail trains, on a track that branches south of downtown, already offer service to Littleton and Lincoln; extensions will see new miles of tracks penetrating even deeper into the southern exurbs. Last year saw the opening of the first FasTracks project, the West Rail line, running through some of Denver's lowest income neighborhoods to its terminus at the headquarters of Jefferson County. By 2016, the Gold Line to Arvada will offer further service to the west, and the East Rail line will carry passengers to the airport; both lines will run heavy-duty commuter trains powered by overhead catenary wires. A rail line along Interstate 225 will create a loop east of downtown, which Washington hopes will one day become a true circle line.

Only the Northwest Rail Line, says Washington, remains a question mark. Intended to bring commuters from downtown to Boulder and Longmont, along 41 miles of track, it follows a Burlington Northern Santa Fe Railroad freight corridor.

By 2016, a bus-rapid transit system will offer service to Boulder, home to a university and cluster of tech companies that make it a major employment hub. The BRT along U.S. 36 will be more than just a stopgap; plans call for it to continue to run in tandem with commuter rail. Washington concedes that the line will be something less than full BRT. The buses currently on order have only one door, significantly slowing boarding and unloading, and will run in regular highway lanes, rather than dedicated busways.

By 2018, when all but one of the ten FasTracks lines should be completed, a metropolitan area with a projected population of 3 million, spread out over 2,340 square miles, will be served by nine rail lines, 18 miles of bus rapid transit, and 95 stations. Many argue it will turn Denver into the west's most advanced transit city, vaulting it beyond better-known peers Portland, Los Angeles, and Vancouver, British Columbia.

"We're witnessing the transformation of a North American city through transportation infrastructure investment," says Washington. He foresees a not-too-distant future when Denverites will be able to access not only light and commuter rail but also RTD buses, B-Cycle bicycles, and car-share vehicles using a single stored-value fare card.

"You'll wheel your suitcase out of Denver International Airport, ride the train to Union Station, and hop a Car2Go — or even a B-Cycle if you're traveling light — to your house or hotel. All using one card."

It's a beautiful vision, if one undermined by an uncomfortable truth. Denver's mode share for transit — the proportion of people who use buses or light rail to commute — is only about 6 percent. Contrast this with the Canadian city of Calgary, where a similarly sized bus and light-rail fleet operating in a similarly dispersed landscape draws in a mode share of nearly 17 percent. Even epically sprawled Atlanta and automobile-mad Los Angeles manage to achieve almost twice Denver's per capita transit ridership.

It's a multi-billion-dollar gamble on the future of transportation and the future of the American metropolis.

In spite of all the inducements, Denverites, like eight in ten Americans, continue to get to school or work the same old way: driving alone.

Will FasTracks make an appreciable number of people in Denver give up their horses — or their contemporary equivalent, private automobiles? The RTD is betting heavily that the answer will be *yes*. To achieve the transition, they're planning on changing not only the commuting habits of Denverites, but also the DNA of Denver itself, making it into a far denser city.

A trip to Denver, "The Queen City of the Plains," once meant arriving in one of the continent's great railroad towns. In its heyday, 80 trains a day passed through Union Station — trains like the Pioneer Zephyr, a kinetic sculpture of wraparound windows and streamlined stainless steel, whose record-breaking, 13-hour run to Chicago, in which it topped out at 112 miles an hour, earned it the nickname the "Silver Streak."

Union Station, with its eight-foot-tall chandeliers and plaster arches lined with carved Columbine flowers, announced Denver as an oasis of urbanity in the American West. Emerging from the Wynkoop Street entrance, travelers were met by the six-story high Welcome Arch, illuminated with 2,194 incandescent light bulbs. Incongruously, the arch was emblazoned with the Hebrew word "MIZPAH," meaning "God watch over you while we are apart." (Denverites liked to kid newcomers that it was the Native American word for "Howdy, Partner.")

The fate of Union Station mirrors the fate of rail in much of North America. The Welcome Arch, which came to be seen as a traffic hazard, was torn down in 1931. Private interurban lines that linked downtown to Boulder in the north and Golden to the west disappeared with the coming of freeways. In 1958, a bright red sign entreating Denverites to "Travel by Train" was erected on the façade of the station. Air travel had begun to outpace rail, and Stapleton Airport had become the new gateway to the city. The streets around Union Station became Denver's skid row, the stomping ground for Jack Kerouac and Neal Cassady, whose epic cross-country road trips were usually made by car, not train. By the 1970s, many of downtown's most elegant buildings, which went up at the height of the City Beautiful movement, had been replaced by oceans of surface parking.

Change came with the new century. In 2001, RTD partnered with DRCOG to purchase the station and the surrounding acreage for \$49 million. Union Station, currently a construction site, will

once again become the centerpiece of a renewed Lower Downtown, now rebranded "LoDo." The station will continue to welcome Amtrak trains bound for Chicago and San Francisco, but will also be home to the Crawford Hotel, a 112-room luxury property, set to open in July 2014, with "Pullman" style rooms and suites starting at \$252. Cranes currently pivot over residential condo towers, the tallest of them 21 stories. On the north side of the station, adjacent to the light-rail stop, a whole new residential neighborhood, Confluence Park, has sprouted up on what used to be weed-ridden, trash-strewn rail yards. An elementary school has opened its doors in a high-rise tower, and the local supermarket chain, King Soopers, has staked a LoDo branch (there are rumors a Whole Foods will follow). All told, the station redevelopment has spurred \$1.8 billion in private investment.

"RTD is one of the largest property owners in Colorado," says Bill Sirois, the authority's manager of transit-oriented development. He describes dozens of developments going up around FasTracks stations. On the East Rail Line, the Urban Land Conservancy, a non-profit that purchases land to serve community interests, has bought nine acres of land around the 40th and Colorado station, where it's building 156 units of affordable housing. An eight-story housing complex for seniors is going up next to the 10th and Osage station. On the Central Rail Line, 275 new apartments are going up to on a transit plaza adjacent to Alameda Station. All of these new developments will be within a half-mile of a FasTracks line, well within walking distance of a station.

The biggest success story remains downtown, whose residential population has reached 17,500, a 142 percent increase since 2000. All told, FasTracks investment has brought seven million square feet of new office space, 5.5 million square feet of new retail, and 27,000 new residential units. Driving demand for TOD, says Sirois, is Denver's changing demographics.

"We have a huge population of empty nesters," he says. "More and more, they're ditching their suburban homes and moving downtown."

Since the Great Recession, Denver has also become a hotspot for Millennials, knocking out such car-centric rivals as Phoenix and Atlanta. Members of Generation Y are less likely to own cars (or want to own them), and more likely to opt for transit or active transportation. They are also multi-modal by instinct: a recent survey found that 70 percent of those in the 25-to-34 age range reported using multiple forms of transportation to complete trips, several times a week.

All this bodes well for the future of FasTracks. RTD is counting not only on increased residential density around stations, but also the network effect — the synergy that happens when new transit comes on line, making more parts of a region accessible to more users — to drive ridership forward.

"The system is developing and merging," says University of Denver transportation scholar Andrew Goetz. "The opening of Union Station is a major threshold. It's the intermodal heart of the network, bringing together rail and the regional bus system. The connectivity we're going to see as a result is going to be quite impressive."

There's evidence that Denver's transit mode share is already improving. Daily light-rail boardings increased 15 percent between 2012 and 2013. Even skeptics are starting to see a future for transit in Denver.

"I remember, seven years ago, I'd be driving down I-25, and it would be completely gridlocked," says Max Morrow, the owner of Max Lunch, a lunch counter next to Union Station. "A nightmare. In every car there's one person. And I'd look over at the light rail line that had just opened, and there'd be literally two people on every train. Now the trains are starting to get full. People in Denver love their cars, but they're beginning to figure out the train system, and they're using it." Morrow, who is in his forties, says he needs a car to carry supplies for work, but believes he'll be leaning heavily on FasTracks. "I'll be taking it downtown for ball games. You can sober up on the way home. As soon as the airport line's open, that's the only thing I'll use. I'll never drive out there again."

Morrow's employee, Zed Ireland, who is in his late twenties, already relies on light rail. "There's a bus stop behind my house. I take the bus to light rail. It takes about half an hour to get to work. Two forms of transit, it's not bad at all."

"When our baby is born"—Ireland and his wife are expecting their first—"we'll probably get a car. But it'll be mostly for my wife. I'll still take public transit. And if we move, it's going to be close to a light rail line."

There's a surprising amount of buy-in on FasTracks, even from traditional opponents of rail on either side of the political spectrum. Libertarians, who in many cities oppose rail projects as big-government "boondoggles," have been remarkably silent in Denver. (This may be because the president of the local free-market think tank, the Independence Institute, is a former chair of the RTD board.) In Los Angeles and other cities, opposition to rail has also come from groups on the left, who label it Cadillac transit for the middle class, and argue lower-income workers could be better served by improved bus service.

"I think FasTracks is a great system," says Melinda Pollack, a founding member of Mile High Connects, a group that brings together non-profits and foundations to advocate for affordable development close to transit. "When all the lines open, it's really going to change connectivity for people. We're trying to make sure that low-income people don't get pushed away from the stations." The group's goal is to have two thousand units of affordable housing opened near stations in the next decade.

Such bipartisan support gets to a deeper truth about Denver: The region's deeply collaborative political culture has made it one of the most high-functioning metropolitan areas in the nation. In the wake of suburban tax revolts in the 1960s, central city and neighboring communities chose to cast aside rivalries, cooperating to build stadiums and a new airport that would benefit the entire region.

The RTD has also reaped the rewards of regionalism. Rather than being forced to work with a variety of smaller agencies, RTD (like Vancouver's TransLink and Portland's TriMet) has authority over a large service area, allowing it to streamline the riding experience for users.

Denver's reboot as a train town isn't based on wishful thinking, or blind nostalgia for Gilded Age choo-choo trains. The engineers of FasTracks are well aware that Denver International Airport will continue to be the true gateway to the region. But as Kevin Flynn, an RTD public communications manager who drives me out the airport terminal worksite points out, once off the

plane, travelers will be able to ride escalators down to a platform to trains that will offer access to an entire region.

"I think our riders will be pleasantly surprised by our commuter rail," says Flynn "They'll be able to roll right on to our commuter rail from the terminal, with bicycles, ski bags, golf bags, wheelchairs, strollers, or whatever they're carrying."

Manufactured by Hyundai Rotem, the new low-floor trains (the next generation of the Silverliners already operating in Philadelphia) will reach maximum speeds of 79 miles per hour. Swiftiness, arguably, will be a less salient feature than frequency. Unlike traditional commuter rail, which too often offers only once hourly (or worse) service outside peak periods, FasTracks trains will run with headways of as little as 10 minutes. They will also offer superior connectivity. As Flynn points out, military personnel and veterans from a seven-state area will be able to fly into Denver and ride trains to the Veterans Affairs Hospital at the Anschutz medical campus, a hub that already employs 40,000 people.

Back at the agency's headquarters, in LoDo, Phil Washington explains that RTD is building transit for a metropolis that, though born around rail, largely grew up around the needs of the automobile.

"There are at least five major employment centers in the Denver region." Apart from downtown, the Anschutz medical center, and the airport, Boulder and the Denver Tech Center, on the Southeast Rail Line, are significant magnets for commuters. "The reverse commute we're seeing to these centers is incredible. Tons of folks."

It's a reality echoed in many decentralized cities, especially in the west and south: Only one in five jobs in Denver is located within three miles of downtown. For the time being, light and commuter rail may deliver people to what looks like a low-density landscape of office parks and park-and-rides. (Which doesn't preclude future technologies, like autonomous buses and cars, delivering people from rail stations to low-density workplaces and suburban and exurban homes.)

By building a multi-poled system, RTD is tailoring transit to the contemporary metropolis. Crucially, by building it in conjunction with high-density transit-oriented development, the agency is also scheming to change the very nature of the American metropolis.

That's why, when it comes to the future of transportation on this continent, Denver may be the city to watch.

Surveying the airport construction site, where a hard-hatted Mayor Michael Hancock was presiding over the topping out ceremony for the Westin Hotel, I played the devil's advocate and asked Kevin Flynn if spending billions on transit in what has long been a car town was really worth it.

"Before it was a car town, Denver was a train town," he told me, with a smile. "For the time being, our infrastructure hasn't caught up with our ambition. Come back in a few years, and it'll be a completely different story."

Denver Plots Out Strategy to Kick Off Boom Near Transit Stations

June 22, 2014

By: Jon Murray

The Denver Post

A new transit station planned for 38th and Blake streets in Denver has the potential to transform the industrial area into a vibrant urban community, neighborhood and city leaders say.

But there are a lot of ifs: More development could sprout in the River North area if, for example, the city builds more sidewalks; if it fixes the storm sewers and streets; and if it creates more ways for people to cross the railroad tracks dividing the area.

In short, plenty of hurdles remain before the hoped-for transit renaissance can take hold.

Several neighborhoods are in similar positions, according to a new city strategic plan, provided to The Denver Post, that examines likely impediments to transit-oriented development at more than 30 of Denver's current and future rail stations.

City planners aim to focus the city's efforts on resolving those challenges — some of them costly — before they scare off potential developers.

Some in River North worry the city won't act quickly enough. But there are reasons for optimism.

Fixes are underway to the storm-water system. And a pedestrian bridge is being designed to span the railroad tracks at 36th Street, giving residents and workers in new developments closer to Brighton Boulevard easy access to the new station.

Justin Croft, co-chairman of the River North Art District's Urban Improvement Committee, and others envision the station as an "art stop" gateway into downtown on East Line trains from the airport.

"We believe that rail transit is one of the major missing components in first-tier urban neighborhoods like ours," he said.

The new "Transit Oriented Denver" plan looks at areas surrounding existing stations in Denver on the central, west, southwest and southeast corridor lines. It also examines stations on the East, North, Northwest and Gold rail lines — set to begin opening in 2016 — along with the Interstate 225 line and the U.S. 36 bus rapid-transit line.

"It may appear that you build a transit system, you build a station and the rest takes care of itself," said Brad Buchanan, Denver's new director of Community Planning and Development. "In fact, that's not the case at all."

Often, the issues identified include the need for roadwork, sidewalks and floodplain improvement.

As the Regional Transportation District's voter-approved \$7.8 billion FasTracks program unfolds, experts say Denver, with 41 eventual stations, has undertaken the most comprehensive planning efforts.

But Aurora, Lakewood and northwest suburbs aren't far behind in charting out their futures around new stations.

"I'm constantly blown away by "I'm constantly blown away by the creativity that's going into this transit planning," said Paul Aldretti, coordinator of the *Denver Regional Council of Governments'* Sustainable Communities Initiative.

Critics say the metro area's drive for transit-oriented development comes with drawbacks and risks.

Randal O'Toole, the Oregon-based director of the Transportation Policy Center at Denver's libertarian-leaning Independence Institute, cites research showing that in Portland, long a transit leader, residents near stations rely on cars more than planners intended. And developments often have faltered without heavy subsidies. Sometimes, retail has struggled.

But Denver officials are bullish.

The city's report, its first overarching transit-development plan since 2006, brings together findings from dozens of subsequent studies that focused on individual stations. The new report looks at all Denver stations outside downtown's core.

The stations have varying degrees of development potential, with some places limited by available land. Others, especially on the East Line, are essentially blank canvases.

David Gaspers, a senior city planner who co-managed the strategic plan, says it gives the city a road map to seek funding, which isn't assured, and to prioritize projects.

The report divides 28 stations, plus the Welton/Downing corridor, into three categories: those that need heavy strategizing by the city to spur growth; those that need a few key improvements to catalyze new development; and those that are primed to take off, with only minor help needed.

The 38th/Blake station is in the second category.

But the city can only do so much. There's also the unpredictability of the market, which has favored transit development along Interstate 25 more than most other places. Lack of developer interest has left some stations that opened more than a decade ago awaiting a boom.

The southwest Evans station has only recently gotten attention. Last year, across the street, a developer opened a brick 50-unit apartment building that has been lauded for its design and for providing homes for low-income workers and families.

It's among several successes by the Urban Land Conservancy. Using a \$15 million fund created with the city and partners, the nonprofit bought eight properties near transit stops, including 38th/Blake, and has sold some to developers, with several winning low-income tax credits from the state to offset building costs.

One site the conservancy owns is 9.4 acres near the East Line's station at East 40th Avenue and Colorado Boulevard. Debra Bustos, the conservancy's vice president of real estate, says it's closing on a sale of a piece of that land to a developer that plans a 156-apartment project, near a budding market-rate development.

Denver Mayor Michael Hancock is among those who dream of the possibilities of transit: attracting more young workers, accommodating aging residents in search of more walkability and revitalizing poor neighborhoods, such as Sun Valley.

Still, nothing's guaranteed.

"At specific stations that are more difficult to do things ... you're going to see those stations develop more slowly," predicted Chuck Perry of Perry Rose LLC, a developer eager to take part. "We have to recognize that's a fact of life. We may wait, in some cases, a decade to see that dream of transit-oriented development fulfilled."

But he added: "If we get the right tools and infrastructure, maybe that time will be shortened."

Thousands Hit the Road to 'Bike To Work' on Wednesday

June 25, 2014

By: Susie Wargin

9News - KUSA

KUSA - On Wednesday, thousands of cyclists across the Denver region put aside their car keys and biked to their jobs - a tradition spanning back to 1995.

What technically began in Boulder over 20 years ago has grown into an event bigger than Denver organizers ever imagined.

According to Steve Erickson, Division Director for the Denver Regional Council of Government (DRCOG), Denver's Bike to Work Day is the second largest in the country.

Last year, an estimated 29,000 people in the Denver metro area participated in Bike to Work Day and that number is expected to grow in 2014. The event isn't just for cyclists with fancy bike clothes. Erickson says about 30 percent of participants will commute by bike for the first time on Wednesday.

The Denver Regional Council of Government has made BTWD very convenient no matter the skill level or length of commute.

"We just do everything we can to make this a great experience," Erickson said. "If you go to our website, BikeToWork2014.org, you can plan your route and it will usually give you multiple options. Along that route you can see where all the Breakfast Stations (as well as) Bike Home Stations and water aid stations. [There are] more than 200 stations in the region, which is up from about 170 last year. We're really expecting a great day."

Bike To Work Day Tips

- Wear a helmet
- To cut down on sweat, leave earlier and cycle more slowly.
- If your route involves hills, find the roads with the most gradual inclines.
- If you commute into the sun at dawn or sunset, wear a red or deep orange top. Don't wear white, because sun-blinded motorists behind won't see you.

Stop by:

If your route takes you along Cherry Creek near Speer Boulevard and Logan Street, be sure to stop by the 9NEWS table to get a drink of water and a snack.

Get social:

9NEWS and our partners at the Denver Business Journal want to see your photos and videos of Bike to Work Day.

Share your photos and videos using the hashtag #BiketoWorkDenver on Twitter, Facebook, Instagram and Vine. You can also upload photos to Your Take at <http://on9news.tv/yourtake>.

Bike to Work Day: Boulder Turns Out on Two Wheels

June 25, 2014

By: Sarah Kuta

Daily Camera

Matt Vildzius was on his third breakfast of the day Wednesday morning as he noshed on the blueberry lemon pancakes at Whole Foods as part of Boulder's Bike to Work Day.

Vildzius had created a prioritized breakfast map for himself for what's essentially become a summer holiday in Boulder. "I bike to work most days, so I decided to do a tour of all the breakfast stations in town," Vildzius said. "I made a route and picked ones that sounded good."

Organizers from the *Denver Regional Council of Governments* expected 30,000 cyclists from across the Front Range to have participated in Bike to Work Day, which encourages residents to hop on some form of two-wheeled transportation and get out of their cars.

In Boulder, a record number of breakfast and bike service stations, 57, hosted cyclists for music, giveaways, free food and bike tune-ups as the sun rose higher in the sky Wednesday morning.

For Vildzius, commuting to work by bike is so much less stressful than driving — and it doesn't take him much longer, either.

Jacquie Martina began riding her bike to work every day about a month after the September flood that devastated much of the Front Range. She said her car was entirely submerged in water, but somehow the interior stayed dry. Though she let the engine dry out for several weeks, her car was toast.

She still hasn't replaced it, and said the only time she notices not having a car is during thunderstorms. "This is my fifth Bike to Work Day since I moved out here from Michigan," Martina said, adding that she rode a bike there, too. "Here it's just so much easier to bike, so much easier to get places."

Gail Fray of Columbine Lions was helping serve sausages and pancakes to people parking their bikes outside the Civic Center northeast of Third Avenue and Kimbark Street, one of the traditional downtown hubs for Bike to Work Day in Longmont.

Fray said she didn't know how much of that food the organization had on hand. "We just keep making them until everybody's gone," she said.

Several of those taking advantage of the Civic Center station's breakfast offerings said they're city employees themselves.

Bobby King, the city's chief human resources officer, said he rides his bike there from his northwest Longmont home "about three times a week, when the weather gets nice."

Commuting by bike "helps take care of the environment, reduces emissions," King said, adding that personally, "I love getting exercise the first thing in the morning."

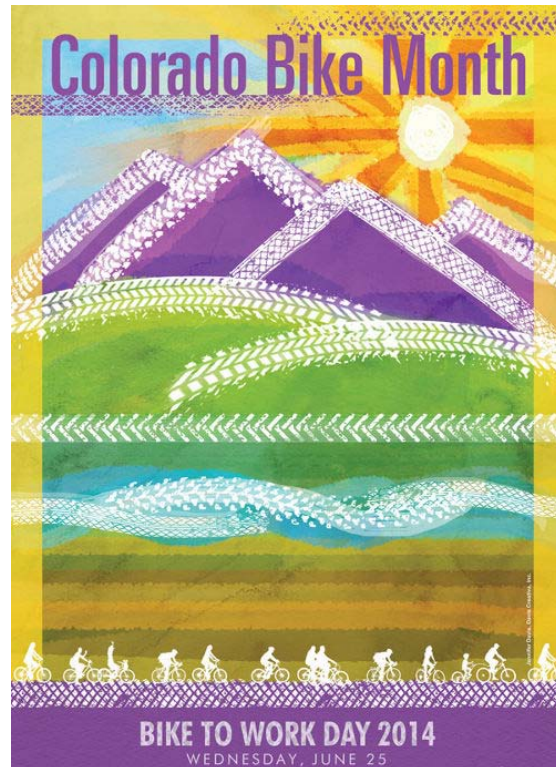
Bike to Work Day Colorado 2014

June 25, 2014

By: Richard Masoner

Cyclelicious

Colorado's Bike to Work Day in late June always confuses everybody else around the nation who do it during National Bike Month in June, but hey, it works for them so go with the flow.



The **Denver Regional Council of Government** (DRCOG) BTWD promotion is the largest and most prominent in the state of Colorado, with an estimated 30,000 people expected to participate today. Boulder County is part of DRCOG and participates in that regional effort, with the city of Boulder going the extra mile with additional promotion.

Other areas with dedicated BTWD events include Fort Collins, the city of Colorado Springs through their Mountain Metro Transit service, Grand Valley / Mesa County, and Eagle County / Vail.

I participated in DRCOG BTWD planning ten years ago and talked them into providing Spanish language promotional material. I'm disappointed to see they've backslid in that department. Spanish is the primary language for 15% of the population living in the Denver-Aurora-Broomfield MSA.

Denver Auditor Warns Against \$50 Million in Funds for I-70 Expansion

June 25, 2014

By: Monte Whaley

The Denver Post

City Auditor Dennis Gallagher is warning the **Denver Regional Council of Governments** against allocating \$50 million of federal funds toward widening Interstate 70 to 10 lanes between Brighton and Colorado boulevards.

In a letter sent Tuesday to DRCOG chairman Jack Hilbert, Gallagher wrote that the Colorado Department of Transportation has not made "a credible case for the need to widen the highway to 10 lanes and is basing that preference on outdated and inaccurate data and information." Gallagher supports the reconstruction of I-70 through that area but has steadily criticized the 10-lane approach — which calls for new toll lanes in each direction — as being too destructive to neighborhoods.

CDOT's \$1.8 billion plan would take I-70 below grade while a covered park would be placed over the freeway near Swansea Elementary.

DRCOG was to vote Wednesday night to commit in principal up to \$50 million of federal funds for CDOT for the I-70 reconstruction.

Gallagher wrote: "So, I encourage you, as stewards of some of those limited resources to be certain as you authorize the expenditure of those funds that the plan upon which those funds will be expended is appropriate, necessary and actually grounded in fact not fantasy."

CDOT spokeswoman Amy Ford said Wednesday that the 10-lane proposal, including the added toll lanes, is needed to handle the projected growth along the corridor. "Based on projections and modeling, we have the local population growing 50 percent by 2040," Ford said. "We want people to be able to use those lanes to manage the growth that is coming as well as providing choice for motorists."

The DRCOG funding is just one source for the project. Another is the state's Bridge Enterprise Fund, Ford said.

Bike to Work Day Draws Out Newbies, Veterans in Broomfield Amid U.S. 36 Construction

June 25, 2014

By: Megan Quinn

Broomfield News

About once a week, friends Janet McSmith and Michelle Jones choose a two-wheeled commute over their other transportation option: Driving on construction-heavy U.S. 36. McSmith and Jones, who live in Louisville and ride their bikes about eight miles to jobs in Broomfield's Interlocken area, were joined Wednesday morning by thousands of other cyclists to celebrate Bike to Work Day.

Bike to Work Day, which as of Wednesday morning had 20,416 signed up to participate throughout the Front Range, celebrates the health and financial benefits of biking.

Nearly 400 of those riders planned to start their commutes in Broomfield and stop at one of Broomfield's three festive breakfast stations for some food, water and camaraderie.

McSmith and Jones chose to stop at Interlocken's East Park, which is the largest of the Broomfield breakfast stations. Other stations include Golden bear Bikes and the 1stBank Center.

"We love to ride our bikes, and today it's like a big party," Smith said.

As construction increases along the U.S. 36 corridor, organizations such as 36 Commuting Solutions want to help employees get to work in ways that don't involve an individual car, said 36 Commuting Solutions transportation planner Will Kerns.

In 2013, Bike to Work Day contributed to reducing about 290,283 vehicle miles traveled throughout the metro area, according to the [Denver Regional Council of Governments](#).

Along with taking the bus or carpooling, biking is a great option — but the key is convincing people that biking is not only possible, but fun, Kerns said. "The aim is to show people how easy it is to bike to work, and get people to decide to do it more often," he said.

Bike to Work Day is a chance to experiment with a bike route, find out how long it takes to get to work by bike and get excited about making biking part of their routine, he said.

36 Commuting Solutions publishes a bike map and has an interactive app to help people find safe routes. McSmith said she enjoys the freedom of riding her bike to her job at WhiteWave Foods, especially because it allows her to avoid U.S. 36 construction. Her regular car commute can be stressful because of inattentive drivers or congestion caused by cone zones or closed off-ramps, she said. "It can be a mess," she said.

Yet McSmith said the construction will bring a wonderful new solution to her commuting problems: A new U.S. 36 bikeway. The 12-foot wide bike path that will run alongside the highway between Boulder and Westminster to offer a safe and quick way for cyclists to commute along U.S. 36. The first phase of the bikeway, which will run from Bradburn Boulevard in Westminster, pass through

Broomfield and end at 88th Street in Louisville, is scheduled to open in 2015. "We'll definitely be riding a lot more," she said.

Audrey DeBarros, executive director of 36 Commuting Solutions, said Bike to Work Day is a way to open people to new commuting possibilities and show that bike commutes can be fun. The future U.S. 36 bikeway is a critical piece of helping to change transportation in the corridor. The new bikeway will have sensors embedded in the concrete to track how many people bike and walk along the path, she said. That information "is critical to justify integrating (bike paths) into future construction" in Colorado cities, she said.

Even without the new bikeway, more and more people are participating in Bike to Work Day each year, she said. "I think we might run out of food today," she said, watching bike riders zoom in and out of the Interlocken park with burritos, fruit and juice. Each year, the event draws new bike commuters who said they feel empowered to bike to work after trying it just once. Elizabeth King, who works for solar company Res Americas, said she moved to Colorado a few months ago and decided to buy a bike to become more active. She lives just a few miles from her office. "I had never really biked before, and the bike rides have been great," she said.

Another new bike commuter, Tricia Burns, said Bike to Work Day was her first time trying to get to work on her bike. She was surprised to see how easy it was. "It was a beautiful morning, and we used mostly trails. We even saw three hot air balloons," she said.

Bike to Work Day is a tradition for some Interlocken-area employees, including Rob Hayes, who works at Oracle. He and five other Oracle employees have celebrated Bike to Work Day for the past six years. Hayes said he doesn't typically ride his bike to work, but bikes regularly as exercise. "Bike to Work Day is actually how I got into cycling," he said.

RTD Resets Priorities for Northwest Rail BRT

June 25, 2014

By: Doug Storum

Boulder County Business Report

DENVER - Bus rapid transit plans for the Northwest Rail Line from Denver to Longmont are moving to the top of RTD's priority list.

Directors of the Regional Transportation District Tuesday night adopted the recommendations of the Northwest Area Mobility Study, a 15-month collaborative effort with northwest area governments and transportation partners to achieve consensus on a set of recommendations that could bring near-term mobility improvements to the northwest area.

The priorities, some of which can be pursued simultaneously, are:

Complete remaining FasTracks-funded U.S. Highway 36 bus rapid transit commitments.

Conduct advanced planning and design of arterial bus rapid transit on Colorado Highway 119 and U.S. Highway 287. New funding must be identified for these and other arterial corridors.

Work with the Colorado Department of Transportation to evaluate Interstate 25 reverse commute solutions between Denver Union Station and Pecos Street.

Annually evaluate strategies to accelerate implementation of Northwest Rail, while recognizing it is a longer term goal.

Consider implementing additional arterial enhanced bus corridors along Colorado Highway 7, South Boulder Road, 120th Avenue, Colorado Highway 42/95th Street and 28th Street/Broadway.

People in the northwest area have been frustrated by the escalating costs of and lack of progress in creating the Northwest Rail and want to see mobility benefits sooner.

"A little over a year ago, this challenge was daunting," said RTD's board chairman Chuck Sisk.

"This study is a real model in regional cooperation, which has been the hallmark of the northwest region. RTD looks forward to continuing this collaborative spirit and working with the public and private sectors in the northwest area to improve mobility and fulfill fully the commitment of FasTracks as passed by the voters in 2004.

RTD officials will begin to pursue the priorities in partnership with local stakeholders, according to a prepared statement.

RTD has applied for a federal grant to fund planning studies for the Colorado 119 and U.S. 287 arterial BRT corridors. Results of that application are expected this fall.

The study was initiated in response to significant cost increases and delays associated with building and operating Northwest Rail - the 41-mile commuter rail line from Denver to Longmont included in RTD's FasTracks program.

During the course of 17 meetings, elected officials and technical staff from RTD, the Colorado Department of Transportation and 13 area jurisdictions and agencies considered technical, economic and environmental analysis to develop a recommended list of agreed-upon priorities.

Entities that participated in the study are 36 Commuting Solutions and North Area Transportation Alliance; the cities of Arvada, Boulder, Broomfield, Lafayette, Longmont, Louisville, Superior and Westminster; Boulder County; Colorado Department of Transportation, the **Denver Regional Council of Governments** and the University of Colorado-Boulder.

For more information about the study, visit www.rtd-fastracks.com and click on the Northwest Area Mobility Study tab.

FasTracks is RTD's voter-approved transit expansion program to build 122 miles of commuter rail and light rail, 18 miles of bus rapid transit service, add 21,000 new parking spaces, redevelop Denver Union Station and redirect bus service to better connect the eight-county district.

Vail Daily Column: Retiring to Colorado?

July 7, 2014

By: Judson Haims

Vail Daily

As 10,000 Baby Boomers retire each day of the year for the next 30-plus years, there is a plethora of information available to research. Synthesizing this data has become a passion for me.

Not unlike the rest of the world, the U.S. is an aging society. The current growth in the number and proportion of older adults in the United States is unprecedented in our nation's history. By 2050, it is anticipated that Americans aged 65 or older will number nearly 89 million people, or more than double the number in 2010 (cdc.gov). Perhaps a bit more shocking is the fact that the population of people aged 85 and over, which is the group most likely to need health and long-term care services, is projected to increase by 350 percent during this same time period.

The unprecedented growth rate in the U.S. aging population may be due in part to the fact that people are living longer lives than in previous generations and, given the baby boom that followed World War II, there are correspondingly a greater amount of older adults than in previous generations.

COLORADO GROWING FAST

For those of us who have chosen to move to Colorado and for those who are finding out about the great offerings the state provides, this may come as no surprise: Colorado is fifth-fastest-growing state in the nation. According to U.S. Census estimates, from the years 2000 to 2010 Colorado's population grew at more than 17 percent.

The 2010 census also provides some very interesting data on the mountain communities. At a growth rate of 25.3 percent, Eagle County was Colorado's fifth fastest growing county from 2000 to 2010. Perhaps it's because Eagle County offers such a great climate, fabulous cultural activities, great culinary diversity and top-notch skiing, cycling, hiking, rafting.

THE BABY BOOMERS ARE COMING

The changes that lay ahead for both our state and county may not be what many people expect. The Baby Boomers are coming and they are coming at an unprecedented rate. Between 2000 and 2010, Colorado's population 55 to 64 increased by an annual average of 6.1 percent from 338,000 to 619,000, compared to the total population of 1.7 percent. By 2030, Colorado's population that is 65 or older will be 150 percent larger than it was in 2010, growing from 540,000 to 1.35 million.

Here in Eagle County, census data states that from 2010 to 2020 we will experience a growth rate of 157 percent in persons over the age of 65 (3,005 people to 7,721 people). The statistics become a bit more shocking for the years 2010 to 2030 as they demonstrate a growth rate estimated at 333 percent (3,005 people to 12,998 people). The numbers for our surrounding mountain communities parallel these numbers. Garfield County is expected to have the population of persons over 65

increase to an estimated 100 percent by 2020 and 213 percent by 2030. Routt County is not far off at, 99 percent by 2020 and 165 percent by 2030.

Preparing our communities for this growth is going to pose some challenges. Tax revenues, medical offerings, housing, land planning, parks and recreation, and transportation are just a few of the factors that will need to be addressed. Our communities are going to need to become active partners with our policy makers in order to develop a sustainable plan to develop a “healthy community.”

CARING FOR SENIORS

In addition to the preparing our communities for the senior population that is here already and those that will be coming, we need to educate ourselves about how we intend to provide the services this population will demand. Moreover, who will provide them?

A great number of the population that provides services to our mountain communities are persons under 65 — specifically, persons 18 to 40 years of age. Many business owners here in Eagle County are all too aware of the fact that this segment of our population is difficult to retain. While housing and rental prices are often the greatest inhibitor in attracting employees, so too is the fact many persons within this population segment are untrainable and just apathetic in their motivation to work in the service industries. While this certainly does not hold true for everyone, the fact of the matter is, the proportion is rather large.

While the statistics vary depending on the source, it is expected that between 2000 and 2050, the population age 16 to 64 may only grow by 33 percent. The ratio of people ages 16 to 64 to those age 65 and older is projected to decline from 5.1 in 2000 to 2.9 in 2050, a 43 percent decline (oxfordjournals.org). This complicates factors two-fold. First, the people available to provide services is going to shrink along with the increased demand for services. Second, with fewer persons within the workforce, tax revenues will decrease and thus put a profound hardship on the governments that rely on these funds to provide services.

There are many agencies studying these issues. One is the *Regional Council of Governments*, which warns that the status quo of helping the older population isn’t sustainable. “We’ve been talking with our local governments,” said senior planner Brad Calvert. “People are struggling with the immensity of the issue, how broad and deep the challenges are. The topic is so big, they don’t know where to start.”

I am not alone in ringing the bell about this. It is going to take a tremendous amount of organizations to collaborate and address what lies ahead. There will be great benefits both economical and societal to our community as we address these changes. Here in Eagle County, one group who is addressing many of these issues is called the Community Resource Connection Task Group. If you are interested in information, please contact me.

Judson Haims is the owner of Visiting Angels Home Care in Eagle County. For more information, go to www.visitingangels.com/comtns or call 970-328-5526.