

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, June 16, 2021
6:30 p.m. – 8:30 p.m.
VIDEO/WEB CONFERENCE
Denver, CO

1. 6:30 Call to Order
2. Roll Call and Introduction of New Members and Alternates
3. Move to Approve Agenda

PUBLIC HEARING

4. 6:40 Public Hearing on amendments to the public engagement plan, *People-centered planning, projects and services*.
(Attachment A)
5. 7:00 Report of the Chair
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
6. 7:05 Report of the Executive Director
7. 7:10 Public Comment

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

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

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



CONSENT AGENDA

- 8. 7:20 Move to Approve Consent Agenda
 - i. Minutes of May 19, 2021
(Attachment B)
 - ii. FY 2022-2025 Transportation Improvement Program (TIP) amendments
(Attachment C)
 - iii. Federal Transit Administration (FTA) Section 5310 COVID-19 Relief Funding
(Attachment D)

INFORMATIONAL BRIEFINGS

- 9. 7:25 Briefing on Legislative Updates
(Attachment E) Rich Mauro, Senior Policy and Legislative Analyst
- 10. 7:40 Briefing on potential performance measure and target amendments to Metro Vision
(Attachment F) Brad Calvert, Director, Regional Planning and Development
- 11. 8:20 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report from State Transportation Advisory Committee – Ashley Stolzmann
 - B. Report from Metro Mayors Caucus – Bud Starker
 - C. Report from Metro Area County Commissioners – Jeff Baker
 - D. Report from Advisory Committee on Aging – Jayla Sanchez-Warren
 - E. Report from Regional Air Quality Council – Doug Rex
 - F. Report from E-470 Authority – John Diak
 - G. Report from CDOT – Rebecca White
 - H. Report on FasTracks – Bill Van Meter

ADMINISTRATIVE ITEMS

- 12. Next Meeting – July 21, 2021
- 13. Other Matters by Members
- 14. 8:30 Adjourn

CALENDAR OF FUTURE MEETINGS

June 2021

2	Board Work Session	Cancelled
2	Performance and Engagement Committee	5:30 p.m.*
15	Regional Transportation Committee	8:30 a.m.
16	Finance and Budget Committee	5:45 p.m.
16	Board of Directors	6:30 p.m.
18	Advisory Committee on Aging	Noon – 3 p.m.
28	Transportation Advisory Committee	1:30 p.m.

July 2021

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

August 2021

4	Board Work Session	4:00 p.m.
4	Performance and Engagement Committee	5:30 p.m.*
17	Regional Transportation Committee	8:30 a.m.
18	Finance and Budget Committee	5:45 p.m.
18	Board of Directors	6:30 p.m.
20	Advisory Committee on Aging	Noon – 3 p.m.
23	Transportation Advisory Committee	1:30 p.m.

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

ATTACH A

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
June 16, 2021	Public Hearing	4

SUBJECT

Public hearing on amendments to the public engagement plan, *People-centered planning, projects and services*.

PROPOSED ACTION/RECOMMENDATIONS

No action at this time; this is a public hearing. The Board is anticipated to act on the public engagement plan at its July meeting.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG adopted a public engagement plan, [People-centered planning, projects and services](#) in May 2019. A few amendments are proposed to address some issues discovered by staff in the first two years of implementing the plan.

First, since engagement strategies transitioned to fully virtual during the COVID-19 pandemic, it became clear that more discussion and direction regarding virtual participation was necessary.

Second, the public engagement plan does not include any direction about how to revise the plan, so revision procedures have been proposed.

Third, through the development of the 2050 Metro Vision Regional Transportation Plan, DRCOG staff worked with the Colorado Department of Transportation, Regional Transportation District, Federal Highway Administration, Federal Transit Administration, and Environmental Protection Agency to develop specific revision procedures for different types of potential amendments to that plan.

These proposed amendments to the recently adopted public engagement plan also provided an opportunity to make some minor formatting and text changes as well.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. Staff presentation
2. [Public Engagement Plan with tracked edits](#)

ADDITIONAL INFORMATION

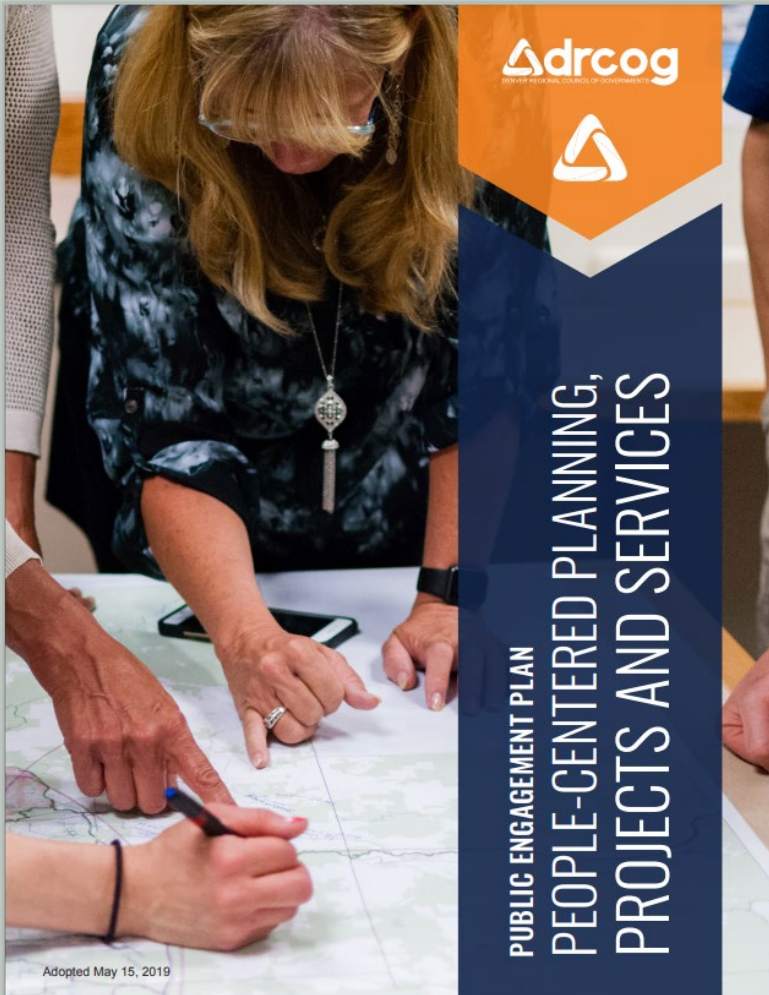
If you need additional information, please contact Doug Rex, Executive Director, at 303-480-6701 or drex@drcog.org, Lisa Houde, Planner - Public Engagement, at 303-480-5658 or lhouded@drcog.org, or Alvan-Bidal Sanchez, Transportation Planner, at 720-278-2341 or asanchez@drcog.org.

Public Hearing for Amendments to the Public Engagement Plan

Board of Directors
June 16, 2021

Lisa Houde | Alvan-Bidal Sanchez

What is the public engagement plan?



- A **guidebook** to help DRCOG staff plan and implement **effective public engagement**
- A **statement of DRCOG's commitment** to providing the region's residents with **opportunities to participate** in regional planning decisions.
- Helps residents understand the **guiding principles, goals and implementation strategies** for ensuring effective engagement.

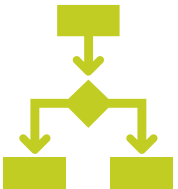
Proposed amendments to the plan



Incorporating additional guidance for **virtual participation methods**



Providing direction for **revising the public engagement plan**



Specifying a process for **different types of amendments to the regional transportation plan**



Fixing **minor formatting and text changes**



Thank you! Questions?

Lisa Houde, AICP | lhoudedrcog.org
Alvan-Bidal Sanchez, AICP | asanchez@dracog.org

ATTACH B

SUMMARY
BOARD OF DIRECTORS
WEDNESDAY, May 19, 2021

Members/Alternates Present

Ashley Stolzmann, Chair	City of Louisville
Steve O'Dorisio	Adams County
Jeff Baker	Arapahoe County
Bob Fifer	City of Arvada
Alison Coombs	City of Aurora
Larry Vittum	Town of Bennet
Claire Levy	Boulder County
Aaron Brockett	City of Boulder
Adam Cushing	City of Brighton
William Lindstedt	City and County of Broomfield
Deborah Mulvey	City of Castle Pines
Tammy Mauer	City of Centennial
Randy Weil	City of Cherry Hills Village
Randy Wheelock	Clear Creek County
Nicole Frank	City of Commerce City
Nicholas Williams	City and County of Denver
Jolon Clark (Alternate)	City and County of Denver
George Teal	Douglas County
Steve Conklin	City of Edgewater
Bill Gippe	City of Erie
Linda Olson	City of Englewood
Linda Montoya	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Jim Dale	City of Golden
Tracy Kraft-Tharp	Jefferson County
Tim Barnes (Alternate)	City of Lafayette
Jim Kuemmerle	Town of Lochbuie
Wynne Shaw	City of Lone Tree
Joan Peck	City of Longmont
Julie Duran Mullica	City of Northglenn
John Diak	Town of Parker
Neal Shah	Town of Superior
Anita Seitz	City of Westminster
Bud Starker	City of Wheat Ridge
Rebecca White	Colorado Department of Transportation
Bill Van Meter	Regional Transportation District

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Javier Soto, Dace West, The Denver Foundation; Lynn Baca, Chris Chovan, Adams County; Bryan Weimer, Arapahoe County; Mac Callison, Aurora; Heidi Henkel, Broomfield; Brad Boland, Castle Rock; Michael McGoldrick, Commerce City; Lauren Pulver, Douglas County; Celeste Arner, Federal Heights; Kent Moorman, Thornton; Debra Baskett, Westminster; Ed Bowditch, Jennifer Cassell, Bowditch & Cassell Public Affairs; Jordan Rudel, CDOT; Randle Loeb, Sydney Miller, Jesse Zamora, Citizen; and DRCOG staff.

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

The Chair noted new members and alternates: Anita Seitz, new member for the City of Westminster.

Move to approve agenda

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

The Denver Foundation: summary and overview

Javier Alberto Soto, President & CEO and Dace West, Chief Impact Officer presented an overview of the philanthropic sector, community foundations, and strategic framework to the Board. The Denver Foundation was created 96 years ago and is a community foundation. A community foundation is part nonprofit, part foundation, and part financial services firm that's sole priority is what is in the best interest of the local community. The mission of the Denver Foundation is to inspire people and mobilize resources to strengthen the community. They are deeply rooted in the principles of equity, inclusion, and diversity, and racial equity connects all their work. They are also a catalytic leader that engages critical issues and accelerates systems change. The foundation believes in maintaining trusting, collaborative relationships with their partners and people from every segment of our community. The Strategic Framework was formed over nine months by an intensive community input process that included asking a range of stakeholders to share their hopes and dreams for the future of Metro Denver, their challenges, and their thoughts on how The Denver Foundation can best serve the community.

Report of the Chair

- Chair Stolzmann announced a Public Hearing: The Denver Regional Council of Governments (DRCOG) has scheduled a public hearing for June 16, 2021 at 6:30 p.m. The public hearing is to receive comments on a proposed amendment to DRCOG's public engagement plan, People-centered planning, projects and services. Further information about the public hearing is available on DRCOG's website.
- Director Conklin reported the Performance and Engagement Committee met and had a very robust discussion in terms of looking at plans for the Board coming back together and meeting in-person. They also discussed the DRCOG Board Workshop that will be taking place August 27 and 28th at DRCOG's main office building.
- Director Shaw reported the Finance and Budget Committee met twice in the month of May and recommended approval of the DRCOG FY21/22 budget to Board and had its annual Regional Response meeting, where the committee was briefed on the RRI 2020 audit. They also received a briefing on the DRCOG 2020 Audit. The committee approved two resolutions authorizing the Executive Director to:
 - accept funds of approximately \$300,000 from the Colorado Department of Health Care Policy and Financing for the period of July 1, 2021 to June 30, 2022 to support DRCOG's Community Options program.
 - continue a contract with the Colorado Department of Human Services State Unit on Aging for approximately \$388,000 for the period of July 1, 2021 to June 30, 2022 to support DRCOG's Aging and Disability Resource Center

Report of the Executive Director

- DRCOGs virtual awards celebration was held on April 28th, honoring winners of the Metro Vision, Distinguished Service, and the John V. Christiansen award, which was received by Ron Rakowski. There were over 300 registrants and 20 sponsors that participated.
- DRCOG's fourth and final affordable housing workshop will take place on May 27 at 10am. The focus of this workshop was on creative and out-of-the-box solutions.
- There is a current call for projects for the Community Mobility Planning and Implementation Studies.

Public Comment

Randle Loeb wanted to bring attention to the fact that citizens are being evicted from their homes (due to financial loss and the inability to pay rent/mortgage from the pandemic) and the need for affordable housing is dire.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the March 17, 2021 meeting
- FY22-FY23 Community Mobility Planning and Implementation (CMPI) Set-Aside Eligibility

Discussion on the DRCOG Fiscal Year 2021/2022 Budget

Jenny Dock, Administration and Finance Director, provided an overview of the budget to the committee. The Finance and Budget Committee reviews and recommends approval of a proposed budget to the Board of Directors for the coming year. In November 2020, a 2021 calendar year budget was presented and approved by the Board of Directors. Staff sought and gained approval from the Board of Directors to amend DRCOG's Articles of Association to reflect a new budget cycle, which aligns with the state's fiscal year. On May 5, the Finance & Budget Committee gave its approval to recommend the budget to the DRCOG Board of Directors. The directors reviewed and discussed the budget for the new fiscal year of July 1, 2021 – June 30, 2022.

Director Brockett **moved** to approve the Fiscal Year 2021/2022 Budget. The motion was **seconded** and **passed** unanimously.

Discussion on State Legislative Issues – Bills on which positions have been previously taken

Rich Mauro stated that the status of bills the board has taken positions on can be found in the agenda packet.

Discussion on State Legislative Issues – new bills for consideration and action

Rich Mauro, Senior Policy and Legislative Analyst, presented one new bill for discussion that was provided to directors in the agenda packet. Staff requested guidance from the Board on what position to take for the following bill:

- SB-260: Sustainability of the Transportation System
 - increases spending for the state's transportation system through General Fund transfers and new fees; creates four new state enterprises, modifies an existing state enterprise. It provides for increased state and local spending on transportation statewide.

There was a robust discussion amongst the directors. While there were some directors that did not think this was the right solution to transportation funding issues, other directors believed it was the common ground solution that Colorado has been waiting for.

The Board **moved** a position of support for SB-260. The motion was **passed** with the requisite 2/3^{rds} of those present and voting.

Briefing on the status of RTD FasTracks projects

Bill Van Meter, RTD Assistant General Manager of Planning, provided an overview to the directors. The DRCOG Board adopted a resolution in September 2013, which modified DRCOG's annual review process for FasTracks. The resolution requires RTD to provide a FasTracks annual status report to DRCOG by May 1 of each year. This year's report was more comprehensive due to the many challenges RTD has faced, including COVID-19 and a significant budget shortfall. Currently, four corridors remain unfinished: Completion of the North Metro from 124th Ave. to 162nd Ave., the Southwest Extension along Santa Fe from Mineral to C-470 and East on C-470 to Lucent, the Central Extension from 30th and Downing to a connection with the University of Colorado A-line, and the Northwest Rail B-line from Westminster to Boulder. Mr. Van Meter presented the [Mid-Term Financial Plan Summary](#), which included past, present and future financials for the FasTracks program. The RTD Accountability Committee is developing recommendations to address RTD's fiscal situation, operations and governance of the agency. Recommendations are expected to be finalized by July 1. The RTD Board is required to respond to the recommendations in 45 days. The initial recommendations were put forth in HB-1186 to remove barriers and make it easier for RTD to do business, which is currently awaiting the Governor's signature. Reimagine RTD's new main focus will be the Mobility Plan for the Future and planning for the "new normal".

Committee Reports

State Transportation Advisory Committee – Director Mauer reported that the committee met and received several informational briefings about the current status of Greenhouse Gas Rulemaking, an update on the Central I-70 project, and CDOT's 2045 Statewide Plan and Historic Bridge Program.

Metro Mayors Caucus –Director Starker informed the Board that they met on May 6 and received an update on the Built for Zero Program. Kevin Bommer and Meghan Dollar of CML, provided updates on current bills they were following, including SB-256, SB-62, and HB-1117.

Metro Area County Commissioners – Director Baker informed the Board that they met in April and were joined by several members of the federal government to talk about their different funding mechanisms to address homelessness.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the committee met and received a legislative update on all aging bills that are currently being discussed from Rich Mauro. They also received an update on how surrounding counties were providing vaccines to the home-bound elderly population. The committee voted to establish a task force to deal with the impact that the Hospital Transformation Program is having on community-based service providers and the AAA.

Regional Air Quality Council – Doug Rex reported the council met on May 7 and received multiple informational briefings. The first being from RAQC on the upcoming strategy of their public awareness campaign “Simple Steps, Better Air.” They received two presentations from CDOT on the Greenhouse Gas Rulemaking and SB-260. The council also finalized their Strategic Plan.

E-470 Authority – Chair Diak stated that they met on May 13 and received a presentation of the KPMG 2020 financial audit, which was a clean audit. They had a discussion on a series 2021 bond resolution, which would be a need to refinance (or reissue) bonds due to a discontinuation of the libel index that will include a savings of \$700,000. The board considered and approved a contract extension for vendor WSP.

Report from CDOT – Director White stated that the Central I-70 project to replace that viaduct will result in a section of I-70 being shut down in certain places to divert traffic to a portion of the new configuration. The Revitalizing Main Streets Program, which consists of two components: a large grant program focused on safety (which CDOT received over 70 applications for), and a small grant program focused more on coded response, which is ongoing for applications.

Report on FasTracks – Director Van Meter provided a full report earlier in the meeting.

Next meeting – **June 16, 2021**

Other matters by members

There were no other matters by members.

Adjournment

The meeting adjourned at 8:50 p.m.

Ashley Stolzmann, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
June 16, 2021	Consent Agenda	8-ii

SUBJECT

FY 2022-2025 Transportation Improvement Program (TIP) amendments.

PROPOSED ACTION/RECOMMENDATIONS

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

ACTION BY OTHERS

[May 24, 2021](#) – TAC Recommended Approval

[June 15, 2021](#) – RTC will make a recommendation

SUMMARY

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

The TIP projects to be amended are shown below and listed in Attachment 1. The proposed amendments to the [FY 2022-2025 Transportation Improvement Program](#) have been found to conform with the State Implementation Plan for Air Quality.

TIP Amendments

- **2008-076** **Region 1 FASTER Pool**
Add 33 new pool projects, adjust cost on two existing pool projects, and remove seven pool projects. Add \$59,000,000 in FASTER Safety funds.
- **2016-057** **Region 1 RPP Pool**
Add new pool project.
- **2020-098** **I-70 Noise Walls**
Add \$6,100,000 in RPP funds to existing project.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the attached amendments to the *FY 2022-2025 Transportation Improvement Program* (TIP).

ATTACHMENTS

1. Proposed TIP amendments
2. Resolution

ADDITIONAL INFORMATION

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

ATTACHMENT 1

Policy Amendments – June 2021

2022-2025 Transportation Improvement Program

2008-076: Add 33 new pool projects, increase costs on two existing pool projects, and remove seven pool projects. Increase total cost by \$60,000,000

Existing

Title: **Region 1 FASTER Pool**

TIP-ID: **2008-076**

STIP-ID: **SR17002**

Open to Public:

Project Type: **Safety**

Sponsor: **CDOT Region 1**

Project Scope

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



Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

Performance Measures

- ☐ Bridge Condition
- ☒ Congestion
- ☒ Freight Reliability
- ☒ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☒ Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	SH-30 and Tower Improvements	Phase 1	\$691
SH-121/72nd Ave	Right turn accel lanes	\$961	Ramp Metering	I-76	\$1,500	SH-30 and Tower Improvements	Phase 2	\$719
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	US-285/SH-30	Resurfacing	\$1,400	US-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200
High Line Canal Trail Underpass	Parker/Mississippi	\$3,201	North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000	Broadway Signal Replacement	at 62nd and 70th	\$1,000
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	SH-40 and SH-121	Signal Improvements	\$900	SH-93 Signal Package		\$2,500
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$660	I-70 @ Sheridan and Harlan Safety		\$3,700
FASTER Safety Design		\$4,000	I-25 and Plum Creek/Meadows	Signal poles, storage, and left turn lane and restriping improvements	\$2,300	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000
SH-2 Traffic Signal Upgrades		\$440	I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	C-470 and Ken Caryl	Intersection Improvements	\$5,000
Wadsworth	Right Turn Lane Extensions	\$1,621	South Federal Blvd	safety improvements	\$300	C-470 and Morrison Rd	Intersection Improvements	\$5,000
I-70 between MP 252 & 255	Median Barrier	\$2,000	SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st, SH95@14th, 16th, 44th, 38th, 1st	\$1,500	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	SH83	Mississippi to Colorado	\$3,500	Denver West Runaway Truck Ramp		\$5,000
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	SB I-225 Parker Rd Ramp	safety project	\$2,000	SH-30 and Tower Rd	ROW Phase	\$201
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200	I-70 VSL Concept of Operations and		\$530
Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500	Dartmouth Mini Roundabouts	Logan, Downing, Clarkston	\$1,200
VMS for I-25 south of Denver	VMS Installation	\$500	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave	\$4,960	I-70 Mountain Express Lane VSL		\$1,980
Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000	US-6	SH-119 to SH-58/SH-93	\$10,000
Aurora Signal Package	I-70 at Tower	\$600	6" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (Faster-S)		\$29,120	\$26,990	\$0	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$116,469	\$29,120	\$26,990	\$0	\$0	\$0	\$172,579	

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-95 Intersection Improvements	64th Ave	\$851	Aurora Signals 2019	SH30 @ Jewell and Yale	\$500	Kings Valley Underpass		\$3,720
SH-121/72nd Ave	Right turn accel lanes	\$961	Lakewood Safety Package 2020	I-70 @ Colfax, Colfax @ Quail, SH8 @ Garrison, and SH121 @ 1st Ave	\$4,960	SH-119 Shoulder Widening		\$11,600
SH-177 Sidewalks	Mineral Ave to Orchard Rd	\$521	I-70 and Kipling	Traffic signal replacement and access consolidation	\$2,000	Federal and 67th Signal Upgrade		\$500
Founders Pkwy Intersection Reconstruct	Crowfoot Valley Rd	\$1,602	6" Lane Lines Pavement Marking (2019-2021)	I-25, I-70, I-225, I-76, I-270	\$9,100	I-76 Lighting Project		\$4,200
Wadsworth TOD left turn protection	Girton, Eastman and Yale	\$200	US-285/SH-30 Resurfacing	Dahlia to Parker	\$1,200	SH-88 & Exposition Ave Signal Upgrade		\$630
FASTER Safety Design		\$4,000	Broadway Signal Replacement	at 62nd and 70th	\$1,000	US-85 Recon: New Signal @ Daniels Park		\$500
SH-2 Traffic Signal Upgrades		\$440	SH-93 Signal Package		\$2,500	SH-7 & Colorado Intersection Improvements		\$1,030
Wadsworth	Right Turn Lane Extensions	\$1,621	I-70 @ Sheridan and Harlan Safety		\$3,700	SH-74 & Bear Creek Rd Intersection		\$500
I-70 between MP 252 & 255	Median Barrier	\$2,000	SH-75 Intersection Improvements	Bowles and Mineral	\$1,000	SH-74 Lighting and Shoulders		\$3,500
SH 121 @ Deer Creek Canyon, C-470 @ Kipling, SH-95 @ WB I-76 Ramp Mod, SH-88 @ US 285, SH-93 @ Washington St, SH-177 @ Otero, SH-121 @ Chatfield	Traffic Signal Replacements	\$2,500	C-470 and Ken Caryl	Intersection Improvements	\$5,000	SH-30 and Yale Intersection Improvements		\$612
SH-95 @ 1st Ave, 32nd Ave, 38th Ave, 46th Ave, Wellington Ave	Traffic Signal Replacements	\$2,000	SH-40 and SH-121	CDOT Traffic Signal Improvements	\$1,720	US-40 Pedestrian Lighting		\$400
US-85 @ Dartmouth	Hampden to Florida SUR	\$2,500	Denver West Runaway Truck Ramp		\$8,000	SH-121 & 87th Signal Upgrade		\$500
Roundabouts at C-470 @ Ken Caryl and I-70 @ Harlan	Roundabouts - design	\$500	SH-30 and Tower Rd	ROW Phase	\$201	US-85 Expansion: Happy Canyon		\$500
VMS for I-25 south of Denver	VMS Installation	\$500	I-70 VSL Concept of Operations and Implementation		\$530	SH-224 (70th) & SH-53 Signal Replacement		\$1,000
Long mast arm signal design (3 locations)	88 @ Revere, 121 @ Ken Caryl, 121 @ C-470 (2)	\$2,000	Dartmouth Mini Roundabouts	Logan, Downing, Clarkston	\$1,200	SH-53 & 62nd Ave Signal Replacement		\$500
Aurora Signal Package	I-70 at Tower	\$600	I-70 Mountain Express Lane VSL		\$1,980	I-25 South Gap Wildlife Crossing		\$7,500
SH224 @ Dahlia St.	Traffic Signal Replacement	\$450	US-6	SH-119 to SH-58/SH-93	\$10,000	Federal Blvd & 88th Signal Realign		\$1,500
Ramp Metering	I-76	\$1,500	SH-74 VMS Sign Installation		\$101	I-70 EB VSL & Queue Warning		\$9,300
US-285/SH-30	Resurfacing	\$1,400	SH-7 Widening	I-25 to Sheridan	\$500	Parker Rd (SH-83)	Parkglen Way to Pine Ln	\$500
North Signal Replacement Package	SH-128 @ Eldorado, SH-287 @ Midway, 6th, and SH-121 @ Ralston	\$1,000	SH-224 & Washington St Intersection		\$700	Dry Creek Rd @ I-25: SB On-Ramp & Metering		\$300
SH391 (Kipling) @ 13th Ave and 13th Place	Intersection Improvements	\$900	SH-7 & Holly Intersection Reconstruction		\$2,800	Bellevue & Prince St Median & Signal Improvements		\$2,900
I-70 EB Aux Lanes	Ward Rd to Kipling	\$2,300	SH-121 & Brook Dr. Intersection Improvements		\$500	I-70 EB @ E Colfax Vertical & Horizontal Curve Realignment		\$5,000
South Federal Blvd	safety improvements	\$300	SH-74 & Evergreen Parkway VMS		\$660	C-470 & Quincy Ave Terminal Roundabouts		\$6,000
SH2 and SH95 Traffic Signals	SH2@Arizona, Kentucky, Bayaud, 1st. SH95@14th, 16th, 44th, 38th, 1st	\$1,500	SH-88 Safety Improvements	Federal Blvd to Prince	\$2,400	Ken Caryl Roundabouts		\$2,630
SB I-225 Parker Rd Ramp	safety project	\$2,000	Peoria St Intersection Improvements		\$1,770			
I-25 SB Bottleneck	restripe from I-76 to I-70	\$1,200	I-76: York to Dahlia (SH-224 WB On-Ramp)		\$4,000			

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-S)		\$29,120	\$26,990	\$29,000	\$30,000		
Local		\$1,000	\$0	\$0	\$0		
Total	\$116,469	\$30,120	\$26,990	\$29,000	\$30,000	\$0	\$232,579

ATTACHMENT 1

Policy Amendments – June 2021

2022-2025 Transportation Improvement Program

2016-057: Add new pool project. Funding is accounted for in I-70 Noise Walls project (TIP# 2020-098)

Existing

Title: **Region 1 RPP Pool**

Project Type: **Other**

TIP-ID: **2016-057**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

CDOT Region 1 RPP Pool. Funds projects with RPP funds.



Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

Performance Measures

- ☒ Bridge Condition
- ☒ Congestion
- ☒ Freight Reliability
- ☒ Pavement Condition
- ☒ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☒ Travel Time Reliability

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

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Small projects/consultants/clo seouts		\$8,000	I-70 System-Level Traffic Study	E-470 to Strasburg	\$500	local agency contributions	various	\$11,810
I-270	Interchange Study (TIP ID 2016-047)	\$1,000	SH-121 and Morrison Rd	Intersection Improvements	\$700			
Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$17,500	\$17,500	\$17,500	\$17,500			
Local		\$0	\$0	\$0	\$0			
Total	\$0	\$17,500	\$17,500	\$17,500	\$17,500	\$0	\$70,000	

Revised

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Small projects/consultants/clo seouts		\$8,000	I-70 System-Level Traffic Study	E-470 to Strasburg	\$500	local agency contributions	various	\$11,810
I-270	Interchange Study (TIP ID 2016-047)	\$1,000	SH-121 and Morrison Rd	Intersection Improvements	\$700	I-70 Noise Walls, Phase 2	\$6,100 in RPP in TIP# 2020-098	\$0

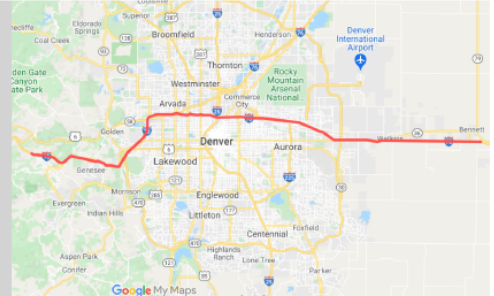
2020-098: Add \$6,100,000 in RPP funds in FY 2022 for Phase 2**Existing**Title: **I-70 Noise Walls**Project Type: **Other**TIP-ID: **2020-098**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1****Project Scope**

Rebuild aging and collapsed timber noise walls along I-70 within the MPO area. Project funded with Region 1-directed portion of Coronavirus Response and Relief Supplemental Appropriations Act 2021 (100% Federal Share)

**Affected Municipality(ies)**

Arvada
Aurora
Bennett
Denver
Golden
Lakewood
Wheat Ridge
Unincorporated

Affected County(ies)

Adams
Denver
Jefferson

Performance Measures

- ☐ Bridge Condition
- ☐ Congestion
- ☐ Freight Reliability
- ☐ Pavement Condition
- ☐ Safety
- ☐ Transit Assets
- ☐ Transit Safety
- ☐ Travel Time Reliability

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal (STBG-PAN)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$9,700	\$0	\$0	\$0	\$0	\$0	\$9,700

Revised

Amounts in \$1,000s	Prior Funding	FY22	FY23	FY24	FY25	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (STBG-PAN)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
State (R P P)		\$6,100	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$9,700	\$6,100	\$0	\$0	\$0	\$0	\$15,800

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO.____, 2021

A RESOLUTION AMENDING THE 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM

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

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

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2022-2025 was adopted by the Board of Directors on April 21, 2021; and

WHEREAS, it is necessary to amend the 2022-2025 Transportation Improvement Program; and

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

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2022-2025 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that these amendments to the 2022-2025 Transportation Improvement Program conform to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2021 at Denver, Colorado.

Ashley Stolzmann, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

ATTACH D

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
June 16, 2021	Consent Agenda	8-iii

SUBJECT

Federal Transit Administration (FTA) Section 5310 COVID-19 Relief Funding.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the FTA Section 5310 CRSSAA and ARPA allocations based on the FTA 5310 call for projects conducted in April 2020.

ACTION BY OTHERS

[April 26, 2021](#) – TAC Recommended Approval

[June 15, 2021](#) – RTC will make a recommendation

SUMMARY

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and the American Rescue Plan Act (ARPA) allocated emergency relief funding to FTA Section 5310 for projects that benefit older adults and individuals with disabilities. The total allocation nationwide for each was around \$50 million. CRSSA and ARPA funding is to be prioritized for operating expenses and salaries.

DRCOG became the designated recipient for Section 5310 funding for the Denver-Aurora urbanized area in December 2019, to start with federal fiscal year 2021 appropriations. DRCOG released a call for projects for the normal appropriations for 5310 funding in April 2020, and proposals were reviewed by a panel of stakeholders, which made recommendation for projects to receive funding. CRSSAA allocated \$327,397 and ARPA allocated \$327,402 to section 5310 in the Denver-Aurora urbanized area. The total funding for both programs combined is \$654,699.

DRCOG staff proposes to allocate these funds to operating and mobility management projects that were awarded funding during DRCOG's last call for projects. This is done proportionately based on their share of the total operating and mobility management projects awarded during the prior call for projects. CRSSAA funding is available until expended while ARPA funding must be obligated by 2024. As such, DRCOG will work with the subrecipients to set end dates for these funds based on their individual needs.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to approve the FTA Section 5310 CRSSAA and ARPA project allocations based on the FTA 5310 call for projects conducted in April 2020.

ATTACHMENT

Recommended Section 5310 CRRSAA and ARPA allocations.

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at (303) 480-6701 or drex@drcog.org; or Travis Noon, Senior Program Specialist at 303-480-6775 or tnoon@drcog.org.

Recommended CRRSAA and ARPA Section 5310 Allocations

CRRSAA Allocation

Organization	Project	5310 Allocation	5310 Percent	CRRSAA Allocation
Denver Regional Mobility & Access Council	Mobility management expenses	\$ 202,435.00	15.00%	\$ 49,125.00
City of Lakewood	Operating expenses	\$ 35,053.00	2.60%	\$ 8,506.00
Douglas County Government	Mobility management expenses	\$ 260,273.00	19.29%	\$ 63,160.00
Via Mobility Services	Operating Expenses	\$ 578,385.00	42.87%	\$ 140,357.00
Via Mobility Services	Mobility management expenses	\$ 231,354.00	17.15%	\$ 56,143.00
Laradon Hall Society for Exceptional Children and Adults	Operating expenses	\$ 41,644.00	3.09%	\$ 10,106.00
Total		\$1,349,144.00	100.00%	\$ 327,397.00

ARPA Allocation

Organization	Project	5310 Allocation	5310 Percent	ARPA Allocation
Denver Regional Mobility & Access Council	Mobility management expenses	\$ 202,435.00	15.00%	\$ 49,126.00
City of Lakewood	Operating expenses	\$ 35,053.00	2.60%	\$ 8,506.00
Douglas County Government	Mobility management expenses	\$ 260,273.00	19.29%	\$ 63,161.00
Via Mobility Services	Operating Expenses	\$ 578,385.00	42.87%	\$ 140,359.00
Via Mobility Services	Mobility management expenses	\$ 231,354.00	17.15%	\$ 56,144.00
Laradon Hall Society for Exceptional Children and Adults	Operating expenses	\$ 41,644.00	3.09%	\$ 10,106.00
Total		\$1,349,144.00	100.00%	\$ 327,402.00

ATTACHE

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
June 17, 2020	Informational Briefing	9

SUBJECT

This item provides a final report on the status of bills acted on by the Board during the recently completed legislative session.

PROPOSED ACTION/RECOMMENDATIONS

No action requested. This item is for information only.

ACTION BY OTHERS

N/A

SUMMARY

The 2021 session of the Colorado General Assembly concluded on June 8. The attached Legislative Wrap-Up highlights the most significant pieces of legislation for DRCOG during the legislative session. The attached spreadsheet provides a list of the bills on which the DRCOG Board took a position, with updated status.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

1. 2021 Legislative Wrap Up
2. Bills of Active Interest—2021 Session

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Rich Mauro, Senior Policy and Legislative Analyst, at 303-480-6778 or rmauro@drcog.org.

2021 LEGISLATIVE WRAP-UP

June 8, 2021

During the First Regular Session of the 73rd General Assembly, the DRCOG Board took official positions on 15 bills. DRCOG staff and lobbyists actively monitored or lobbied these bills, including seeking specific amendments to the bills where appropriate and providing input to legislative sponsors, committees and staff on these and related legislative issues.

These bills were of special interest because of an identified effect on member governments or the regional programs administered by DRCOG. DRCOG staff and lobbyists also actively monitored and, in some cases, provided input and advice on the Long Appropriations Bill and over thirty other bills for potential effect on DRCOG, its programs or its members. Overall, DRCOG staff and lobbyists reviewed and monitored approximately 40 additional bills for possible effect on DRCOG.

The most significant pieces of legislation for DRCOG are summarized below. A final status report on all the bills on which official positions were taken is attached.

State Budget Issues

Every year there are challenges in balancing the state budget and the 2021 legislative session was no exception. Usually, those challenges involve balancing the budget in the face of a revenue shortfall. This year, the challenge for the FY 2021-22 budget was how to restore the budget after the dramatic reductions taken in FY 2020-21 in the wake of the COVID-19 pandemic. Since General Fund revenues had not declined as much as anticipated, the state faced a large surplus.

This provided an opportunity for DRCOG to advocate with the Joint Budget Committee to return the State Funding for Senior Services line item to its FY 2019-20 levels in (\$14.8 million General Fund and \$10 million Older Coloradans Cash Fund). After extensive groundwork last fall and continued advocacy during the Long Bill process, DRCOG was successful in achieving that goal. The JBC also returned \$7 million of the \$25 million cash fund balance that had been identified to help balance the budget.

Transportation

SB 21-1186. This bill implements the initial recommendations of the RTD Accountability Committee. It amends the cap on the amount of service that can be provided by third parties. It expands the types of entities RTD can contract with to include nonprofit organizations and local government; repeals the farebox recovery ratio requirements; includes provisions to incentivize development at parking facilities by repealing a limitation on developments that would reduce parking or result in a competitive disadvantage to private businesses near the facility; and repeals limitations on RTD's authority to charge fees and manage parking at district parking facilities. To increase

transparency, it requires RTD to include in its annual financial reports, information on annual operating costs, ridership numbers, and cost efficiency of its services.

SB 21-238. This bill creates the Front Range Passenger Rail District for the purpose of planning, designing, developing, financing, constructing, operating, and maintaining an interconnected passenger rail system along the Front Range. The district is required to work collaboratively to ensure interconnectivity with other passenger rail systems (RTD and Amtrak). The district may share with RTD capital costs associated with shared use of the northwest rail line corridor for passenger train service. The district is governed by a board of seventeen directors, including ten appointed, subject to Senate confirmation, by MPOs (including four from the DRCOG region) and rural Transportation Planning Regions with territory in the district.

SB 21-260. This bill provides the first significant increase in funding for the state's transportation system since the FASTER bill in 2009. It makes transfers from the American Rescue Plan Act funds and the General Fund to the State Highway Fund. It creates new, indexed fees for electric motor vehicle registrations, gasoline and diesel fuel purchases, retail deliveries, passenger ride services, and short-term vehicle rentals. It changes the name of the Multimodal Options Fund to the Multimodal Transportation and Mitigation Options Fund (MMOF) and makes greenhouse gas mitigation projects eligible for grants from the fund. It creates three new enterprises to support widespread adoption of electric vehicles: electric vehicle charging infrastructure, private and government vehicle fleet electrification incentives, and public transit electrification.

The bill requires CDOT to adopt implementing procedures and guidelines for regionally significant transportation capacity projects that account for the environmental and health impacts those projects will have on statewide greenhouse gas emissions and vehicle miles traveled and on disproportionately impacted communities. After October 1, 2022, unless CDOT has adopted the new procedures and guidelines and incorporated them into the current ten-year plan, CDOT is not allowed to make expenditures from the (MMOF), except for projects that will help bring CDOT into compliance with greenhouse gas reduction requirements. DRCOG is also required to update its regional transportation plan to comply or face the same MMOF expenditure restrictions. DRCOG worked with other stakeholders and bill sponsors to reduce and manage the restrictions.

The bill incorporates the provisions of HB 20-1151 regarding the creation of Regional Transportation Authorities (RTA). With these amendments to the RTA statute, a combination of municipalities and counties may join together through their Metropolitan Planning Organization (MPO) or Transportation Planning Region (TPR) to create an RTA, upon voter approval, to finance, construct, operate, or maintain regional transportation systems.

The bill cancels the referral of a 2021 ballot measure to allow the issuance of transportation revenue anticipation notes (TRANS), and repeals state law that would make related fiscal policy changes if the referred measure were approved.

Older Adults

HB 21-158. This bill establishes a new loan repayment program within the existing Health Services Corps program operated by the Colorado Department of Public Health and Environment. In an effort to increase the number of geriatric care specialists in the state, the new program offers loan repayment for advanced practice nurses and physicians assistants who obtain a specialty in geriatric care and agree to practice in underserved areas. DRCOG worked closely with the Colorado Senior Lobby and sponsors Senators Jesse Danielson and Brittany Petterson and Representatives Monica Duran and Brianna Titone, especially to navigate funding concerns that were resolved with a \$400,000 appropriation.

SB 21-290. DRCOG worked with Senator Danielson (and eventually Senate staff and the governor's office) to draft this bill that transfers \$15 million from the General Fund to the newly created Area Agency on Aging Grant Fund. The bill provides for the State Unit on Aging and the Area Agencies on Aging (AAA) to collaboratively establish policies and procedures to administer the Area Agency on Aging Grant Program, including criteria for the program and application procedures by October 31, 2021. The state must begin accepting grant applications from AAAs by January 1, 2022. All the funds must be granted by December 31, 2022. The purpose of the grant program is for AAAs to make capital and infrastructure investments to enhance their ability to provide additional services to older Coloradans. This may include community services for older Coloradans; infrastructure improvements; health promotion, congregate meals, and socialization activities; transportation services; home modification programs; and implementation of evidence-based fall prevention and chronic disease management programs.

HB 21-1186 has been signed by the governor. The rest of the above bills have passed the General Assembly and are waiting for the governor's signature.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
AGING BILLS							
HB1172	Hospital Patient Long-term Care Resident Visit Rights- specifies that a patient admitted to a hospital for inpatient care and a resident of a nursing care facility or assisted living residence may have at least one visitor of the patient's or resident's choosing during the stay or residency. These health-care facilities must have written policies and procedures regarding the visitation rights of patients and residents, including policies and procedures setting forth any clinically necessary or reasonable restriction or limitation that the health-care facility may need to place on patient and resident visitation rights and the reasons for the restriction or limitation. The bill also prohibits a health-care facility from adopting policies or procedures that prohibit visitation of a patient or resident if the sole reason for the prohibition is to reduce the risk of transmission of a pandemic disease, but a health-care facility may impose specified requirements and limitations for visitors to reduce the risk of transmission of the pandemic disease.	Geitner/ Smallwood & Ginal	Postponed Indefinitely House Health & Insurance	Monitor	FN	DRCOG's long term care ombudsmen have been concerned about the health effects on residents of long term care facilities since the pandemic resulted in visitation restrictions. As public health authorities has begun to allow some return to visitation, implementation of visitation protocols has been uneven. Staff intends to work with the sponsors of this bill, the state and public health authorities to reinstate visitation in a safe, consistent manner.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HB1187	Long-term Services And Support Case Management Redesign- requires the Medical Services Board to adopt rules providing for the establishment of a redesigned case management system, no later than July 1, 2024, that consists of case management agencies throughout the state for the purpose of enabling individuals in need of long-term care to access appropriate long-term services and supports. No later than December 31, 2021, the Department of Health Care Policy and Financing shall work with stakeholders to develop a timeline for the implementation of the system. No later than December 31, 2022, HCPF shall issue a competitive solicitation in order to select case management agencies for the system.	Young & Pelton/ Rankin & Winter	Signed by the Governor	Monitor	FN	Current law provides for the establishment of a single entry point system that consists of single entry point agencies throughout the state for the purpose of enabling persons 18 years of age or older in need of long-term care to access appropriate long-term care services.	DRCOG supports collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC.
HB1227	Nursing Home Demonstration of Need- requires HCPF to develop, analyze, and enforce a demonstration of need for each new nursing facility provider seeking Medicaid certification (does not apply to a nursing facility provider certified prior to June 30, 2021); requires the Medical Services Board to promulgate rules, no later than June 30, 2022, addressing establishment of criteria to be used in determining a provider's Medicaid certification; and allows HCPF to exempt nursing facilities with 5 or fewer Medicaid beds from the current reimbursement methodology and instead require the facilities to be reimbursed at the statewide average rate.	Lontine/ Fields	Awaiting Governor's Signature	Monitor	FN	A Demonstration of Need policy permits HCPF to only authorize expansion of skilled nursing Medicaid providers when localities can sustain expansion. This would include a set of clear and predetermined criteria HCPF would use to approve or deny facilities that seek to serve Medicaid members. The criteria would be based on an analysis of demographics at the county level and the needs of the surrounding community. The policy will ensure stability, access to care and quality of care remain consistent for one of our most vulnerable populations.	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and PACE ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB158	Increase Medical Providers For Senior Citizens- modifies the Colorado Health Service Corps program administered by the Primary Care Office in the Department of Public Health and Environment, which program includes a loan repayment program, as follows: allows geriatric advanced practice providers, which include advanced practice registered nurses and physician assistants with geriatric training or experience, to participate in the loan repayment program on the condition of committing to provide geriatric care to older adults in health professional shortage areas for a specified period; and requires the general assembly to annually and continuously appropriate money from the general fund to the office for the 2021-22 through the 2025-26 fiscal years to help repay loans for geriatric advanced practice providers.	Danielson & Pettersen/ Titone & Duran	Awaiting Governor's Signature	Support	FN	This is a reintroduction of SB 20-022, a bill DRCOG supported in the 2020 session. The bill was pulled after the pandemic shortened the legislative session. As an Area Agency on Aging, DRCOG staff has observed the value of older adults being treated by providers specifically trained to consider the entire patient. Geriatric practitioners spend more time with patients to understand the social factors that affect older persons and are more likely to consider the need for community services, economic security, risk for fraud and abuse, isolation, and depression. The bill appropriates \$400,000 for the first year of the program.	As an advocate for older adults, individuals with disabilities, veterans and their caregivers, DRCOG works with various agencies, groups and individuals to support state legislation, regulations and programs to meet their needs. DRCOG supports increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB181	Equity Strategic Plan Address Health Disparities- renames the existing "health disparities grant program" to the "health disparities and community grant program" and expands the program to authorize the office of health equity to: award grants from money currently transferred from the prevention, early detection, and treatment fund to the health disparities grant program fund (fund) for the purpose of positively affecting social determinants of health to reduce the risk of future disease and exacerbating health disparities in underrepresented populations; and award grants from any additional money appropriated by the general assembly to the fund to community organizations to reduce health disparities in underrepresented communities through policy and systems changes regarding the social determinants of health. Within 6 months after the publication of the office's first report, the governor is required to convene the health equity commission to develop an equity strategic plan. Specific state agencies are required to participate in the state agency work group to ensure coordination in equity-related work across state agencies to address social determinants of health in each agency's	Fields & Coram/ Herod	Awaiting Governor's Signature	Support	FN	The definition in statute of "health disparities" includes differences in health status, access to care, and quality of care as determined by race, ethnicity, sexual orientation, gender identity, disability status, <u>aging population</u> , socioeconomic status, and other factors. The bill appropriates \$4,841,205 from the General Fund and \$51,783 from the Health Disparities Grant Program fund to implement the bill.	DRCOG supports collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an Area Agency on Aging and an ADRC.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
<u>SB290</u>	Security for Colorado Seniors- creates the Area Agency on Aging Grant Program in the Department of Human Service's State Office on Aging. The purpose of the grant program is to assist and support the health, well-being, and security of older Coloradans. The bill requires the state office and the Area Agencies on Aging to collaborate in adopting the policies and procedures for the administration of the grant program; establishing and publishing criteria for the grant program; and creating application procedures by which Area Agencies on Aging may apply for and receive money from the grant program.	Danielson & Buckner/ Young & Bradfield	Awaiting Governor's Signature	No Position	<u>FN</u>	This bill was introduced after the May Board meeting. Since the bill is specifically focused on providing \$15 million for the Area Agencies on Aging, DRCOG staff and lobbyists worked closely with the sponsors to craft the bill. Eligible uses of the money include: Community Services for Older Coloradans; Infrastructure Improvements; Health Promotion, Congregate Meals, and Socialization Activities; Transportation Services; Home Modification Programs; and Implementation of Evidence-Based Fall Prevention and Chronic Disease Management Programs.	DRCOG supports increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities, including efforts to improve data collection and analysis of cost effectiveness.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
TRANSPORTATION BILLS							
HB1076	Carpooling Service Internet Application Register CDOT- requires the owner or operator of a carpooling service internet application to register annually with CDOT. Owners or operators are also required to disclose to users of the internet application that carpooling service companies are not regulated by the state; that the state does not conduct medical examinations, vehicle inspections, or insurance verification in relation to the provision of carpooling service; and that background checks on drivers might not be conducted. The bill also requires that the amount that can be charged to a user through the internet application be reasonably calculated to cover the direct and indirect costs of providing carpooling service and limits the number of passengers that a driver providing carpooling service through the internet application may transport at any one time.	McCluskie & Will/ Donovan	Signed by the Governor	Support	FN	This is a new version of HB 20-1315, which was pulled after the pandemic shortened the legislative session. The bill has been proposed by the I-70 Coalition and is intended to be a fix to the barriers the emerging I-70 Carpool Apps have encountered with the PUC. CCAT is supporting the bill.	DRCOG supports carpooling, vanpooling and other forms of ridesharing including the underlying technologies to facilitate matches, and coordination of transportation alternatives wherever traffic congestion occurs

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HB1186	Regional Transportation District Operation- amends provisions related to the operation of the Regional Transportation District, including: removing a cap on the amount of all vehicular service RTD can allow to be provided by third parties under competitive contracts and retaining the cap on the amount of fixed route bus service that may be provided through such contracts; expanding the types of entities RTD can contract with to include nonprofit organizations and local government; repealing farebox recovery ratio requirements and requiring RTD to include in its annual financial reports information on annual operating costs, ridership numbers, and operating costs divided by ridership as a measure of the cost efficiency of its services; repealing a limitation on developments that would reduce parking at a facility or result in a competitive disadvantage to private businesses near the facility; and repealing limitations on RTD's authority to charge fees and manage parking at district parking facilities.	Gray & Sullivan/ Winter & Bridges	Signed by the Governor	Support	FN	This bill is intended to implement the initial recommendations of the RTD Accountability Committee.	DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HB1196	Update SB 19-263 Effective Date Clause- Statutory Revision Committee. In 2017, the legislature enacted SB17-267, which required the state treasurer to issue up to \$500 million of lease-purchase agreements (COPS) in each of the 2018-19, 2019-20, 2020-21, and 2021-22 state fiscal years for the purpose of funding transportation projects. In 2018, the legislature enacted SB18-001, which referred a statewide ballot issue at the 11-19 election that, if approved, would have authorized the state to issue transportation revenue anticipation notes (TRANS) for the purpose of funding transportation projects and prevented the issuance of the last 3 years of COPS. When enacting SB18-001, the legislature intended that, upon approval of the ballot issue, the TRANS authorized would replace the unissued COPS as a source of funding for transportation projects. In 2019, the legislature enacted SB19-263, which delayed the referral of the ballot issue until the 11-20 general election. Consistent with the intent of replacing COPS funding with TRANS funding upon approval of the ballot issue, SB 263 also reduced the authorized amount of TRANS because approval in 2020 rather than 2019 would prevent the issuance of only 2, rather than 3, years of	D. Valdez & Pico/ Zenzinger	Awaiting Governor's Signature	Support	FN	In 2020, the GA also enacted Senate Bill 20-152 (SB 152), which corrected a technical error in the effective date clause of SB 263 that would have frustrated the intent of the GA by allowing TRANS to be authorized without preventing the issuance of 2 years of COPS. In 2020, after SB 152 was enacted, the GA enacted House Bill 20-1376, which further delayed the referral of the ballot issue to the November 2021 statewide election and again reduced the authorized amount of TRANS because approval of the ballot issue in 2021, rather than 2020, would prevent the issuance of only one, rather than 2, years of COPS. Due to the additional delay, if the effective date clause of SB 263, as amended by SB 152, is not amended again, TRANS could be authorized without preventing the issuance of one year of COPS. To ensure that this unintended result does not occur, the bill amends the effective date clause of SB 263, as amended by SB 152, to correct this issue and thereby ensure that approval of the ballot issue will prevent the issuance of one year of TRANS as intended by the GA.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HB1205	Electric Vehicle Road Usage Equalization Fee- requires a road usage equalization fee to be imposed at the time of annual registration on each plug-in electric motor vehicle that is required to be registered in the state. The fee is set in an amount that is estimated to achieve parity between the aggregate amount of motor vehicle registration fees and motor fuel excise taxes paid per vehicle by owners of plug-in electric motor vehicles and vehicles fueled by gasoline, diesel, or other special fuels and is annually adjusted for inflation. Revenue generated by the fee: Must be credited to the HUTF and distributed pursuant to the existing "second stream" HUTF allocation formula as follows: 60% to the state highway fund; 22% to counties; and 18% to municipalities; and Must be used only for maintenance of existing highways, streets, and roads.	Pico	Postponed Indefinitely House Energy & Environment	Monitor	FN	CDOT and the Department of Revenue are required to form a joint working group to develop recommendations as to whether and to what extent the equalization fee should be adjusted to achieve the goal of maintaining parity between plug-in electric motor vehicle owners and owners of motor vehicles that use motor fuel for propulsion with respect to the aggregate amount in motor vehicle registration fees and motor fuel taxes paid. The recommendations must include recommendations as to whether the road equalization fee needs to be adjusted to account for changes to motor fuel excise tax rates or the imposition of other government charges that are calculated on the basis of motor fuel consumption, whether the amount of the fee should be different for personal and commercial vehicles, or whether the amount of the fee should vary based on specified factors. After the joint working group reports to the executive directors, the executive directors or their designees must prepare a written report regarding the recommendations for presentation to the transportation legislation review committee during the 2022 interim.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities; and consideration of alternative revenue and financing mechanisms, such as road usage charges, and, under certain circumstances, tolling and congestion pricing of existing roadways. DRCOG also supports: efforts to reduce emissions from all sources; alternative fuel sources and clean-burning technology; and incentives for purchasing high fuel economy or alternative fuel vehicles .

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB238	Create Front Range Passenger Rail District- creates the front range passenger rail district (district) for the purpose of planning, designing, developing, financing, constructing, operating, and maintaining an interconnected passenger rail system (system) along the front range. The district is specifically required to work collaboratively with the regional transportation district (RTD) to ensure interconnectivity with any passenger rail system operated by or for the RTD and with Amtrak on interconnectivity with Amtrak's Southwest Chief, California Zephyr, and Winter Park Express trains, including but not limited to rerouting of the Amtrak Southwest Chief passenger train. If deemed appropriate by the board of directors of the district and by the board of directors of RTD, the district may share with RTD capital costs associated with shared use of rail line infrastructure in the northwest rail line corridor for passenger train service.	Garcia & Zenzinger/ Esgar & Gray	Awaiting Governor's Signature	Monitor	FN	The area that comprises the district extends from Wyoming to New Mexico. The district is governed by a board of directors composed of appointees of transportation planning organizations that have jurisdiction within the territory of the district, the governor, and the Executive Director of CDOT, as well as a nonvoting representative of RTD. The district is authorized to exercise the powers necessary to plan, design, develop, finance, construct, operate, and maintain the system, subject to voter approval, levy a sales tax and enter into public--private partnerships.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system.
SB260	Sustainability of the Transportation System- increases spending for the state's transportation system through General Fund transfers and new fees; creates and modifies state enterprises; and expands authority for transportation planning organizations. This bill creates new sources of dedicated funding for the state's transportation system, creates four new state enterprises, modifies an existing state enterprise. It provides for increased state and local spending on transportation statewide.	Fenberg/Winter & Garnett/Gray	Awaiting Governor's Signature	Support	FN	This is the bill that Senator Winter and Representative Gray have many months since last year and countless meetings and presentations explaining and listening to input. This includes several with DRCOG or its members.	DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities. DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HOUSING BILLS							
HB1117	Local Government Authority Promote Affordable Housing Units- clarifies that the existing authority of cities and counties to plan for and regulate the use of land includes the authority to regulate development or redevelopment in order to promote the construction of new affordable housing units. The provisions of the state's rent control statute do not apply to any land use regulation that restricts rents on newly constructed or redeveloped housing units as long as the regulation provides a choice of options to the property owner or land developer and creates one or more alternatives to the construction of new affordable housing units on the building site.	Lontine & Gonzales-Gutierrez/ Gonzales & Rodriguez	Awaiting Governor's Signature	Support	FN	This bill was initiated by the Colorado Municipal League. CCI and CCAT also support the bill. The bill was amended to also state that it should not be construed to authorize a local government to adopt or enforce any ordinance or regulation that would have the effect of controlling rent on any existing private residential housing unit in violation of the existing statutory prohibition on rent control. And a local government shall not exercise the authority unless the local government demonstrates its commitment to increasing the overall number and density of housing units within its jurisdictional boundaries and its commitment to promoting or creating incentives to the construction of affordable housing units.	DRCOG supports policies and programs that support the private and public sectors in the creation and maintenance of an adequate supply of affordable rental and ownership options and providing a variety of housing sizes and types integrated with the community to meet the needs of people of all ages, incomes, and abilities

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
HB1121	Residential Tenancy Procedures- Under existing law, a court summons must contain a statement to the defendant that explains the consequences of failing to answer and requirements related to certain defenses. The bill includes updated language explaining consequences for failing to answer, the content of a defendant's answer, & fees and deposits related to filing an answer. Under existing law, if a landlord wins judgment in an eviction action, the court cannot issue a writ of restitution directing the county sheriff to assist the landlord to remove the tenant, until 48 hours after judgment. The bill prohibits a sheriff from executing a writ until at least 10 days after judgment. It prohibits residential landlords from increasing rent more than once in a 12-month period. Under existing law, for a tenancy of one to 6 months without a written agreement, a landlord must give 21 days' written notice prior to increasing the rent. The bill extends the notice period to 60 days and applies to a tenancy of any duration. The bill prohibits a landlord from terminating a residential tenancy in which there is no written agreement with the primary purpose of increasing a tenant's rent without providing 60 days' notice.	Jackson & Jodeh/ Gonzales	Awaiting Governor's Signature	Support	FN	As introduced, the bill made numerous changes to existing law requirements, process and procedures landlords and tenants must follow. The bill was amended extensively. The summary here reflects the bill as passed.	DRCOG supports renters and homeowners (including manufactured home owners) having appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law. DRCOG supports policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2021 SESSION

As of 6-8-21

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	*FN	Staff Comments	Legislative Policy
SB173	Rights In Residential Lease Agreements- addresses several items related to landlord and tenant rights in residential rental agreements, particularly related to legal and court processes, including removal or exclusion from a dwelling, filing of complaints, answering complaints, judgement appeals, restitution, warranty of habitability, liquidated damage clauses, one-way fee-shifting clauses, right to a trial by jury. The bill also amends or prohibits certain late fees, charges and penalties a landlord of a mobile home park or a residential premises (landlord) may impose on a tenant or mobile home owner. The bill also addresses penalties on landlords who commit violations.	Gonzales-Gutierrez & Caraveo/Moreno & Gonzales	Awaiting Governor's Signature	Support	FN	These reforms of eviction court processes are intended to give tenants more opportunities to resolve issues, especially regarding payment of rent, that may occur with a landlord, as well as to ensure landlord accountability for unfair practices. These reforms also are intended to keep tenants housed and housed in safe, healthy settings. Amendments eliminating the right to a jury trial and changing the cure period to end at the time of judgement rather than 48 hours post-judgement eliminated the fiscal impact.	DRCOG supports renters and homeowners (including manufactured home owners) having appropriate protections from discrimination and displacement. Policies should emphasize the rights of residents and minimize disparities in treatment under the law. DRCOG supports policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations, and provide consumer protections that enable older adults and individuals with disabilities to age in place.

ATTACH F

To: Chair and Members of the Board of Directors

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

Meeting Date	Agenda Category	Agenda Item #
June 16, 2021	Informational Briefing	10

SUBJECT

Staff will provide an overview of potential performance measure and target amendments to Metro Vision.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Background

In January 2017, the DRCOG board of directors unanimously adopted Metro Vision, the region's aspirational plan for the future. DRCOG routinely offers opportunities for local governments, stakeholders and members of the public to propose amendments to the plan. Occasionally, DRCOG staff brings forward staff-initiated plan amendments for board consideration, including adjustments to plan performance measures and targets.

In previous Board work sessions, staff provided an overview current Metro Vision amendment process and identified potential outcome- and objective-level amendments designed to better align Metro Vision with other plans, strategies or regional initiatives pursued by planning partners since the original plan was adopted, including the 2050 Metro Vision Regional Transportation Plan.

Tonight's Discussion

Today's discussion will focus on the next element in DRCOG's strategic planning model – performance measures and targets. As noted in staff's presentation (Attachment 1), primary discussion topics include:

- Does the Board have concerns with staff proposals to remove or replace performance measures?
- Does the Board have any guidance to TAC as they continue their discussion on proposals for Board consideration?
- Any concerns or preferences related to potential new measures proposed by staff?
- Does the Board want to consider additional measures with pre-2050 performance targets (in addition to targets of zero fatalities and serious injuries on the region's transportation system)?

PREVIOUS DISCUSSIONS/ACTIONS

[February 3, 2021 – Proposed approach for 2021 Metro Vision amendment process](#)

[March 3, 2021 – Preliminary ideas for amendments to the Metro Vision](#)

[May 5, 2021 – Cont. discussion of preliminary ideas for amendments to the Metro Vision](#)

PROPOSED MOTION

N/A

ATTACHMENTS

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6747 or drex@drcog.org; or Brad Calvert, Director, Regional Planning and Development, at 303-480-6839 or bpcalvert@drcog.org; or Andy Taylor, Manager, Regional Planning, at 303-480-5836 or ataylor@drcog.org.

AMENDING METRO VISION

Preliminary ideas for new or revised performance
measures

**Andy Taylor,
Manager, Regional Planning**

PREVIOUS, CURRENT AND FUTURE DISCUSSIONS



Feb. Work Session

Introduce and discuss **process to amend** Metro Vision

Mar., May Work Sessions

Preview staff proposals involving **outcomes** and **objectives**

June Board Meeting

New or revised **performance measures***

New **targets** for performance measures

Future discussions

Preview staff proposals involving voluntary **strategic initiatives**

Summary of staff proposals and request for sponsor-initiated amendments

**Note: DRCOG's Transportation Advisory Committee (TAC) discussed transportation-related measures in May.*

COORDINATED EFFORTS FOR COLLECTIVE IMPACT

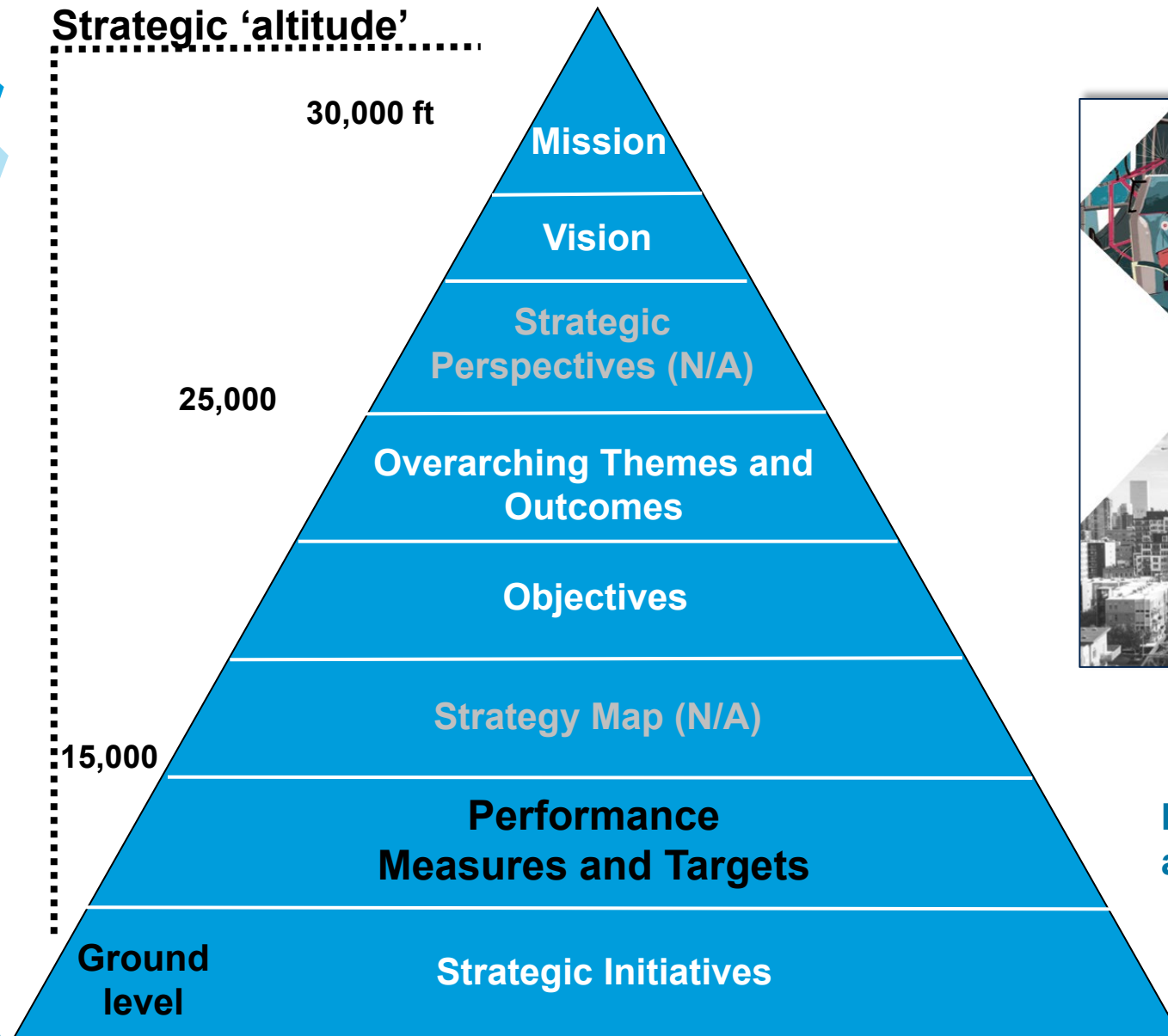


The region has a strong shared sense of its **future**, and the DRCOG Board recognizes that the success of the **visionary plan** requires **coordinated efforts** of:

- local, state and federal governments;
- the business community; and
- other planning partners, including philanthropic and not-for-profit organizations



STRATEGIC PLANNING MODEL AND METRO VISION



How will we know if we are achieving the results we want?

STATED PURPOSE: EVALUATING COLLECTIVE IMPACT



Metro Vision measures:

1. help to **verify whether the shared actions** of planning partners, including local governments, **are moving the region toward desired outcomes**
2. are **not intended to judge the performance of individual jurisdictions or projects**



METRO VISION ESTABLISHES A SERIES OF MEASURES



Based on:

- **relevance** to plan outcomes
- availability of regularly **updated and reliable** data sources; and
- Use of **measurable, quantitative** information, rather than anecdotal insights.



DYNAMIC AND FLEXIBLE PERFORMANCE MANAGEMENT



“

In addition to the core performance measures..., a **dynamic and flexible performance management approach** will be used. DRCOG will continue to **research and share data and information that may illustrate progress** toward shared outcomes.



Why not just make more measures?

- Lack of regular and reliable data
- Modeled performance instead of observations
- Anecdotal instead of systemic observations

TOPIC: GROWTH AND DEVELOPMENT



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Share of the region's housing and employment located in urban centers	Housing: 10.0 percent (2014)	Housing: 25.0 percent
	Employment: 36.3 percent (2014)	Employment: 50.0 percent
Regional population-weighted density	4,850 people per square mile (2014)	25% increase from 2014
Protected open space	1,724 square miles (2014)	1,980 square miles

Staff proposal:

- No changes to measures
- **New targets** for 2050

TOPIC: TRANSPORTATION



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Non-single-occupant vehicle (non-SOV) mode share to work	25.1 percent (2014)	35.0 percent
Daily vehicle miles traveled (VMT) per capita	25.5 daily VMT per capita (2010)	10 percent decrease from 2010
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30
Daily person delay per capita	6 minutes (2017)	Less than 9 minutes
Number of traffic fatalities	185 (2014)	Fewer than 100 annually

Staff proposal:

- Board to consider performance measures noted in **2050 Metro Vision Regional Transportation Plan** (Chapter 4)

TOPIC: SAFETY



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Number of traffic fatalities	185 (2014)	Fewer than 100 annually

Staff proposal (previous Board direction):

- Zero fatalities by **2040**
- Zero serious injuries by **2045**

TOPIC: CONGESTION



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Average travel time variation (TTV) (peak vs. off-peak)	1.22 (2014)	Less than 1.30
Daily person delay per capita	6 minutes (2017)	Less than 9 minutes

Staff proposal:

- Reduce to a single measure by eliminating person delay
- Or create new measure to complement travel time variation concerning severity and duration of congestion (next slide)

TOPIC: CONGESTION



Staff proposals:

- Options discussed by **Transportation Advisory Committee (TAC)** on 5/24

Idea from TAC discussion:

- Measure “Network with **poor mobility grade**” (%)
- Further detailed discussions at TAC in June or July

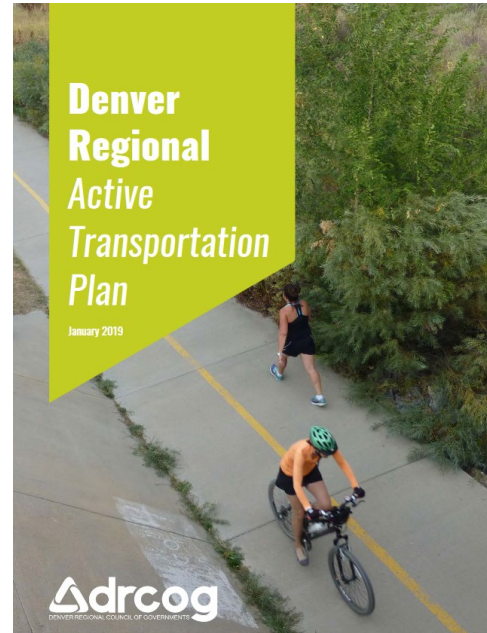
Option	What is it measuring?
Travel Time Variation	On average, how much longer it takes to travel in peak periods (% instead of ratio)
Off Peak Travel in Severe Congestion	How much mid-day off peak travel occurs in severe congestion
Network with Extended Congestion	How much of the network has extended congestion (i.e. beyond peak period)
Travel in Extended Congestion	How much of the person travel in the region occurs on roadways with extended congestion (i.e. beyond peak period)

NEW TOPIC: ACTIVE TRANSPORTATION



Staff proposals:

- New measure/target to focus on **active transportation implementation**



Option	What is it measuring?
Active Transportation Corridor Mileage Completion	Share (%) of the active transportation corridor mileage completed
High Comfort Share of Facilities (Separated bike lanes, off-street, and bicycle boulevards)	Share (%) of the network that is high comfort facilities

Ideas from TAC discussion:

- Any ways to measure **utilization**?
- Any ways to measure **connectivity**?

Further detailed discussions anticipated at TAC in June or July

TOPIC: GREENHOUSE GAS EMISSIONS (GHG)



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Surface transportation-related greenhouse gas emissions per capita	26.8 pounds per capita	60 percent decrease from 2010

Staff proposal:



Not this cycle

- **Wait to incorporate MPO-specific policies and rules** designed to reduce greenhouse gas pollution from the transportation sector
- **Revise target(s)** consistent with final rulemaking(s)

NEW TOPIC: TRANSIT SERVICE QUALITY



Staff proposal:



Not this cycle

- New measure/target to focus on transit quality/usefulness
- RTD's Reimagine: Mobility Plan for the Future process will identify performance measures that consider evolving travel patterns and demand

TOPIC: HOUSING + TRANSPORTATION COSTS



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	41 percent (2013)	50 percent

Staff proposal:

- **remove**, and
- replace with **new housing-related measure**

Rationale for removal; transportation costs are:

- **not measured** in surveys and **not regularly modeled**
- therefore, not consistent with **measure selection criteria**

HOUSING + TRANSPORTATION COSTS REMOVAL



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Share of the region's population living in areas with housing and transportation (H+T) costs affordable to the typical household in the region	41 percent (2013)	50 percent

Insights from May 24 TAC:

- concept of affordable locations remains important
- support for **equity** being reflected in other measures

Staff's response:

- only being proposed for removal because of lack of data
- proposing new measures for **housing** and **inclusion**

NEW TOPIC: HOUSING QUALITY AND SECURITY



Housing-related measure proposal

- Occupied housing units with one or more severe problems:
 - incomplete kitchen facilities
 - incomplete plumbing facilities
 - more than 1.5 persons per room
 - household severely cost burdened (spending more than 50% of income on housing)

2017: 196,824 (or 16 percent) housing units

Comprehensive Housing Affordability Strategy (CHAS) data, U.S. Dept. of Housing and Urban Development, 2020.

TOPIC: HIGH RISK AREAS



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Share of the region's housing and employment in high risk areas	Housing: 1.1 percent (2014)	Less than 0.9 percent
	Employment: 2.9 percent (2014)	Less than 2.5 percent

Staff proposal:

- Requires **new baseline** to incorporate revised wildfire threat analysis from the Colorado State Forest Service
- New baseline likely to suggest **revised target**

TOPIC: ECONOMIC VITALITY



In Metro Vision (as of May 2019)		
Measure	Baseline	2040 Target
Regional employment	1.8 million (2014)	2.6 million (1 to 1.5 percent annual growth)
Share of the region's housing and employment near rapid transit stations or high-frequency transit stops	Housing: 14.0 percent (2014)	20.0 percent
	Employment: 32.3 percent (2014)	45.0 percent

Staff proposal:

- Discuss **new measure options** on access to opportunity/inclusion (next slide)
- **New targets** for 2050

NEW TOPIC: INCLUSION

"THE REGION'S ECONOMY PROSPERS WHEN ALL RESIDENTS HAVE ACCESS TO...OPPORTUNITIES."



Racial inclusion

- White/people of color median earnings gap (\$)

Geographic inclusion

- Top/bottom neighborhoods median household income gap (\$)

Inclusion topics in Metro Monitor:

- Employment rate gap
- Relative poverty rate gap
- Earnings/income gap

Options adapted from [Metro Monitor 2021](#). Brookings Metropolitan Policy Program, Feb. 2021. Uses Public Use Microdata Sample (PUMS) or tract-level data from the American Community Survey (ACS)

DISCUSSION QUESTIONS



- Any concerns about the measures proposed to be removed?
 - Person delay (daily person delay per capita)
 - Housing + Transportation costs (share of households living in affordable locations)
- Any direction or guidance for TAC on the measures they are still workshopping?
 - Congestion
 - Active transportation
- Any concerns with the new measures proposed? Preferred options when multiple presented for a topic?
 - Housing
 - Inclusion
- Should staff consider additional targets between baseline and 2050 where possible/practical? If so, any initial suggestions for measures that could/should include nearer-term target?



THANK YOU!
QUESTIONS?

Andy Taylor
Manager, Regional Planning
ataylor@drcog.org
303-480-5636