



Agenda
Board of Directors
Wednesday, March 20, 2024
6:30 p.m. – 8:30 p.m.
1001 17th St. 1st Floor, Aspen/Birch Conference Rooms
Denver, CO

Times listed with each agenda item are approximate. It is requested that all cell phones be silenced during the Board of Directors meeting. Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact the Denver Regional Council of Governments at least 48 hours in advance of the meeting. If you have difficulty using this document's content, please email access@drcog.org or call 303-455-1000.

1. 6:30 p.m. Call to order
2. Pledge of Allegiance
3. Roll call and introduction of new members and alternates
4. Move to approve agenda
5. 6:40 p.m. Report of the Chair
 - Public Hearing Announcement
 - Report of the Performance and Engagement Committee
 - Report of the Finance and Budget Committee
6. 6:45 p.m. Report of the Executive Director
7. 6:50 p.m. 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.

Consent agenda

8. 7:00 p.m. Move to approve Consent agenda
A. Summary of March 6, 2024 meeting.
(Attachment A)

Strategic informational briefing

9. 7:05 p.m. Colorado Freight Plan
(Attachment B) Cole Neder, Planner, Transportation Planning and Operations; Colorado Department of Transportation staff

Action items

10. 7:25 p.m. Discussion on the Community-Based Transportation Planning Program: Project Selection Recommendations
(Attachment C) Nora Kern, Manager, Transportation Planning and Operations
11. 7:35 p.m. Discussion of state legislative Issues:
- A. Bills on Which Positions Have Previously Been Taken
(Attachment D) Rich Mauro, Director, Legislative Affairs
Rich Mauro will respond to questions and provide current status, if requested. These bills require no additional action by the Board unless individual bills are pulled from the package for reconsideration of the Board-adopted position. To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.
 - B. New Bills for Consideration and Action
(Attachment E) Rich Mauro, Director, Legislative Affairs
Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion, it may be pulled from the package and action will be taken separately. To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.

Informational briefings

12. 8:00 p.m. Corridor Planning Pilot Program Update
(Attachment F) Nora Kern, Manager, Transportation Planning and Operations



13. 8:10 p.m. Federal Greenhouse Gas Performance Measure Introduction
(Attachment G) Alvan-Bidal Sanchez, Manager, Transportation Planning and Operations

Informational items

14. Administrative modifications to the Fiscal Year 2024-2027 Transportation Improvement Program
(Attachment H) Todd Cottrell, Manager, Transportation Planning
15. Administrative modifications to the 2024-2025 Unified Planning Work Program for the Denver Region
(Attachment I) Josh Schwenk, Planner, Transportation Planning
16. 8:20 p.m. 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 – Steve O’Dorisio
 - B. Report from Metro Mayors Caucus – Bud Starker
 - C. Report from Metro Area County Commissioners – George Teal
 - 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 – Deborah Mulvey
 - G. Report from Colorado Department of Transportation – Darius Pakbaz
 - H. Report from Regional Transportation District – Brian Welch

Administrative items

17. **Next meeting – April 17, 2024**
18. Other matters by members
19. 8:30 p.m. Adjourn



Calendar of future meetings

March 2024

6th	Special Board of Directors	4:00 p.m.
19th	Regional Transportation Committee	8:30 a.m.
20th	Performance and Engagement Committee	5:00 p.m.
20th	Finance and Budget Committee	5:30 p.m.
20th	Board of Directors	6:30 p.m.
22nd	Advisory Committee on Aging	11:00 a.m.
25th	Transportation Advisory Committee	1:30 p.m.

April 2024

3rd	Board Work Session	4:00 p.m.
16th	Regional Transportation Committee	8:30 a.m.
17th	Performance and Engagement Committee	5:00 p.m.
17th	Finance and Budget Committee	5:30 p.m.
17th	Board of Directors	6:30 p.m.
26th	Advisory Committee on Aging	11:00 a.m.
26th-27th	2024 Board Retreat	4:30 p.m.
29th	Transportation Advisory Committee	1:30 p.m.

May 2024

1st	Board Work Session	4:00 p.m.
14th	Regional Transportation Committee	8:30 a.m.
15th	Performance and Engagement Committee	5:00 p.m.
15th	Finance and Budget Committee	5:30 p.m.
15th	Board of Directors	6:30 p.m.
20th	Transportation Advisory Committee	1:30 p.m.
24th	Advisory Committee on Aging	11:00 a.m.



Attachment A

Summary of March 6, 2024 meeting

Special Board of Directors Meeting Summary

Wednesday, March 6, 2024

Meeting was held via Zoom

Members/Alternates Present

Wynne Shaw, Chair	City of Lone Tree
Steve O'Dorisio	Adams County
Jeff Baker	Arapahoe County
Claire Levy	Boulder County
James Marsh-Holschen (Alternate)	City and County of Broomfield
Adam Paul	City and County of Denver
Kevin Flynn	City and County of Denver
George Teal	Douglas County
Andy Kerr	Jefferson County
Lisa Feret	City of Arvada
Angela Lawson	City of Aurora
Greg Mills	City of Brighton
Nicole Speer	City of Boulder
Deborah Mulvey	City of Castle Pines
Tim Dietz	Town of Castle Rock
Tammy Maurer	City of Centennial
Steve Conklin	City of Edgewater
Ari Harrison	Town of Erie
Windi Padia	Town of Frederick
George Lantz	City of Greenwood Village
Brian Wong	City of Lafayette
Jeslin Shahrezaei	City of Lakewood
Kat Bristow	Town of Lochbuie
Judi Kern	City of Louisville
Hollie Rogin	Town of Lyons
Colleen Whitlow	Town of Mead
Tom Mahowald	Town of Nederland
Rich Kondo	City of Northglenn
John Diak	Town of Parker
Neal Shah	Town of Superior
Justin Martinez	City of Thornton
Bud Starker	City of Wheat Ridge
Darius Pakbaz	Colorado Department of Transportation

Others Present: Douglas W. Rex, Executive Director, Melinda Stevens, Executive Assistant, DRCOG; Chris Chovan, John Stoll, Adams County; Bryan Weimer, Arapahoe County; Lauren Pulver, Douglas County; Christine Sweetland, Centennial; Shontel Lewis, Denver; Alison Coombs, Huiliang Liu, Aurora; Ryan Schuchard, Boulder; Kent Moorman, Jennifer Cassell, Bowditch & Cassell; Danny Herrmann, Libba Rollins, Colorado Department of Transportation; Carla Perez, Henningson, Durham and Richardson, Inc.; Chessy Brady, Susan Wood, Regional Transportation District; Michele Riccio, Citizen; and DRCOG staff.

Chair Wynne Shaw called the meeting to order at 4:00 p.m. with a quorum present.

Melinda Stevens noted new members and alternates: Adam Paul, new member for the City and County of Denver.

Move to approve agenda

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

Report of the Chair

Chair Shaw expressed her gratitude to the members for making time to attend the special Board meeting.

Report of the Executive Director

There was no report.

Public Comment

There was no public comment.

Move to approve consent agenda

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

Items on the consent agenda included:

- Summary of the February 21, 2024 meeting.

Discussion of state legislative issues: Bills on Which Positions Have Previously Been Taken

Rich Mauro provided a [status update](#) on bills previously acted upon by the Board to the directors. Mr. Mauro responded to questions about these bills. No additional action by the Board was requested.

Discussion of state legislative issues: New Bills for Consideration and Action

Rich Mauro and Jennifer Cassell provided an overview of new bills for consideration to the Board. There were two new bills regarding transportation for discussion and action. The following bills were voted on separately:

- House Bill 24-1304 – Minimum Parking Requirement
 - Director Mills **moved** a position of oppose. The motion was **seconded** and **passed** with 18 in favor, 5 opposed, and 9 abstentions.
- House Bill 24-1313 - Housing in Transit-Oriented Communities
 - Executive Director Rex presented a summary, the timeline, and suggested amendments for House Bill 24-1313 to the directors. Ms. Cassell and staff responded to questions and concerns members presented about the bill.
 - Director O’Dorisio **moved** a position of amend. The motion was **seconded** and **failed** with 14 in favor, 9 opposed, and 7 abstentions.
 - DRCOG staff and lobbyists will continue to monitor the bill and will bring more information to the March 20 meeting.

Next meeting – March 20, 2024

Other matters by members

There were no other matters by members.

Adjournment

The meeting adjourned at 5:31 p.m.

Wynne Shaw, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Executive Director

Attachment B

Colorado Freight Plan

Board of Directors

Meeting date: March 20, 2024

Agenda Item #: 9

Colorado Freight Plan Update

Agenda item type: Strategic informational briefing

Summary

The Colorado Department of Transportation Freight Mobility and Safety Branch will provide an update on the update to the Colorado Freight Plan.

Background

Over the past year, the Colorado Department of Transportation has been conducting workshops, research, and stakeholder outreach activities to update the Colorado Freight Plan. This work includes updates to key outcomes, guiding principles, and the plan's approach to engagement and outreach. New mobility and safety strategies, infrastructure conditions, and economic approaches are included in the plan update as well. Colorado Department of Transportation staff will provide an overview of the plan at the March Board of Directors' meeting.

Action by others

n/a

Previous discussion/action

n/a

Recommendation

n/a

Attachment

Colorado Department of Transportation Presentation

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org or Cole Neder, Senior Transit Planner, at (309) 373-4940 or cneder@drcog.org.





COLORADO
Department of Transportation
Freight Mobility & Safety Branch

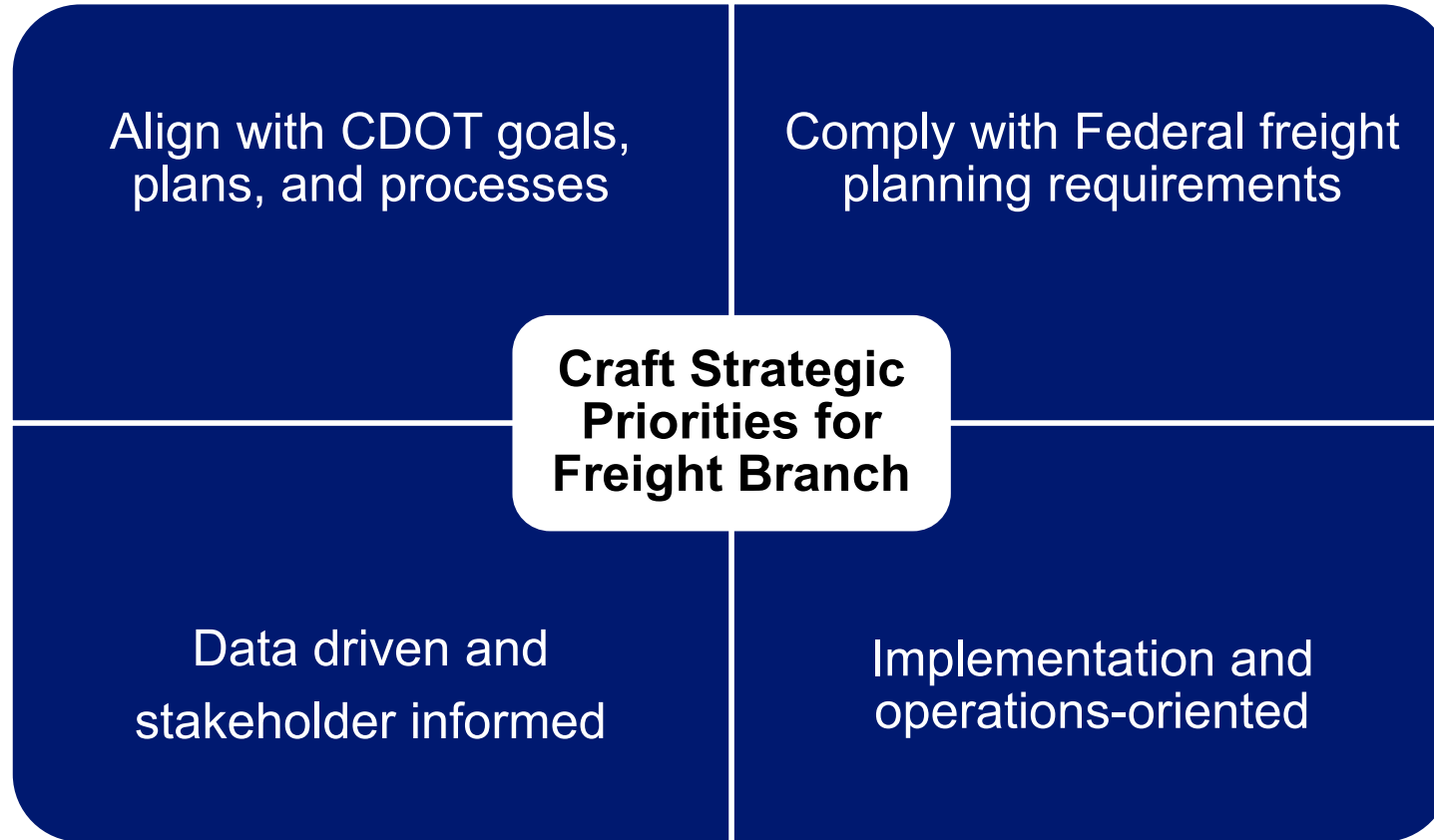


Colorado Freight Plan: DRCOG

Freight Plan Purpose



Guiding Principles and Key Outcomes

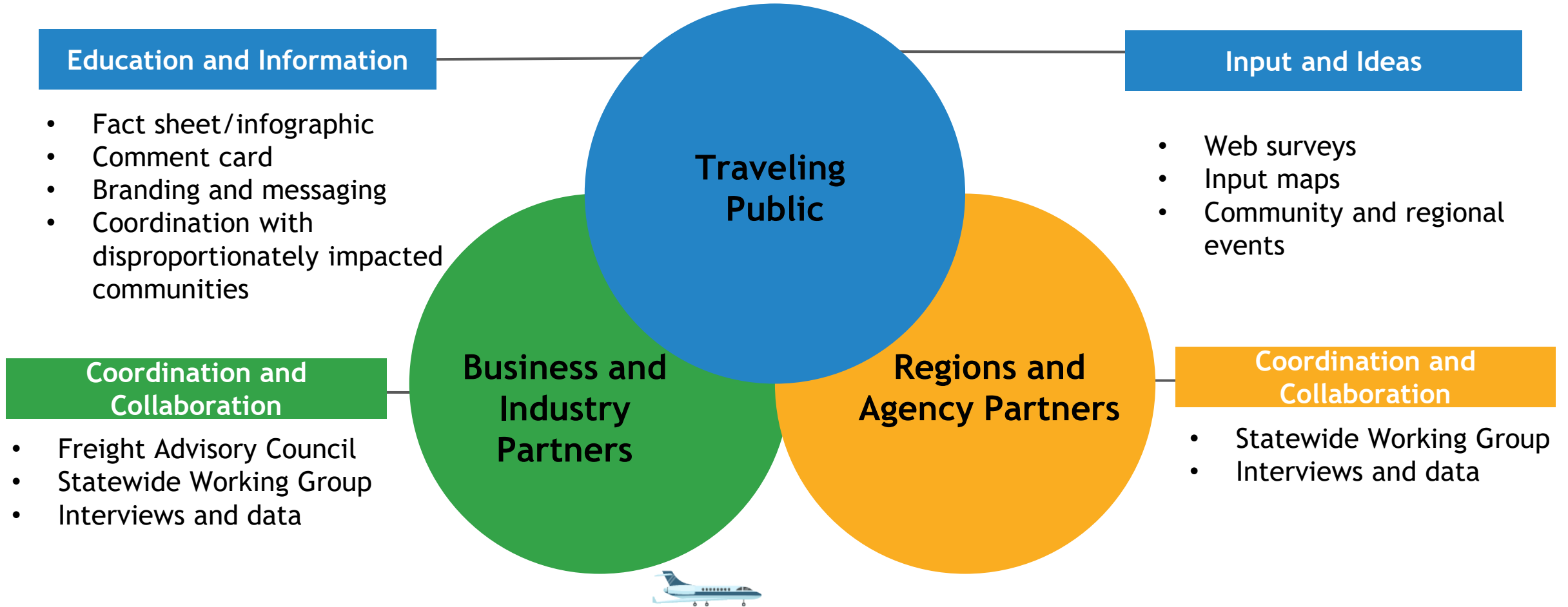


Alignment State and Federal Goals

Colorado Freight Plan Goals	Safety & Security	Mobility	Maintenance	Economic Vitality	Sustainability & Resiliency
National Freight Goals	<ul style="list-style-type: none"> • Safety and security 	<ul style="list-style-type: none"> • Congestion • Reliability • Goods Movement • Innovation and Technology 	<ul style="list-style-type: none"> • State of Good Repair 	<ul style="list-style-type: none"> • Economic Efficiency and Productivity • Multi-State Planning 	<ul style="list-style-type: none"> • Resiliency • Environmental
Colorado Wildly Important Goals	Advancing Transportation Safety	Accountability and Transparency		Statewide Transit	Clean Transportation







Engagement and Outreach Approach





Public Outreach Results

In-Person Events

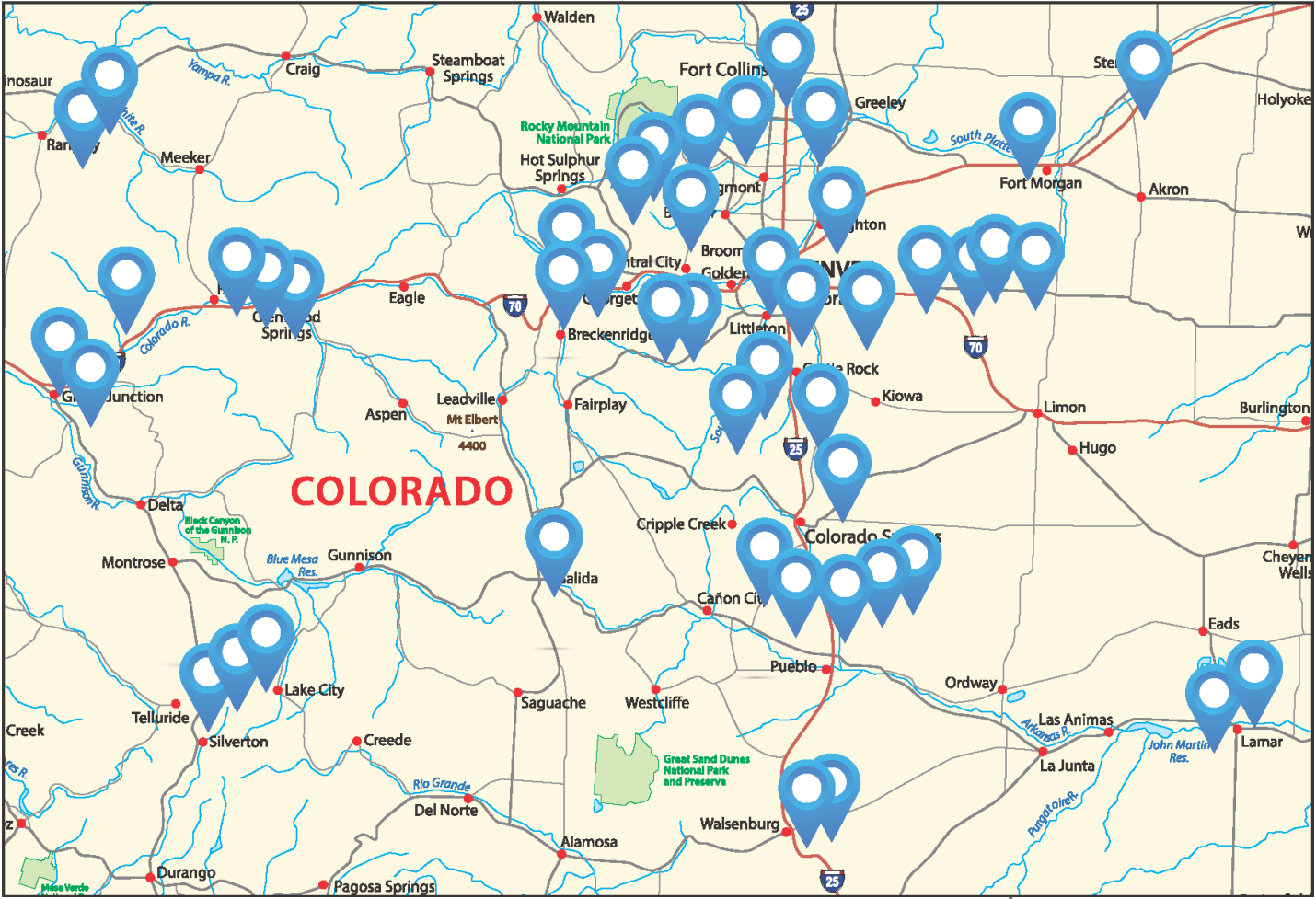
-  100+ Individual Conversations
-  200+ Collateral Distributed (Fact Sheets, Infographics, Stickers)
-  Regional Statistics Created and Presented at Each Event with Environmental Justice map overlay
-  Sites Visited: Colorado Springs, Grand Junction, Lamar, Sheridan

Other Outreach Activities

-  **Public Survey:** Digital distribution reached 380 people and resulted in 283 comments. **Industry Survey:** Distributed to Economic Development Council of Colorado members.
-  **Disproportionately Impacted Community Outreach:** English & Spanish surveys distributed statewide to 16 public/private partnerships serving various diverse and low-to-moderate income residents.



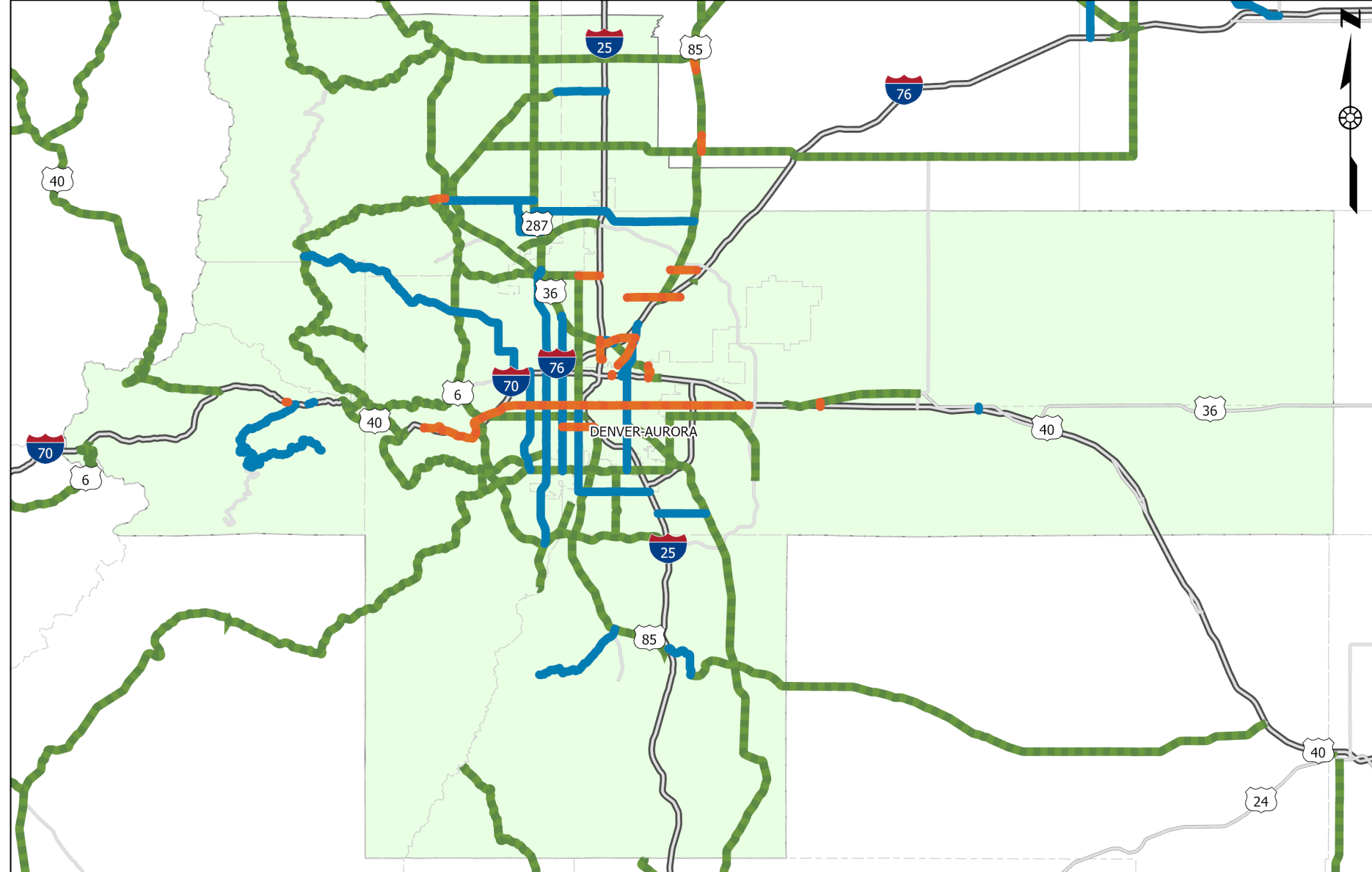
Freight Plan Survey Participants



Safety and Security



Crash Hot Spots






Transportation Facilities	Truck Involved Crashes Per Million Truck VMT, 2017 - 2021	Political Boundaries
Interstate	5 or Less	Counties
U.S. Routes	5 - 15	States
Other Highway	15 - 30	
	> 30	






Safety Operations Support Infrastructure



Transportation Facilities

-  Interstate
-  U.S. Routes
-  Other Highway

Pullouts

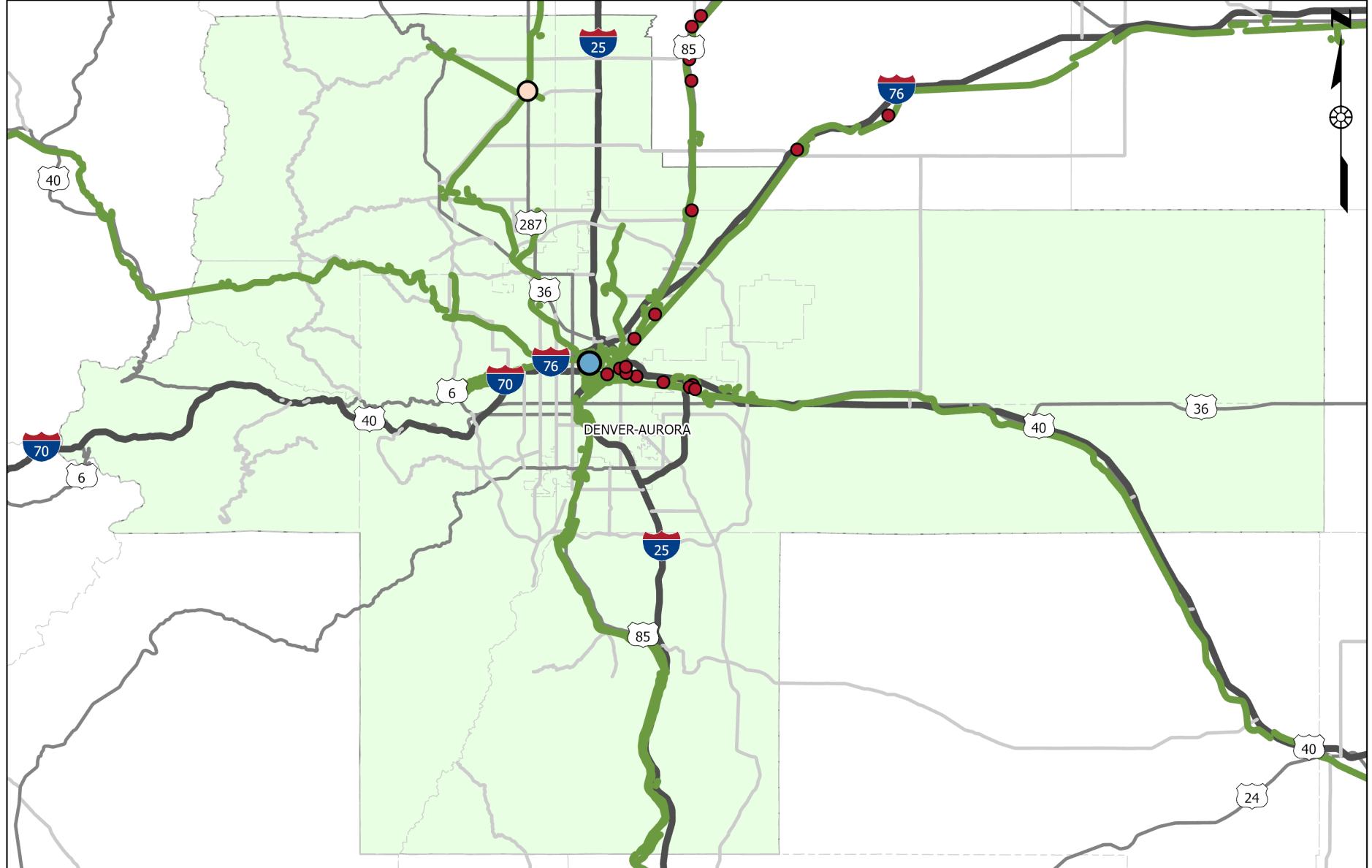
-  Chain Stations
-  Weigh-in-Motion
-  Runaway Ramps

Political Boundaries

-  Counties
-  States



At-grade Crossing Incidents



Transportation Facilities	Rail Crossing Incidents	Political Boundaries
Interstate	1	Counties
U.S. Routes	2	States
Other Highway	3	
Class I Railroad	4	



Safety Strategies

Commercial Vehicle Safety

Truck Parking

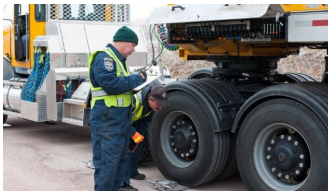
- Prioritize Truck Parking Investments
- Emergency Truck Parking
- Truck Parking Information
- Truck Parking Partnerships

Operational Safety Enhancements

Rail Safety

Safety Data

Communications



The Mountain Rules I-70 Mountain Corridor Overview

THE MOUNTAIN RULES
SLOW, STEADY, SAFE FOR THE LONG HAUL

Hot Brakes, Runaway Truck Ramps & Summer Driving | Truck Safety and Winter Driving in Colorado | Construction Zone Safety

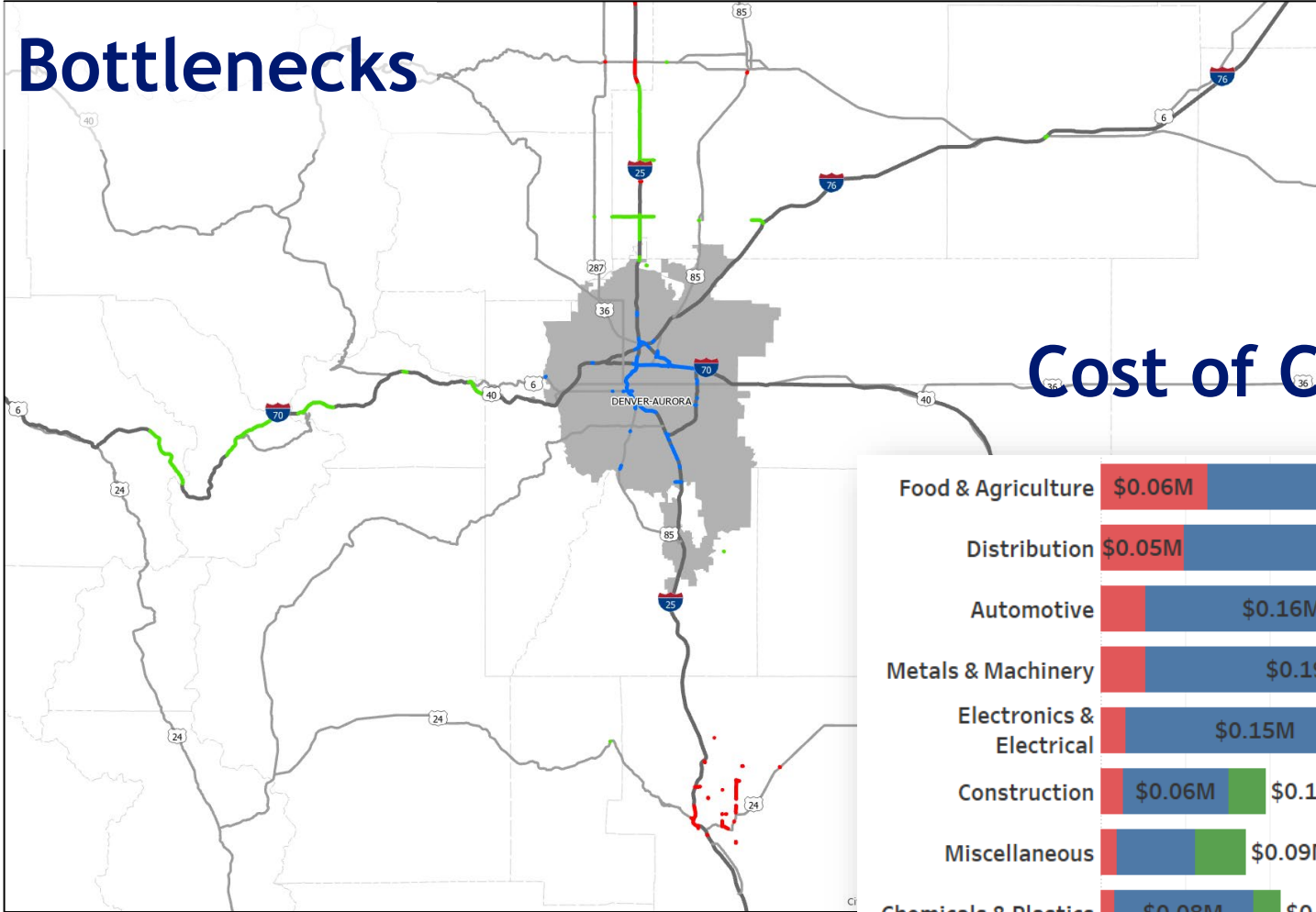
Watch on YouTube



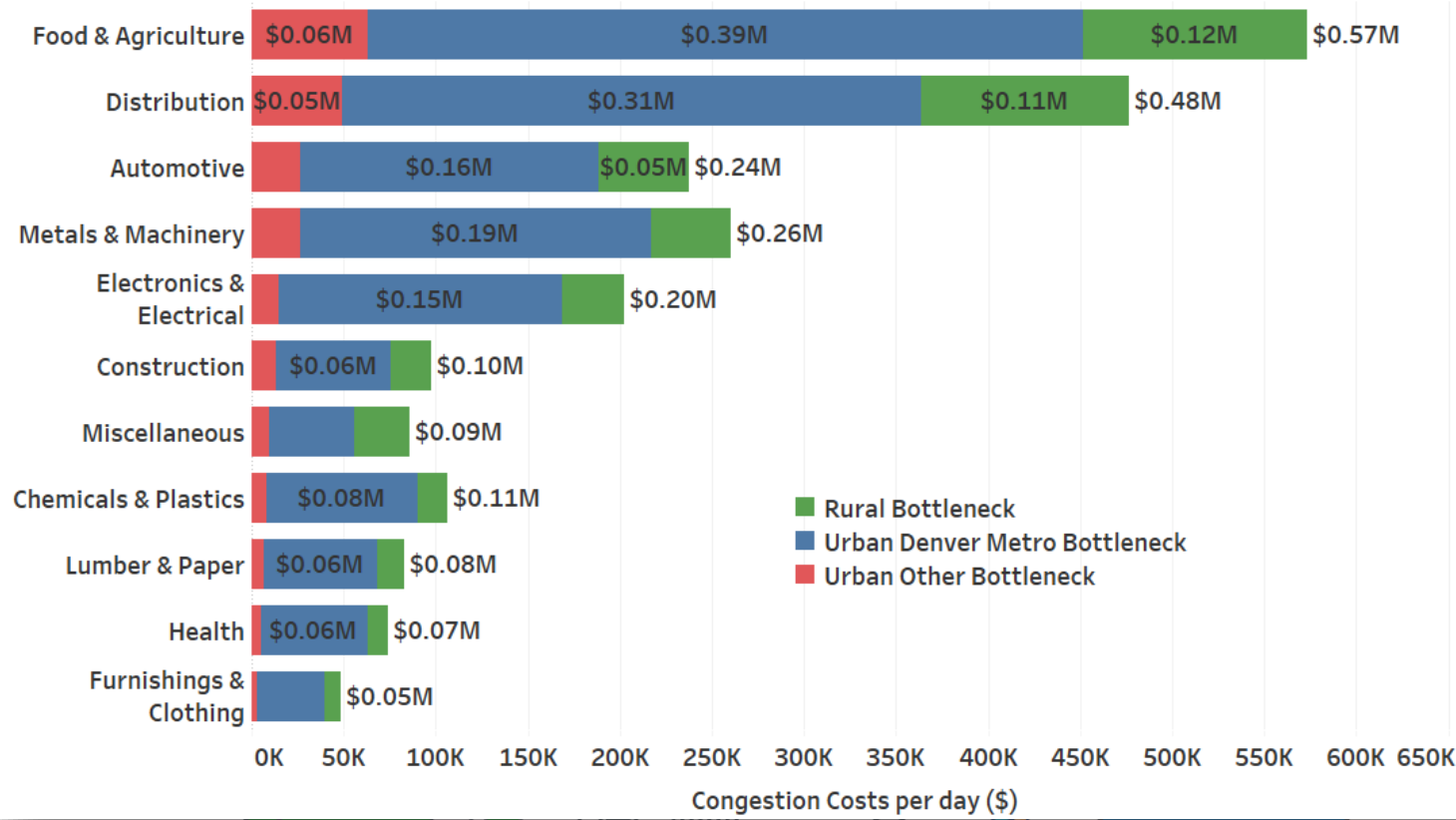
Mobility



Bottlenecks



Cost of Congestion per day (state)



Source: WSP analysis of NPMRDS data.



Mobility Strategies

Mobility Data

Incident Management

Management and Operations

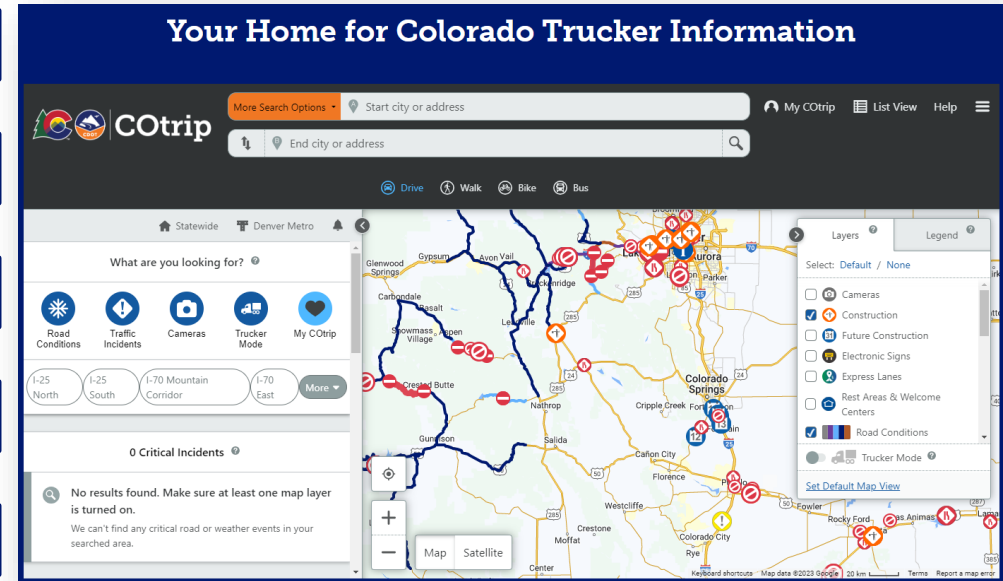
Freight Coordination

Freight Information

Freight Technology

At-grade Railroad Crossings

Military Freight

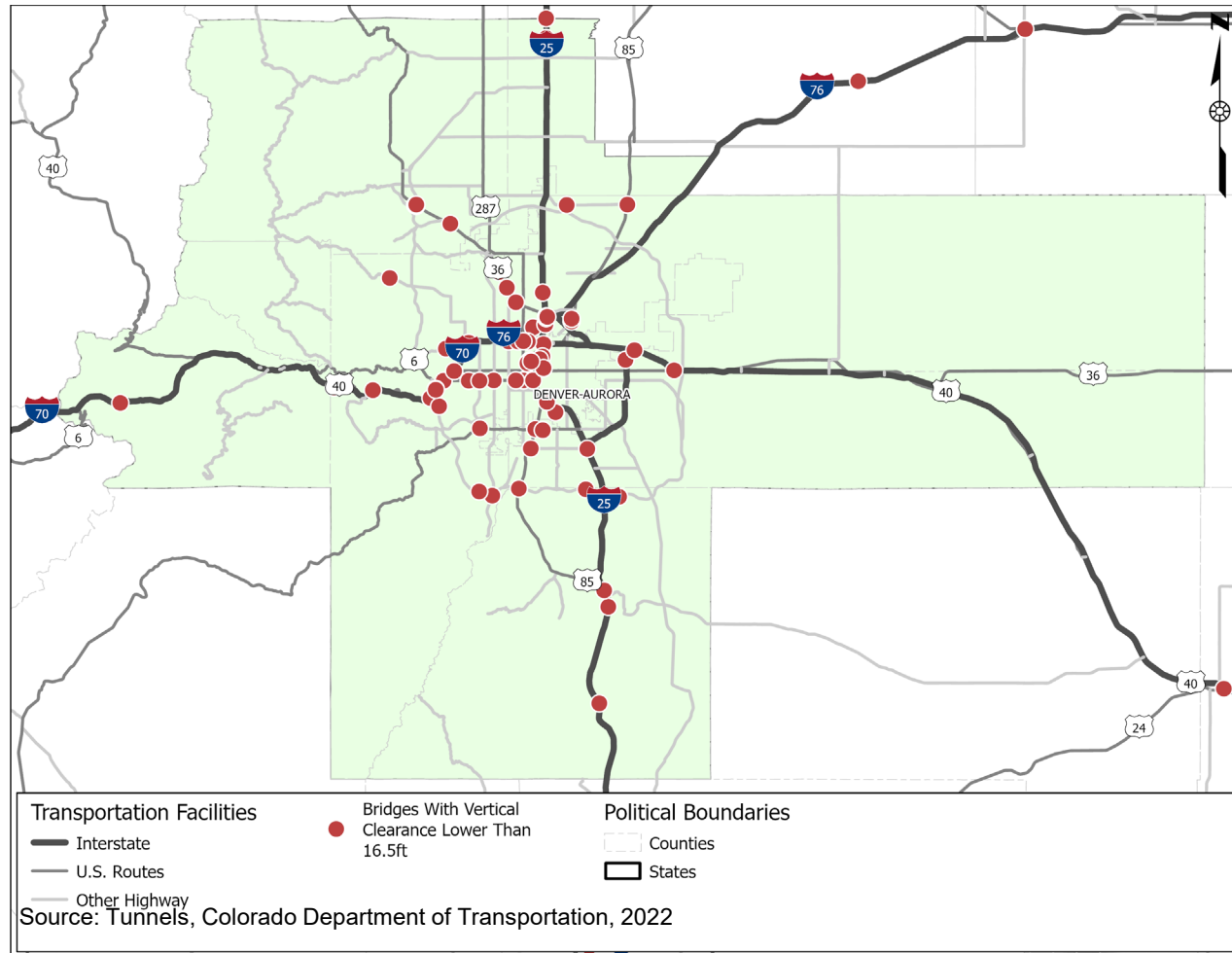


Maintenance

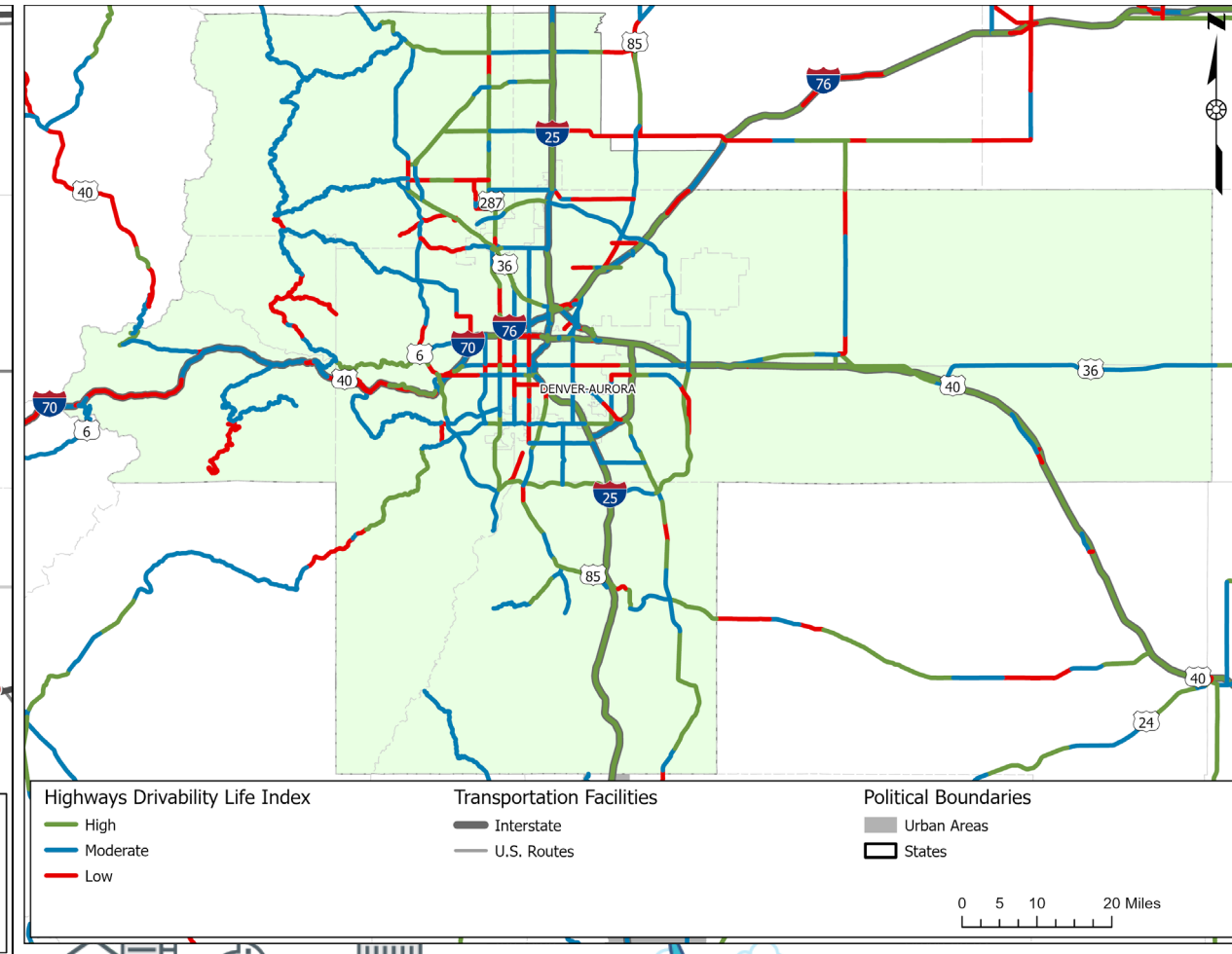


Bridge Restrictions and Pavement Condition

Bridges with Vertical Clearance Lower than 16.5 feet



Drivable Life



Maintenance Strategies

Bridge Constraints

- Identify and prioritize bridges on freight corridors

Freight Rail Condition

System Condition

- Identify and implement maintenance and improvement projects

Mitigate Pavement Deterioration

Sustainable Funding

- Identify sustainable funding sources

Timber Bridge Replacement Program

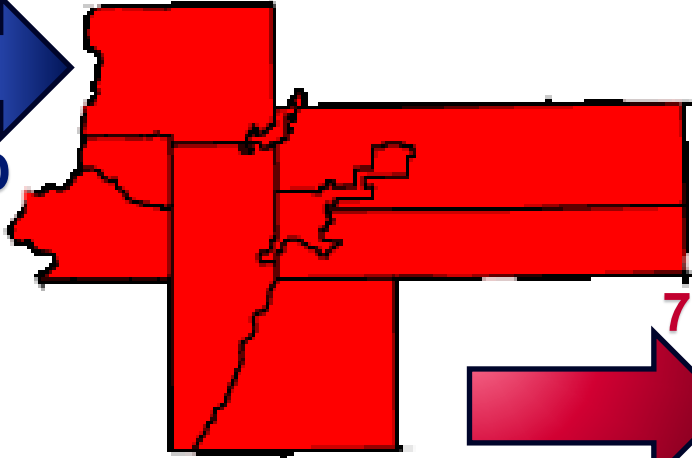
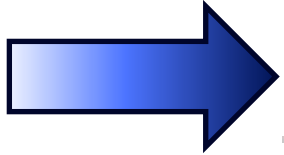


Economic Vitality



Commodity Flows (all modes)

7.32 M Tons



\$130.6 B USD

7.35 M Tons

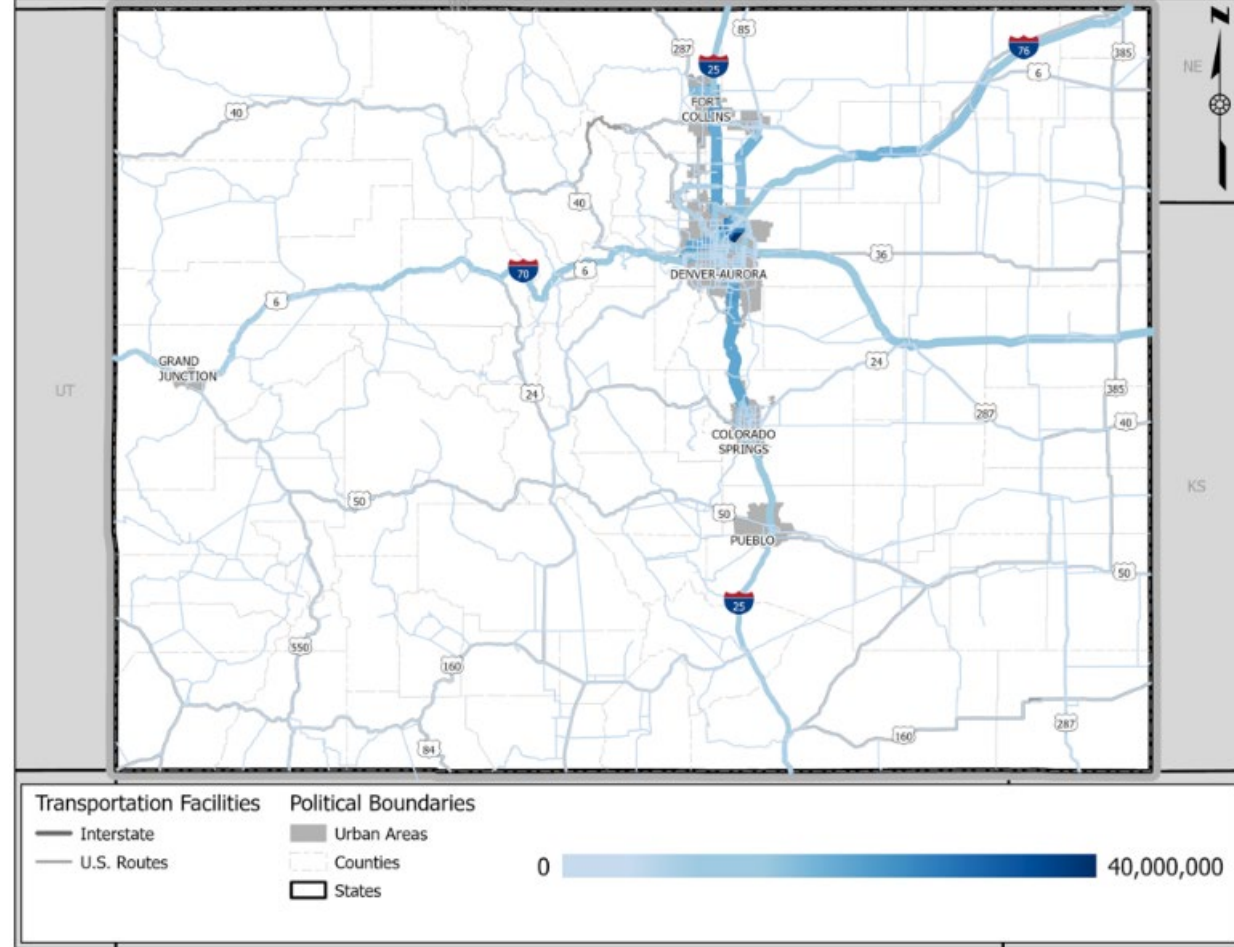


\$81.6 B USD

Region represent ~2/3 of state commodity flows



Important Supply Chain Highways



Source: S&P TRANSEARCH, 2021



Economic Vitality Strategies

Education and Communications

- Support Colorado Delivers

Economic Development

Economic Coordination

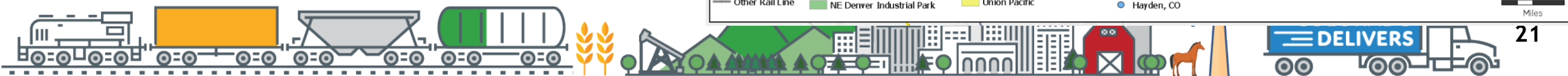
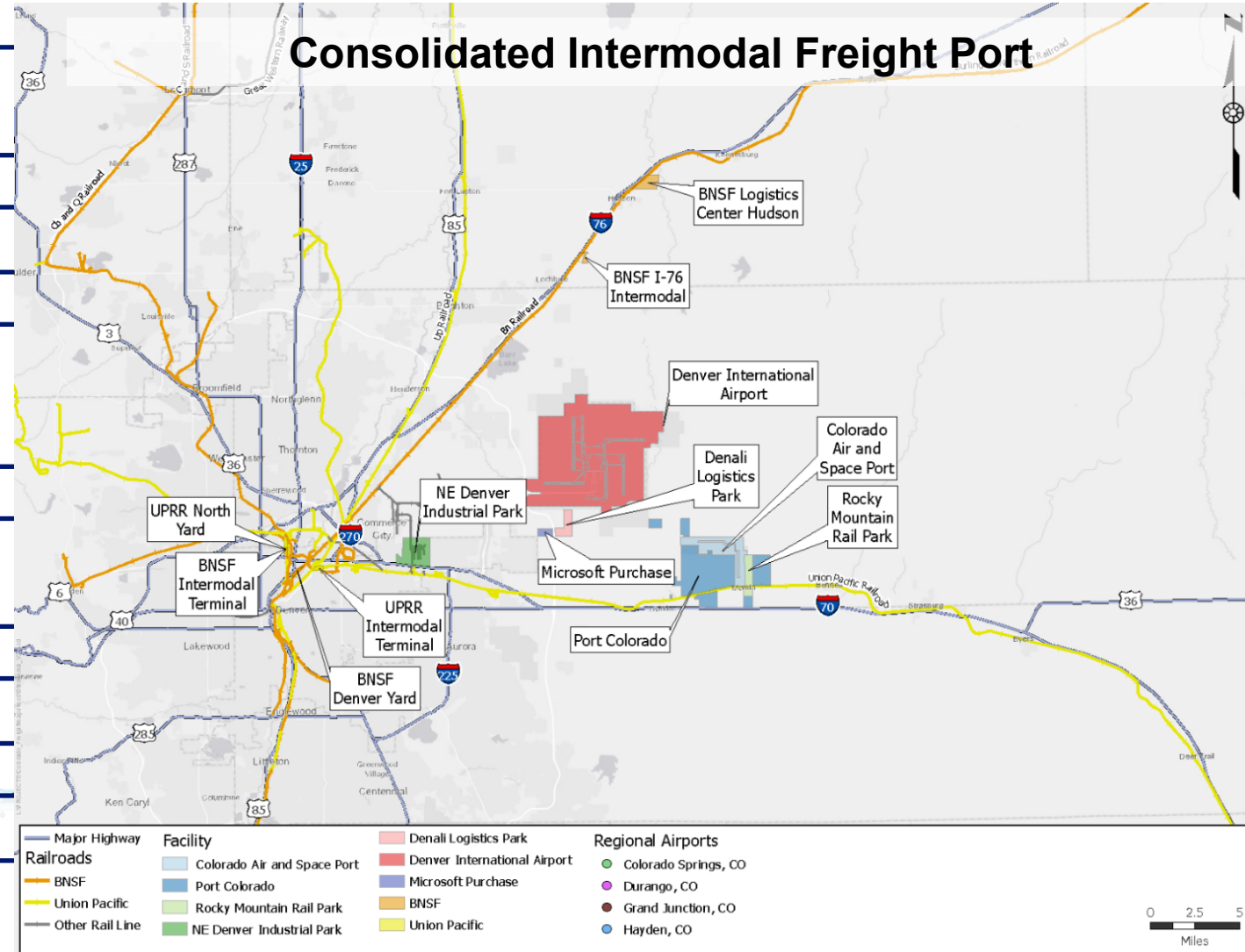
- e.g., Consolidated intermodal freight port (or inland port)

Freight Workforce

- Improve reliable access to logistics jobs

Trade and Logistics

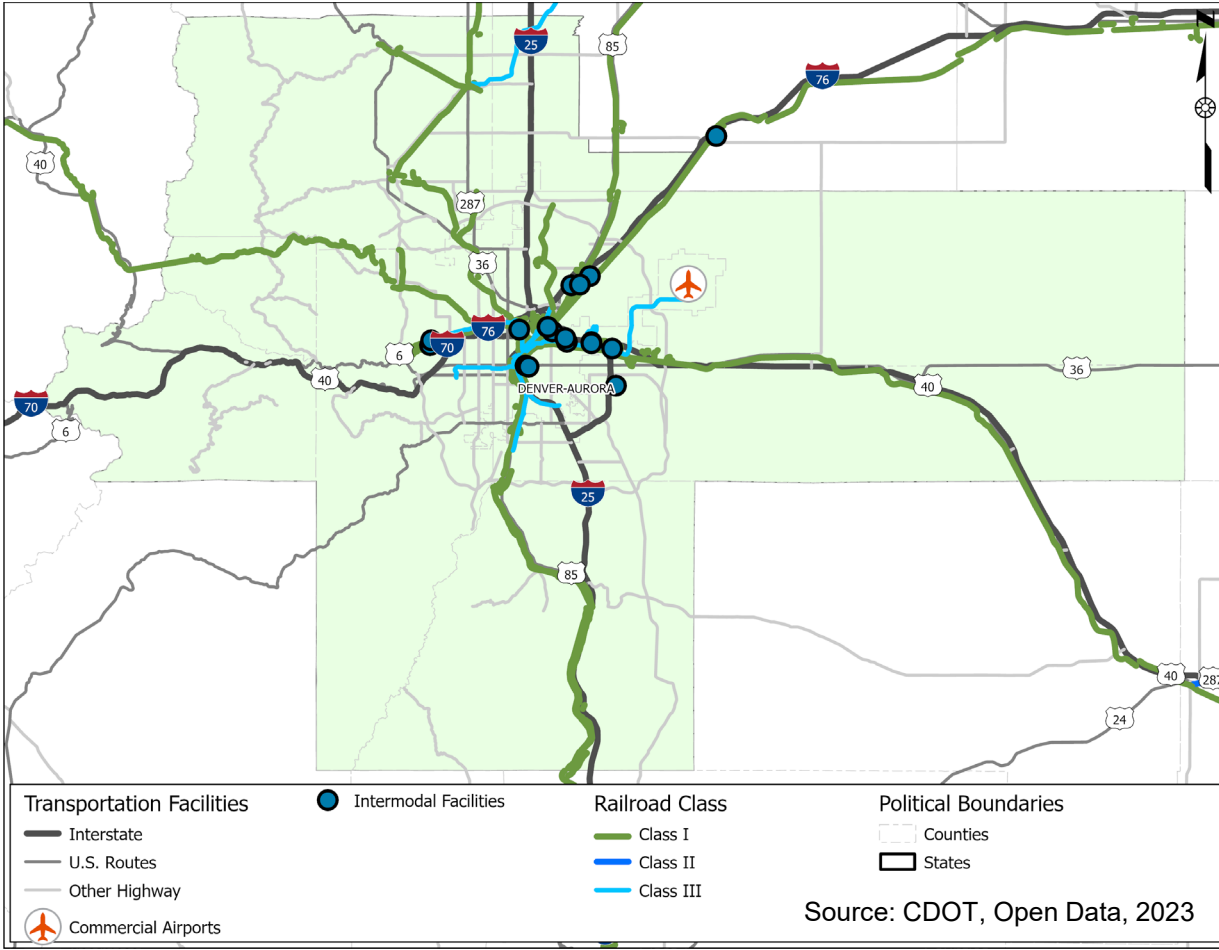
Economic Benefits



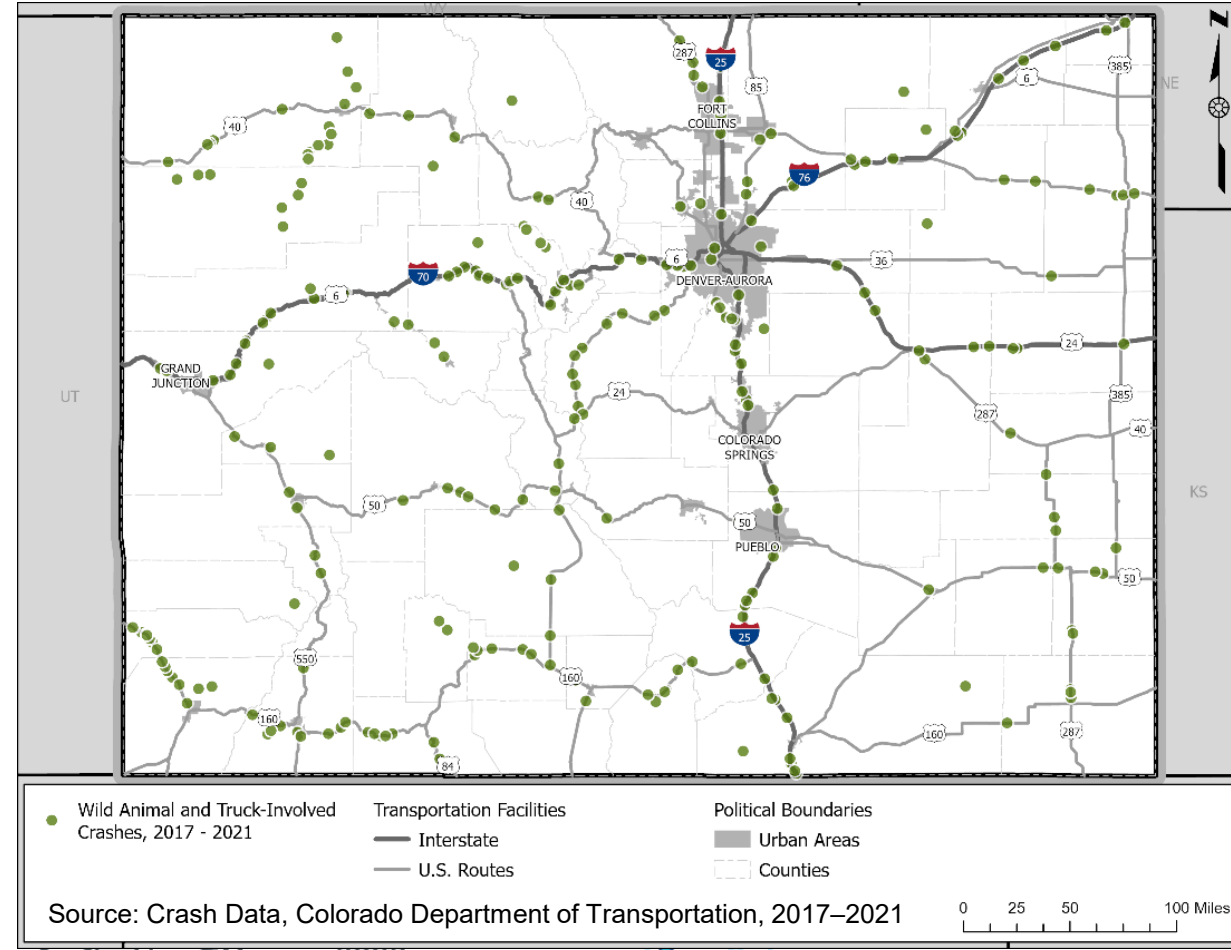
Sustainability & Resiliency



Intermodal Network



Wild Animal Involved Truck-Related Crash Distribution



Sustainability & Resiliency Strategies

Supply Chain Efficiency

Consolidated Intermodal Freight Port

Highway Mobility and Operational Improvements

Encourage Fleet Turnover

- Support the Colorado Clean Truck Strategy

Pursue Partnerships for Charging Infrastructure

Mitigate Wildlife Habitat Loss

System Risk and Redundancy



Colorado Freight Investment Plan



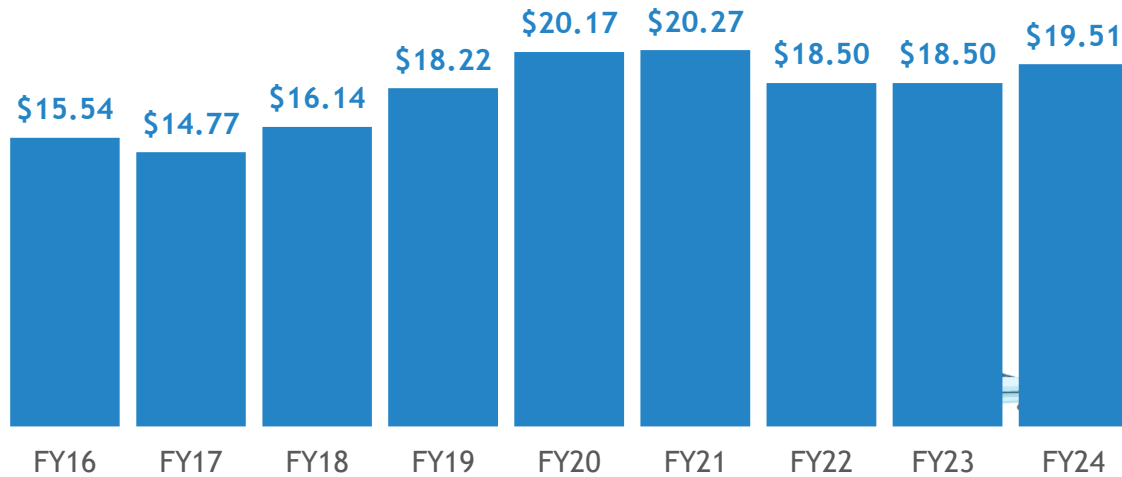
National Highway Freight Program

1 dedicated source of freight funding

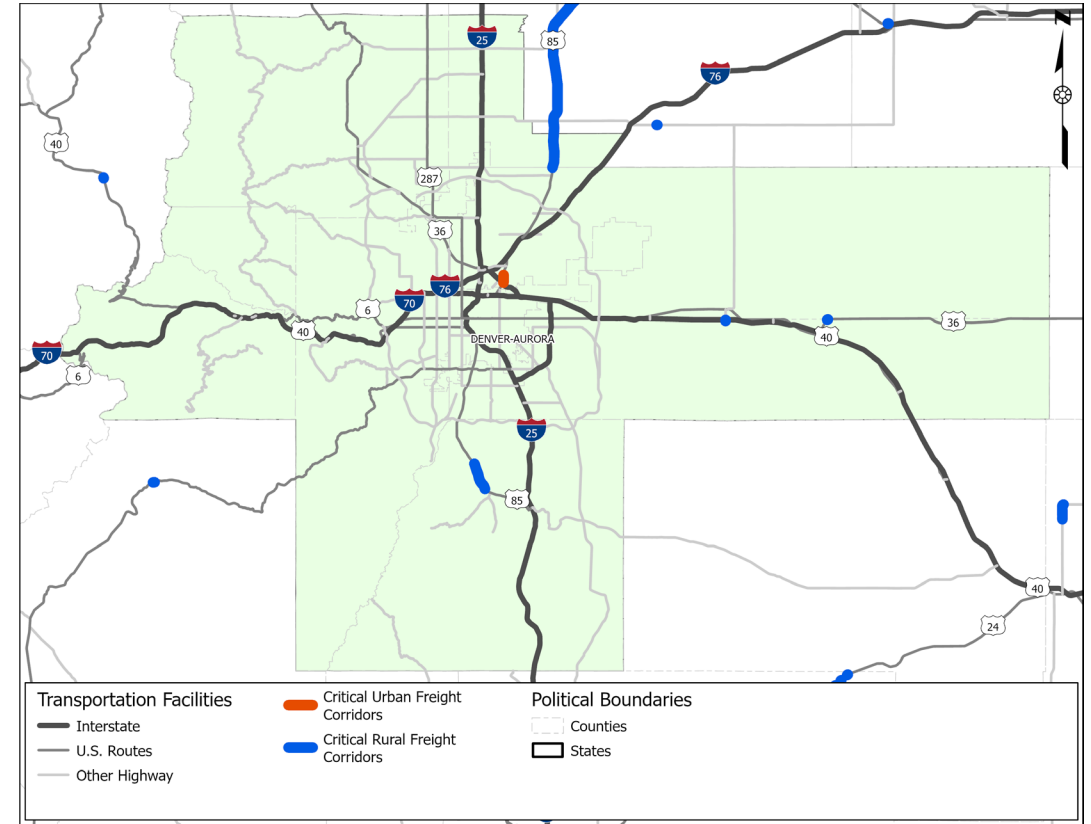
3 critical focus areas

70+ projects funded

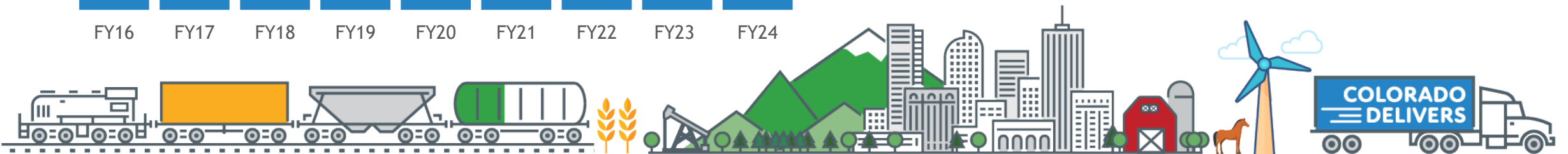
\$179 million invested in Colorado

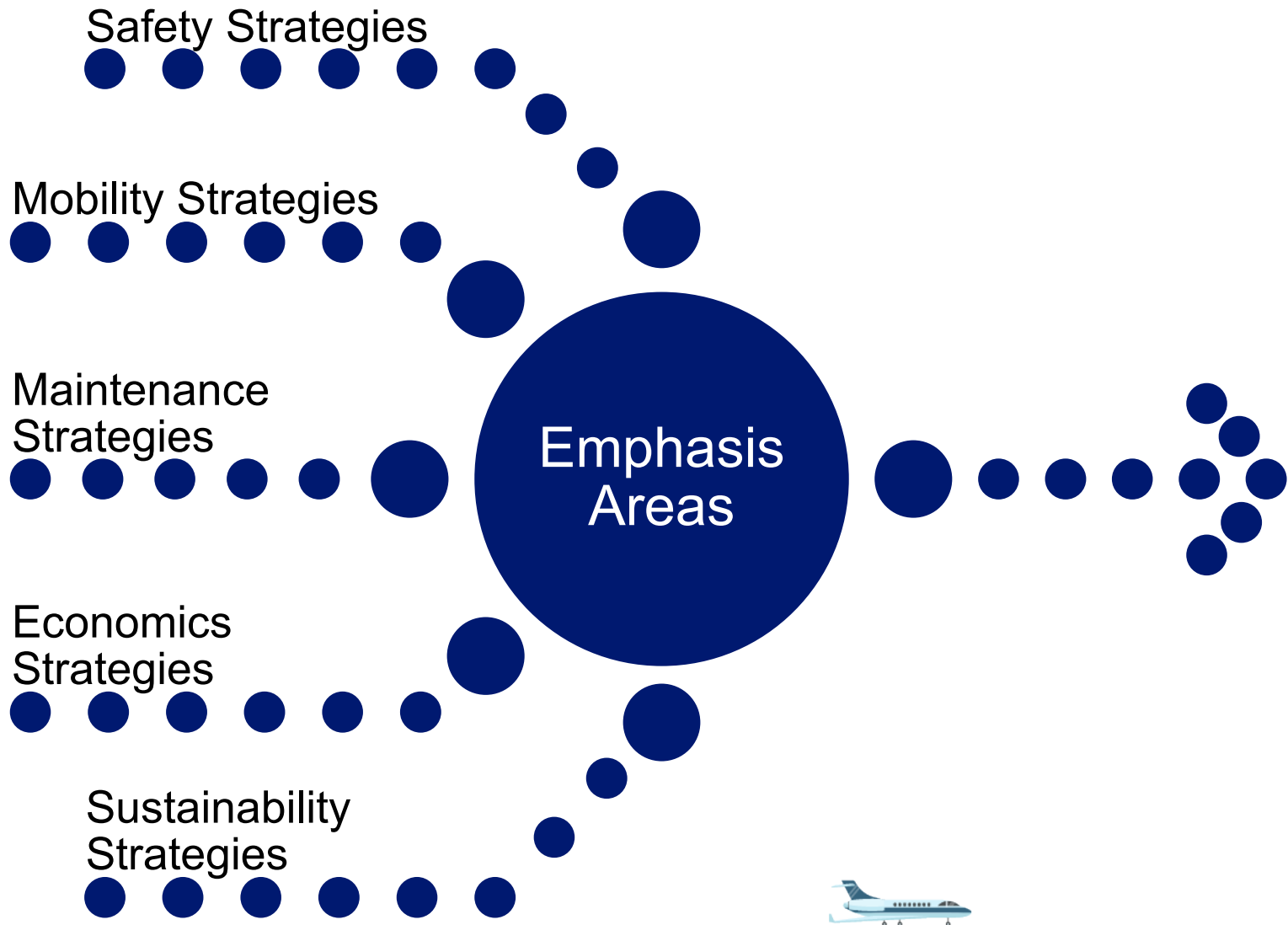


CUFCs and CRFCs



Climbing lanes, truck parking, chain stations, ports of entry, ITS parking and weather, safety improvements, bridge replacement, planning and design





Truck Safety

Freight Operations

Clean Transportation



Emphasis Areas

Truck Safety

- Reduce conflicts
- Shoulders and passing lanes
- Weather-related improvements
- Safety information

Freight Operations

- Truck parking
- ITS for chain stations and safety pullouts
- In-cab communications
- Runaway truck ramps
- Weigh in Motion

Clean Transportation

- Eliminate bottlenecks to reduce emissions
- Removing barriers
- Zero emission charging/fueling
- Emerging technologies (e.g., e-cargo bikes)



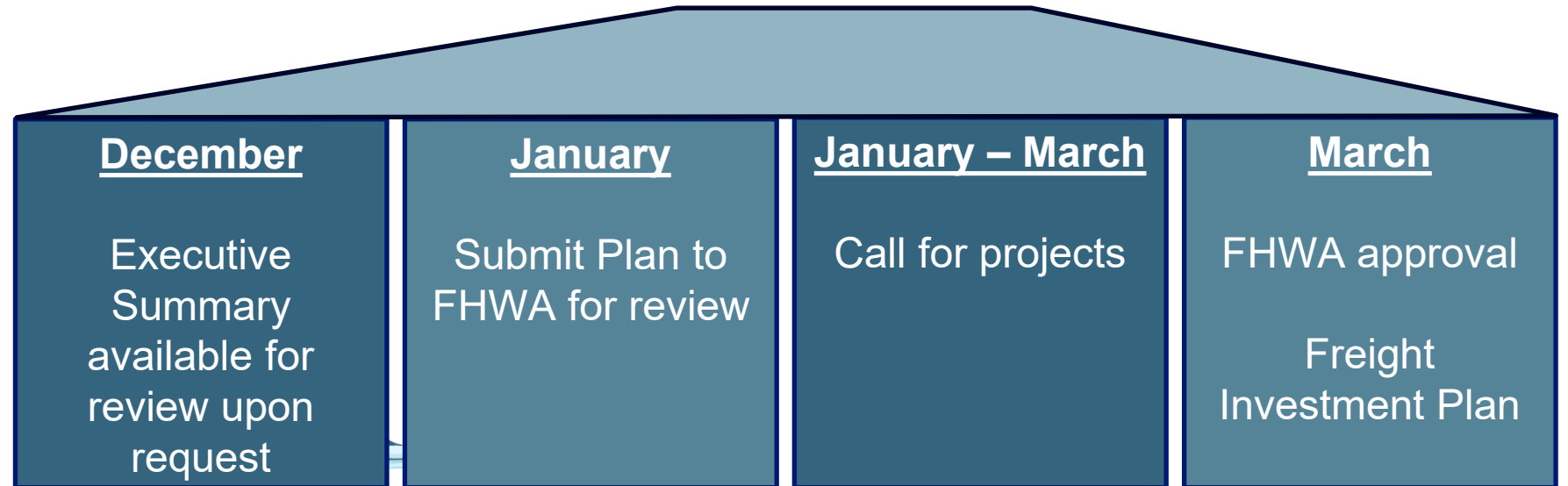
Next Steps



APRIL 2023

DECEMBER 2023

MARCH 2024





COLORADO
Department of Transportation
Freight Mobility & Safety Branch



freight.colorado.gov

Attachment C

Discussion on the Community-Based Transportation
Planning Program: Project Selection Recommendations

Board of Directors

Meeting date: March 20, 2024

Agenda Item #: 10

Discussion on the Community-Based Transportation Planning Program: Project Selection Recommendations

Agenda item type: Action item

Summary

Project selection recommendations for the first two years (2024-2025) of funding through the Community Based Transportation Planning Program. The program is funded as set-aside in the Fiscal Year 2024-2027 Transportation Improvement Program.

Background

The Community Based Transportation Planning Set Aside is a Denver Regional Council of Governments planning program in the Fiscal Year 2024-2027 Transportation Improvement Program (TIP). The goal of this program is to support transportation planning for historically marginalized or underserved communities in the region. Through this program, the Denver Regional Council of Governments funds and leads planning studies to support member governments in their efforts to improve mobility for these communities. An estimated \$2,500,000 is available for the full four-year set-aside program, with roughly \$1,250,000 available every two years.

The Denver Regional Council of Governments hosted a call for letters of interest in November and December 2023 for the first two years of funding for the Community Based Planning Set Aside. Ten letters of interest were submitted. A summary of the letters received is below:

Agency	Project or community description
Adams County	Multimodal Corridor Study of Pecos
Town of Lyons	Multimodal Safety / Mobility study of US36 through town
City of Brighton Public Works	Microtransit feasibility study
City of Brighton Public Works	Core City Circulation Plan
Jefferson County/ Golden	Traffic & Multimodal corridor study of South Golden Road
Federal Heights	Corridor Study of 92nd Avenue
Commerce City	Microtransit feasibility study
Denver	Cherry Creek Employee TDM Action Plan
DEN Airport	Freight Workforce Mobility Study
Trust for Public Land	Advancing 303 Artway and the Montbello Loop

A selection committee composed of staff from the Denver Regional Council of Governments, Regional Transportation District, and the Colorado Department of Transportation reviewed



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and scored all ten letters of interest. Three follow-up conversations were hosted to solicit additional information. The selection committee considered five criteria to evaluate the projects: alignment with Metro Vision, alignment with the 2050 Regional Transportation Plan, community engagement, community need or level of disadvantage, project readiness, and planning need.

The selection committee is recommending five of the ten projects for the community-based transportation planning program in 2024-2025.

Each project nomination provided an estimated budget in their letter of interest. DRCOG is proposing several budget adjustments to ensure as many projects as possible can be funded and align the budgets with DRCOG’s recent experience on similar types of projects. The potential budgets listed below are estimates. Final budgets will be set during the procurement phase after DRCOG staff work with stakeholders for each selected project to develop specific scopes of work and outline the expertise needed.

Selection committee recommendation

Rank	Agency	Project summary	Recommended Budget	Recommendation
1	Trust for Public Land	Advancing 303 Artway and the Montbello Loop	\$250,000.00	Fund
2	Commerce City	Microtransit feasibility study	\$150,000.00	Fund
3	Federal Heights	Corridor Study of 92nd Avenue	\$250,000.00	Fund
4	Adams County	Multimodal Corridor Study of Pecos	\$450,000.00	Fund
5	City of Brighton Public Works	Core City Circulation Plan	\$250,000.00	Fund
6	City of Brighton Public Works	Microtransit feasibility study	\$125,000.00	Not selected
7	DOTI: Cherry Creek	Cherry Creek Employee TDM Action Plan	\$200,000.00	Not selected
8	Jefferson County/ Golden	Traffic & Multimodal corridor study of South Golden Road	\$500,000.00	Not selected
8	DEN Airport	Freight Workforce Mobility Study	\$125,000.00	Not selected
10	Town of Lyons	Multimodal Safety / Mobility study of US36 through town	\$300,000.00	Not selected



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Action by others

[February 26, 2024](#) – Transportation Advisory Committee recommended approval.

[March 19, 2024](#) – Regional Transportation Committee will make a recommendation.

Previous discussion/action

n/a

Recommendation

Move to approve funding five community-based planning projects through the first two years of the Community Based Planning Program Set Aside, as recommended by the selection committee.

Attachment

Staff presentation

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Nora Kern, Subarea and Project Planning Program Manager, at 303-480-5622 or nkern@drcog.org.





Community Based Transportation Planning: 2024-2025 Set Aside
Project Recommendations
DRCOG Board of Directors, March 20, 2024



Community-Based Transportation Planning

- Set Aside program in 2024-2027
Transportation Improvement
Program
- \$2,500,000 split into two, two-year
cycles (\$1,250,000 each cycle)
- **Goals:**
 - Technical assistance
 - Improve mobility for disproportionately
impacted and historically marginalized
communities



Selection Process

- **Letters of interest window:** November – December 2023
- **Selection Panel:** DRCOG Transportation, Regional Planning, and Engagement Staff; RTD, and CDOT
- **Evaluation factors:**
 - Alignment with Metro Vision
 - Alignment with the 2050 Regional Transportation Plan
 - Planned community engagement
 - Community need or level of disadvantage
 - Project readiness
 - Planning need

Letters of Interest Received, \$2.5 million

Submitted by, Agency	Name of Community	Scope, briefly	Estimated Budget
Adams County	Pecos St between W 62nd Pkwy and 84th	Multimodal Corridor Study of Pecos	\$500,000
City of Brighton Public Works	Half mile of historic downtown Brighton	Core City Circulation Plan	\$175k-\$225k
Federal Heights	City of Federal Heights	Corridor Study of 92nd Avenue	\$300,000
Commerce City	City of Commerce City	Microtransit feasibility study	\$175,000
Denver	Low Income workers in Cherry Creek	Cherry Creek Employee TDM Action Plan	\$200,000
DEN Airport	Freight workers around DEN	Freight Workforce Mobility Study	\$125,000
Town of Lyons	Town of Lyons	Multimodal Safety / Mobility study of US36 through town	\$275k - \$300k
Jefferson County/ Golden	West Pleasant View	Traffic & Multimodal corridor study of South Golden Road	\$400k - \$500k
City of Brighton Public Works	Most of Brighton	Microtransit feasibility study	\$75k - \$125k
Trust for Public Land	Northeast Park Hill and Montbello	Advancing 303 Artway and the Montbello Loop	\$300,000

Selection Committee Scoring & Recommendation

Submitted by	Project summary	Recommended Budget (Draft)	Recommendation	Average Score
Trust for Public Land	Advancing 303 Artway and the Montbello Loop	\$250,000.00	Selected for program	706.67
Commerce City	Microtransit feasibility study	\$150,000.00	Selected for program	632.92
Federal Heights	Corridor Study of 92nd Avenue	\$250,000.00	Selected for program	630.63
Adams County	Multimodal Corridor Study of Pecos	\$450,000.00	Selected for program	618.13
City of Brighton Public Works	Core City Circulation Plan	\$250,000.00	Selected for program	603.54
City of Brighton Public Works	Microtransit feasibility study	\$125,000.00	Not selected	554.58
DOTI: Cherry Creek	Cherry Creek Employee TDM Action Plan	\$200,000.00	Not selected	551.25
Jefferson County/ Golden	Traffic & Multimodal corridor study of South Golden Road	\$500,000.00	Not selected	539.17
DEN Airport	Freight Workforce Mobility Study	\$125,000.00	Not selected	533.33
Town of Lyons	Multimodal Safety / Mobility study of US36 through town	\$300,000.00	Not selected	502.92

Recommended Motion

Move to approve funding five community-based planning projects through the first two years of the Community Based Planning Program Set Aside, as recommended by the selection committee.

Attachment D

Discussion of state legislative Issues: Bills on Which
Positions Have Previously Been Taken

Board of Directors

Meeting date: March 20, 2024

Agenda Item #: 11 – A

Discussion of state legislative Issues: Bills on Which Positions Have Previously Been Taken

Agenda item type: Action item

Summary

This item concerns updates to the status of bills previously acted on by the Board.

Background

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

Action by others

n/a

Previous discussion/action

[January 17, 2024](#) – Board of Directors meeting

[February 21, 2024](#) – Board of Directors meeting

[March 6, 2024](#) – Special Board of Directors meeting

Recommendation

No action required unless requested by the Board.

Attachments

March Legislative Report - Status of Bills – As of 3-13-24

For more information

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



Denver Regional Council of Governments
 Legislative Report Status of Bills – 2024 session
 As of 3-13-24

Aging bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-040	<p>State Funding for Senior Services- For the 2024-25 state fiscal year, the bill appropriates \$5 million from the General Fund to the Department of Human Services for state funding for senior services. Requires the General Assembly to annually adjust for inflation the General Fund appropriation for state funding for senior services. No later than August 2024, and each August every 3 years thereafter, the bill requires the CDHS, the Office of State Planning and Budgeting, and representatives from area agencies on aging to review the adequacy of the appropriation for senior services for the prior 3 fiscal years to address the needs of older adults who request services pursuant to the "Older Coloradans' Act". CDHS is required to report the findings of the adequacy review to the General Assembly.</p>	<p>Danielson & Ginal/ Willford & Young</p>	<p>Senate Appropriations</p>	<p>Support</p>	<p>Link</p>	<p>The area agencies on aging (AAAs) have not received an increase in state base funding since 2018. Temporary funding received since 2019 (including excess homestead exemption dollars and pandemic relief) is coming to an end in 2024. Without an increase in funding, the AAAs will be faced with a serious fiscal cliff, as they struggle to meet 2024 demand and cost levels with 2018 budget levels. This bill will help with the funding concerns, while putting in place mechanisms to address longer term funding stability.</p>	<p>Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1052	<p>Senior Housing Income Tax Credit- Reinstates a refundable income tax credit that was available for income tax year 2022, so that the credit is available for 2024. The credit is for a qualifying senior, which means a resident individual who: is 65 or older at the end of 2024; has federal adjusted gross income (AGI) less than or equal to \$75,000 if filing a single return, or less than or equal to \$150,000 if filing a joint return; and has not claimed the senior property tax exemption for the 2024 property tax year. The amount of the credit is: \$1,000 for a qualifying senior filing a single return with federal AGI that is \$25,000 or less. For every \$500 of AGI above \$25,000, the amount of the credit is reduced by \$10; \$1,000 for a qualifying senior filing a joint return with another individual who is not a qualifying senior with federal AGI that is \$50,000 or less. For every \$500 of AGI above \$50,000, the amount of the credit is reduced by \$10; \$2,000 for a qualifying senior filing a joint return with another qualifying senior with federal AGI that is \$50,000 or less. For every \$500 of AGI above \$50,000, the amount of the credit is reduced by \$10. A taxpayer who also qualifies for a property tax and rent assistance grant or heat assistance grant during 2024 is eligible to receive the full credit.</p>	<p>Weissman & Marshall/ Kolker & Hansen</p>	<p>House Appropriations</p>	<p>Support</p>	<p>Link</p>	<p>For income tax year 2024, the bill creates a means-tested, refundable income tax credit available to Colorado taxpayers who are at least 65 years old as of the end of the tax year, and whose adjusted gross income falls below a cap, and who have not claimed a homestead property tax exemption for the 2024 property tax year. The amount of the credit depends on the taxpayer's income and filing status. Regardless of income, a taxpayer who also qualifies for the existing property tax, rent, heat rebate during 2024 is eligible to receive the maximum credit.</p>	<p>No specific Board policy on income tax. However, the Board has several policies supporting increased state financial support to benefit people of all ages, incomes and abilities. The Board also has a specific policy supporting: Property tax relief to help reduce a tax liability that especially burdens low-income seniors and older adults on fixed incomes.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
<u>HB24-1211</u>	<p>State Funding for Senior Services Contingency Fund- creates the state funding for senior services contingency reserve fund (fund) in the Department of the Treasury to aid the state Office on Aging in addressing unforeseen circumstances experienced by an Area Agency on Aging or a provider of eligible services. For the current FY 2023-24, the bill requires an appropriation of \$2.0 million to the Department of Human Services.</p>	Sirota & Taggart/ Kirkmeyer & Zenzinger	Signed by the Governor	Support	<u>Link</u>	This is the bill that DRCOG staff mentioned at the January Board meeting. DRCOG staff and lobbyists worked with the Joint Budget Committee to draft the bill.	Increasing the appropriations to the State Funding for Senior Services line item in the Long Bill. This includes increasing the continuing appropriation to the Older Coloradans Cash Fund, as well as any additional state general fund monies that might become available. DRCOG specifically supports a stable, long-term funding source that increases to meet the growing need for services, which would provide a level of funding certainty that would improve yearly program planning for needed services.

Transportation bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-032	Methods to Increase the Use of Transit- creates the Statewide Transit Pass Exploratory Committee in the Department of Transportation to produce a viable proposal for the creation, implementation, and administration of a statewide transit pass by July 1, 2026, with the goal of implementing a statewide transit pass by January 1, 2028; modifies the ozone season transit grant program created in 2022; makes the changes to the ozone season transit grant program: requires funding of \$7 million a year beginning July 1, 2024; and makes the grant program permanent; creates the Youth Fare Free Transit Grant Program to provide fare free year-round transit services for those 19 years of age or younger; as amended, the income tax credit for the purchase of a transit pass for five years beginning January 1, 2024 was deleted.	Priola/ Jaquez Lewis & Vigil	Senate Appropriations	Support	Link	In 2022, the DRCOG Board supported SB 22-180, which created the Ozone Season Transit Pass and last year, the DRCOG Board supported HB 23-1101, which expanded the Ozone Season Transit Pass.	DRCOG supports Increased funding for transportation to preserve the system, mitigate congestion, improve safety, and provide multi-modal options for people of all ages, incomes and abilities, including allocation of additional state funds to support transit services within and among communities in the DRCOG area.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-036	<p>Vulnerable Road User Protection Enterprise- creates the Vulnerable Road User Protection Enterprise in the Department of Transportation (CDOT) for the purpose of providing funding for transportation system infrastructure improvements and other data-driven strategies identified in the Federal Highway Administration-mandated Vulnerable Road User Safety Assessment, which CDOT is required to develop, that reduce the number of collisions with motor vehicles that result in death or serious injury to vulnerable road users. The enterprise is required to impose a Vulnerable Road User Protection Fee in tiered amounts that are calculated based on motor vehicle weight and configuration, on the registration of passenger cars and light trucks that are not commercial vehicles. The enterprise is authorized to provide grants, subject to specified parameters, matching money requirements, and the use of grant money, to fund eligible projects.</p>	<p>Winter & Cutter/ Lindsay & Lindstedt</p>	<p>Senate Finance</p>	<p>Amend</p>	<p>Link</p>	<p>DRCOG staff has suggested to the sponsors that it makes more sense for the Transportation Commission to be the Board of the enterprise. Since the ~\$20m revenue estimate is relatively small, instead of creating a new administrative burden and grant process that would take resources from this revenue stream, it makes sense for the enterprise provide formula funding to the counties and municipalities within the area where the fees are assessed (possibly based on vehicle registrations, amount raised, or number of bike/pedestrian fatalities?). CDOT already receives 60% of ~\$80m per year) from the FASTER Safety surcharge. This funding should go to county and municipal roads and streets. The PPACG and Grand Valley MPO staff also support a formula funding approach rather than competitive grants.</p>	<p>DRCOG supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists, including efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-065	Mobile Electronic Devices & Motor Vehicle Driving- Current law prohibits an individual who is under 18 years of age from using a mobile electronic device when driving. The bill applies the prohibition to an individual who is 18 years of age or older unless the individual is using a hands-free accessory, with certain exceptions.	Hansen & Fields/ Froelich & Ortiz	Senate Floor	Support	Link	According to the fiscal note, between 2021 and 2023, 49 teens were sentenced for driving while using a cellphone. About 71%, were male, 81% were White. In the same period, 50 adults were sentenced for texting while driving. About 60% were male and 88% were White.	DRCOG supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists, including efforts to improve the safety of the traveling public – drivers, transit riders, pedestrians and bicyclists.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 1304	Minimum Parking Requirement- as of January 1, 2025, prohibits a county or municipality from enforcing minimum parking requirements for real property that is within a metropolitan planning organization. This prohibition does not prohibit a county or municipality from: lowering protections provided for persons with disabilities; from enacting or enforcing a maximum parking requirement; or enacting or enforcing a minimum parking requirement for bicycles. Allows a imposition of the following requirements on a parking space that is voluntarily provided in connection with a development project: that the owners of such a motor vehicle parking space charge for the use of the space; and that such a motor vehicle parking space allow for vehicle charging stations in accordance with existing law. Requires a county or municipality on or after June 30, 2025, to submit a report to the Department of Local Affairs detailing compliance with the requirements of the bill. The bill provides a process for the review of such a report.	Vigil & Woodrow/ Priola & Hinrichsen	House Appropriations	Oppose	NA	Staff has attended stakeholder meetings on this bill. Amendments of note at the bill's first hearing include addition of a definition of community-based organization and added detail to the parking use and needs studies.	DRCOG supports legislation that fosters transit-oriented development. DRCOG's legislative policy statement lists principles on the quality, quantity and affordability of housing that relate to this issue. You can find these principles by following this link (State Legislative Policy Statement). DRCOG also supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 1313	Housing in Transit-Oriented Communities-	Woodrow & Jodeh/ Hansen & Winter	House Transportation, Housing & Local Government	Monitor	NA	<p>Amendments of note at the bill's first hearing include the addition of a definition of "displacement" and additional detail regarding displacement strategies; a modified definition of "regulated affordable housing"; and clarified the designation of transit areas in the required maps.</p>	<p>DRCOG supports legislation that fosters transit-oriented development. DRCOG's legislative policy statement lists principles on the quality, quantity and affordability of housing that relate to this issue. You can find these principles by following this link (State Legislative Policy Statement).</p> <p>DRCOG also supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists. DRCOG supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.</p>

Housing bills

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1152	<p>Accessory Dwelling Units (ADU)- establishes unique requirements for subject jurisdictions (a municipality that has a population of 1,000 or more and that is within the area of a metropolitan planning organization; or portion of a county that is both within a census designated place with a population of ten thousand or more, as reported in the most recent decennial census, and within the area of a metropolitan planning organization); requires a subject jurisdiction to allow, one ADU as an accessory use to a single-unit detached dwelling in any part of the subject jurisdiction where the subject jurisdiction allows single-unit detached dwellings; prohibits subject jurisdictions from enacting or enforcing certain local laws that would restrict the construction or conversion of an ADU; creates a fee reduction and encouragement grant program; provides \$8 million for various ADU assistance programs.</p>	<p>Amabile & Weinberg/ Mullica & Exum</p>	<p>House Appropriations</p>	<p>Oppose unless amended</p>	<p>Link</p>	<p>DRCOG staff have been attending stakeholder meetings on this bill.</p>	<p>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; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock; and actions to provide more accessible and obtainable housing options for seniors.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1083	<p>Construction Professional Insurance Coverage Transparency- requires the Division of Insurance in the Department of Regulatory Agencies (DORA) to provide for a study of construction liability insurance for construction professionals and submit a report to the General Assembly by December 31, 2026. The report must include: insurers offering construction liability policies in the state, including to residential property developers; rates and the basis for rates charged by insurers, to include five years of data, where available; risk factors, classifications, and coverage descriptions that insurers use to set rates; a comparison of rates charged in other states in the region for similar residential projects; policy coverage terms; limitations or exclusions from coverage; and the appropriate policy limits for a residential project with regard to the size and cost of construction. The bill also requires builders and sellers of new residences to provide the purchasers and the county clerk and recorder's office with information regarding the property's construction liability insurance coverage. The bill creates a civil cause of action for purchasers of a new residence to file suit against sellers that violate these provisions.</p>	<p>Willford & Brown/ Cutter</p>	<p>House Appropriations</p>	<p>Support</p>	<p>Link</p>		<p>DRCOG supports: Diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
<u>Senate Bill 24-106</u>	<p>Right to Remedy Construction Defects- clarifies that a person that has had a claim brought on the person's behalf is also considered a claimant, so the act applies to the person for whom the claim is brought; creates a right for a construction professional to remedy a claim made against the professional by doing remedial work or hiring another professional to perform the work; in addition to mediation, adds other forms of alternative dispute resolution for which the claim would be held in abeyance and makes them binding; for a settlement offer of a payment made in a claim, payment constitutes a settlement. To bring a claim or related action, a unit owners' association must obtain written consent of at least 2/3 of actual owners of units in the common interest community. A claimant is barred from seeking damages for failing to comply with building codes or industry standards unless the failure results in: actual damage to property; actual loss of the use of real or personal property; bodily injury or wrongful death; or a risk of bodily injury or death to, or a threat to the life, health, or safety of, the occupants. The actual property damage must be the result of a building code violation and requires the risk of injury or death or the threat to life, health, or safety to be imminent and unreasonable.</p>	<p>Zenzinger & Coleman/ Bird</p>	<p>Senate Local Government & Housing</p>	<p>Support</p>	<p>NA</p>		<p>DRCOG supports: Diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	Fiscal Note	Staff Comments	Legislative Policy
Senate Bill 24-112	<p>Construction Defect Action Procedures- Adds disclaimers to the "Construction Defect Action Reform Act" that: do not impose an obligation upon construction professionals to provide a warranty; apply to implied warranty claims; do not amend or change the terms of or limitation upon an express or implied warranty. States a construction professional is not liable for acts or omissions of a licensed design professional for any construction defects. Makes changes to the approval process in connection to common interest communities: requires the association to give notice to unit owners and reobtain unit owner approval to amend or supplement a proposed action after meeting; raises the number of owners who need to approve the action to 2/3 majority; requires an owner to sign their vote; requires the association to give professionals a list of non-responsive owners; and when unit owners' non-responsiveness is challenged in court: requires court to stay the action against the professionals and requires the notification and voting process to be performed again unless the court holds that the association diligently contacted the owners; and requires the association to disclose to the construction professionals all information relevant to the unit owners' non-responsiveness within 21 days after the challenge has been filed.</p>	Lundeen	Senate Local Government & Housing	Monitor	FN		<p>DRCOG supports: Diverse housing options to meet the needs of residents of all ages, incomes and abilities; increased opportunities for diverse housing accessible by multimodal transportation to meet regional housing needs in connection with the regional multimodal transportation system; state policy that incentivizes local governments to adopt land use policies aimed at increasing a diverse supply of housing stock.</p>

Attachment E

Discussion of state legislative Issues: New Bills for
Consideration and Action

Board of Directors

Meeting date: March 20, 2024

Agenda Item #: 11 – B

Discussion of state legislative Issues: New Bills for Consideration and Action

Agenda item type: Action item

Summary

This item concerns adoption of positions on state legislative bills as presented by staff.

Background

The attachment lists bills of interest since the March 6 Special Board meeting. It includes staff comments and information relative to the Board adopted Policy Statement on State Legislative Issues for Board consideration.

Any additional bills of interest after the Board meeting packet is sent out will be emailed to Board members 48 hours prior to the Board meeting with staff comments and staff recommended positions for review at the meeting per current Board policy.

Action by others

n/a

Previous discussion/action

n/a

Recommendation

Move to approve positions on state legislative issues.

Attachments

Legislative Report - New Bills as of March 13, 2024

For more information

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



Aging

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 1322	<p>Medicaid Coverage Housing & Nutrition Services- directs the Department of Health Care Policy and Financing (HCPF) to conduct a feasibility study to explore the feasibility of seeking federal authorization to provide nutrition and housing services that address Medicaid members' health-related social needs (HRSN); the state department shall report the study's findings to the Joint Budget Committee on or before November 10, 2024. The study and report must address integrating HRSN services with existing housing-related and nutrition-related services. The bill requires the state department to seek federal authorization to provide HRSN services no later than July 1, 2025, if seeking federal authorization would be budget neutral.</p>	<p>Marvin & Willford/</p>	<p>House Energy & Environment</p>	<p>Support</p>	<p>Link</p>	<p>The feasibility study required by this bill, with its focus on health-related social needs and authority to apply for what is called a Medicaid 1115 waiver, would provide an opportunity to include evaluation of HCPF partnerships with community-based providers, including with area agencies on aging, to fund services such as meals, and housing assistance to Medicaid members.</p>	<p>DRCOG supports:</p> <p>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;</p> <p>Collaboration in the exploration of partnerships to provide access to area agencies on aging and other community-based services through public and private health insurance benefits and health care engagement programs.</p>

Transportation

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1341	<p>State Vehicle Idling Standard- Current law imposes a uniform state idling standard on an owner or operator of a covered vehicle that prohibits the vehicle from idling for more than 5 minutes within any 60-minute period, except in certain situations. Current law also prohibits a local government from enacting a resolution or ordinance concerning the idling of a covered vehicle that is more stringent than the state idling standard. The bill authorizes a local government to enact a resolution or ordinance concerning the idling of a covered vehicle that is at least as stringent as, but not less stringent than, the state idling standard.</p>	Marvin & Willford/	House Energy & Environment	Support	NA	The Regional Air Quality Council (RAQC) is supporting this bill.	DRCOG supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards; and transportation and land use strategies that improve air quality in the region.
Senate Bill 24-165	<p>Air Quality Improvements- By December 31, 2025, the Air Quality Control Commission (AQCC) must adopt rules for controlling emissions from facilities, buildings, structures, installations, or real property that generates mobile source activity that results in emissions of air pollutants within the 8-hour ozone Denver metro/north front range nonattainment area (covered nonattainment area). By December 31, 2028, requires the (AQCC) to adopt emission standards and requirements for in-use, off-road, diesel-fueled fleets.</p>	Priola & Cutter/ Rutinel & García	Senate Transportation & Energy	Board direction requested	NA	The bill also requires the department of transportation to establish vehicle miles traveled reduction targets for the covered nonattainment area and to develop policies and programs to assist applicable metropolitan planning organizations in meeting the targets. A VMT reduction target may be inconsistent with DRCOG's Metro Vision VMT/Capita reduction target and is duplicative of or could conflict with the State Greenhouse Gas Rule that DRCOG must already comply with. The non-attainment area extends beyond the boundaries of MPOs. Staff also would like to work to refine and clarify definition of indirect sources and how the bill's definition and provisions relate to federal air quality conformity requirements.	DRCOG supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards; and transportation and land use strategies that improve air quality in the region.

Housing

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-174	<p>Sustainable Affordable Housing Assistance- requires statewide, regional, and local housing needs assessments; a housing action plan as an advisory document that demonstrates a local government's commitment to address housing needs and that guides a local government in developing legislative actions, promoting regional coordination, and informing the public of the local government's efforts to address housing needs in the local government's jurisdiction; requires the Division of Local Government to provide technical assistance and guidance through a grant program or the provision of consultant services; modifies the requirements of both county and municipal master plans so that those master plans must include a water supply element; and a strategic growth element; prohibits a unit owners' association of a common interest community from, through any declaration or bylaw, rules, or regulation adopted or amended by an association on or after July 1, 2024, prohibiting or restricting the construction of accessory dwelling units or middle housing, if the zoning laws of the association's local jurisdiction would otherwise allow such construction.</p>	<p>Kikmeyer & Zenzinger/ Bird</p>	<p>Senate Local Government & Housing</p>	<p>Support with amendments</p>	<p>NA</p>	<p>The bill specifies a methodology and specificity of forecasted projections that may not align with current DRCOG and State Demographer's practice for preparing population forecasts.</p> <p>The bill also mandates components for regional plans that DRCOG is currently not funded to complete. Aligning required master plan elements with adequate resources would be beneficial.</p>	<p>DRCOG supports the use of comprehensive/ master plans as the foundation for local land use decision-making. You can find these principles by following this link (State Legislative Policy Statement).</p>

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	Fiscal Note	Staff Comments	Legislative Policy
House Bill 24-1366	<p>Sustainable Local Government Community Planning- requires regional planning commissions and local governments to include a climate action element in their regional, county or municipal master plans; requires CDOT to coordinate with metropolitan planning organizations to establish criteria that define and identify growth corridors; the department and metropolitan planning organizations shall coordinate with local governments to develop transportation demand management plans for these growth corridors; requires the statewide transportation plan to include an examination of the impact of transportation decisions on land use patterns; the identification of highway segments where promotion of context-sensitive highway permitting and design can encourage the development of dense, walkable, and mixed-use neighborhoods in transit-oriented centers and neighborhood centers; and an emphasis on integrating planning efforts within CDOT to support multimodal transportation, neighborhood centers, and transit-oriented centers in infill areas as well as growth corridors through the associated transportation demand management corridor planning; requires CDOT to conduct a study in connection with the new statewide transportation plan requirements.</p>	<p>Froelich & Brown</p>	<p>House Transportation, Housing & Local Government</p>	<p>Board direction requested</p>	<p>NA</p>	<p>Possible amendments: Remove the requirement for master plans to include “a description of any money from the federal government, the state, or a local government that the [county or region or municipality] has received for implementing a goal, plan, or strategy...”</p> <p>Limit growth corridors for TDM planning to state highways and if it includes MPOs as participants, provide funding to MPOs and extend deadline for corridor TDM plans in recognition of existing MPO work plans.</p>	<p>DRCOG supports the use of comprehensive/ master plans as the foundation for local land use decision-making. You can find these principles by following this link (State Legislative Policy Statement). DRCOG also supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards and transportation and land use strategies that improve air quality in the region.</p>

Attachment F

Corridor Planning Pilot Program Update

Board of Directors

Meeting date: March 20, 2024

Agenda Item #: 12

Corridor Planning Pilot Program Update

Agenda item type: Informational briefing

Summary

Update on the regional corridor planning pilot program activities.

Background

In fall 2022, DRCOG piloted the corridor planning program to support the region in advancing projects and priorities identified in the 2050 Metro Vision Regional Transportation Plan. The corridor planning program focuses on advancing infrastructure investments on key regional corridors identified in the Plan. As part of this program, DRCOG is leading initial planning efforts on two corridors starting in 2023: Alameda Avenue and South Boulder Road. Each planning effort is conducted in partnership with local governments, RTD and CDOT.

The corridor planning program was piloted in 2022 but has now been formalized as a 2024-2027 Transportation Improvement Program Set Aside.

Alameda Avenue Corridor Study

DRCOG is partnering with Lakewood, Denver, Glendale, Aurora, RTD and CDOT on the Alameda Corridor Study, which began in summer 2023. The goal of this study is to develop a shared vision for Alameda Avenue from Wadsworth to the R-Line by identifying short term safety and mobility challenges on the corridor, and future opportunities to make the corridor safer and more accessible for all road users. The corridor is identified as a regional bus rapid transit corridor in the Regional Transportation Plan.

The project team has completed an existing conditions report and an initial phase of engagement with communities along the corridor to understand immediate concerns with the corridor and ideas for improvement. In the next phase of the project the team will focus on identifying and then prioritizing proposed improvements, before developing a final corridor plan. A second engagement phase is planned in the spring to provide feedback on the proposed improvements. Additional information about the study can be found on the study's [engagement website](#). The study is scheduled to be completed in summer 2024.

South Boulder Road Corridor Study

DRCOG is partnering with RTD, Boulder County and the cities of Boulder, Lafayette, and Louisville on the South Boulder Road Corridor Study, which looks at the corridor between Broadway and 120th Street. The goal of this study is to develop a shared vision for the corridor



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by identifying current safety and mobility challenges on the corridor and future opportunities to make the corridor more accessible for all road users.

The project also began in summer 2023 and is wrapping up its existing conditions and background report. The first phase of public engagement is underway through mid-February. The project team is now pivoting to develop a conceptual vision for the corridor with character area mapping and potential future cross sections. A second engagement phase is planned for March through April to review the proposed vision. Additional information, including registration for the upcoming public meeting, is available on the study's [project website](#).

Phase two of the planning work on South Boulder Road, focused in more detail on enhanced transit, has been funded through the 2024-2027 Transportation Improvement Program. [Additional information about this funded project is available here.](#)

Initial lessons learned from pilot program

DRCOG chose to pilot the corridor planning program to develop processes and lessons learned before the program was established as a set-aside in the 2024-2027 Transportation Improvement Program. A few notable lessons learned thus far are:

- DRCOG is in a unique position to bring together multiple agencies and jurisdictions on regional corridor studies that may be challenging for any one city or county to lead.
- Additional resources and coordination are required for multi-jurisdictional studies, particularly for public engagement and developing implementation-orientated action items.
- DRCOG staff have improved their understanding of procurement for this type of corridor study, which will facilitate future projects in the set-aside program.

Set Aside Program

The corridor planning program is now a 2024-2027 Transportation Improvement Program set-aside. A Sheridan Boulevard safety study and East Colfax Avenue Bus Rapid Transit extension study (from I-225 to E-470) were selected for funding in 2024-2025. An additional call for proposals for 2026-2027 funds is anticipated in summer 2025.

Action by others

n/a

Previous discussion/action

n/a

Recommendation

n/a



Board of Directors
March 20, 2024
Page 3 of 3

Attachment
Staff presentation

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Nora Kern, Subarea and Project Planning Program Manager, at 303-480-5622 or nkern@drcog.org.



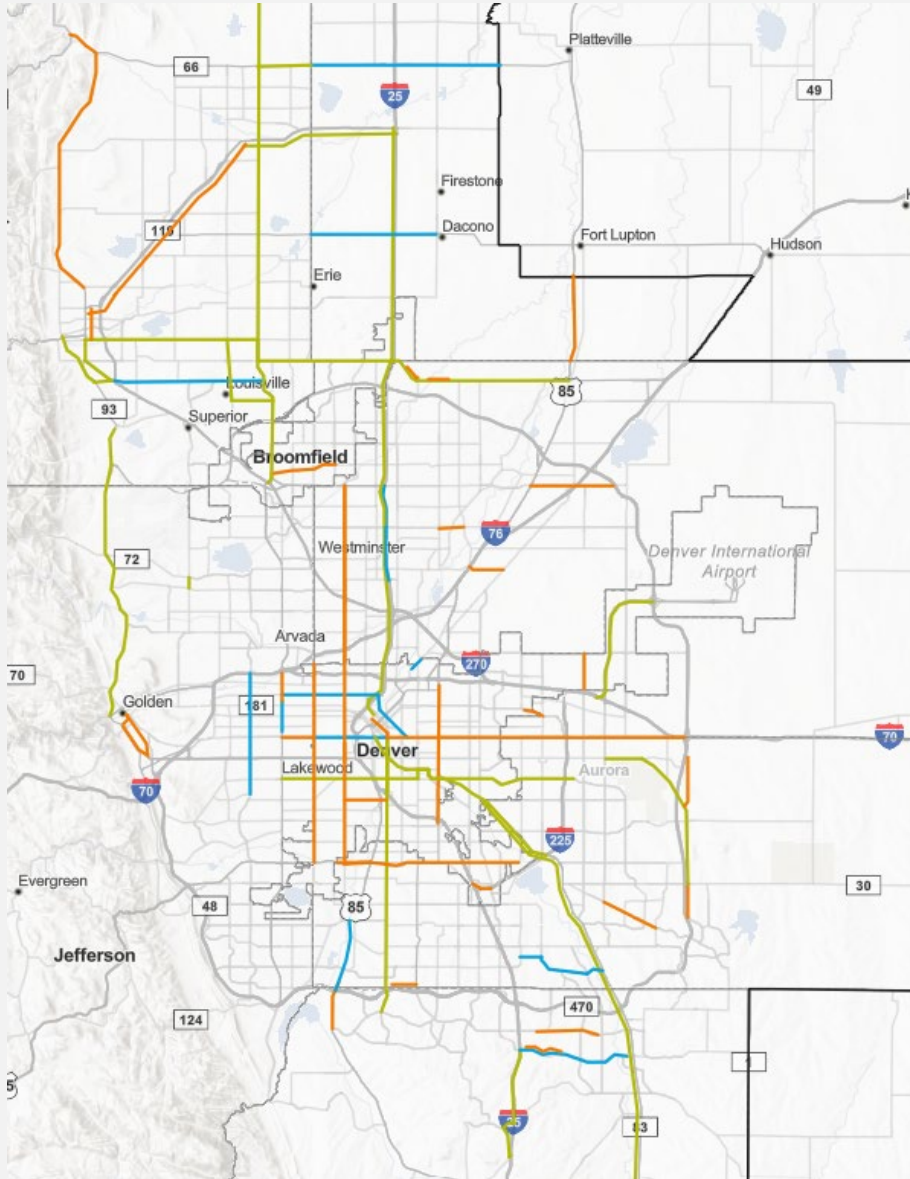


Corridor Planning Pilot Program Update

Board of Directors, March 20, 2024

Nora Kern, Subarea and Project Planning Program Manager





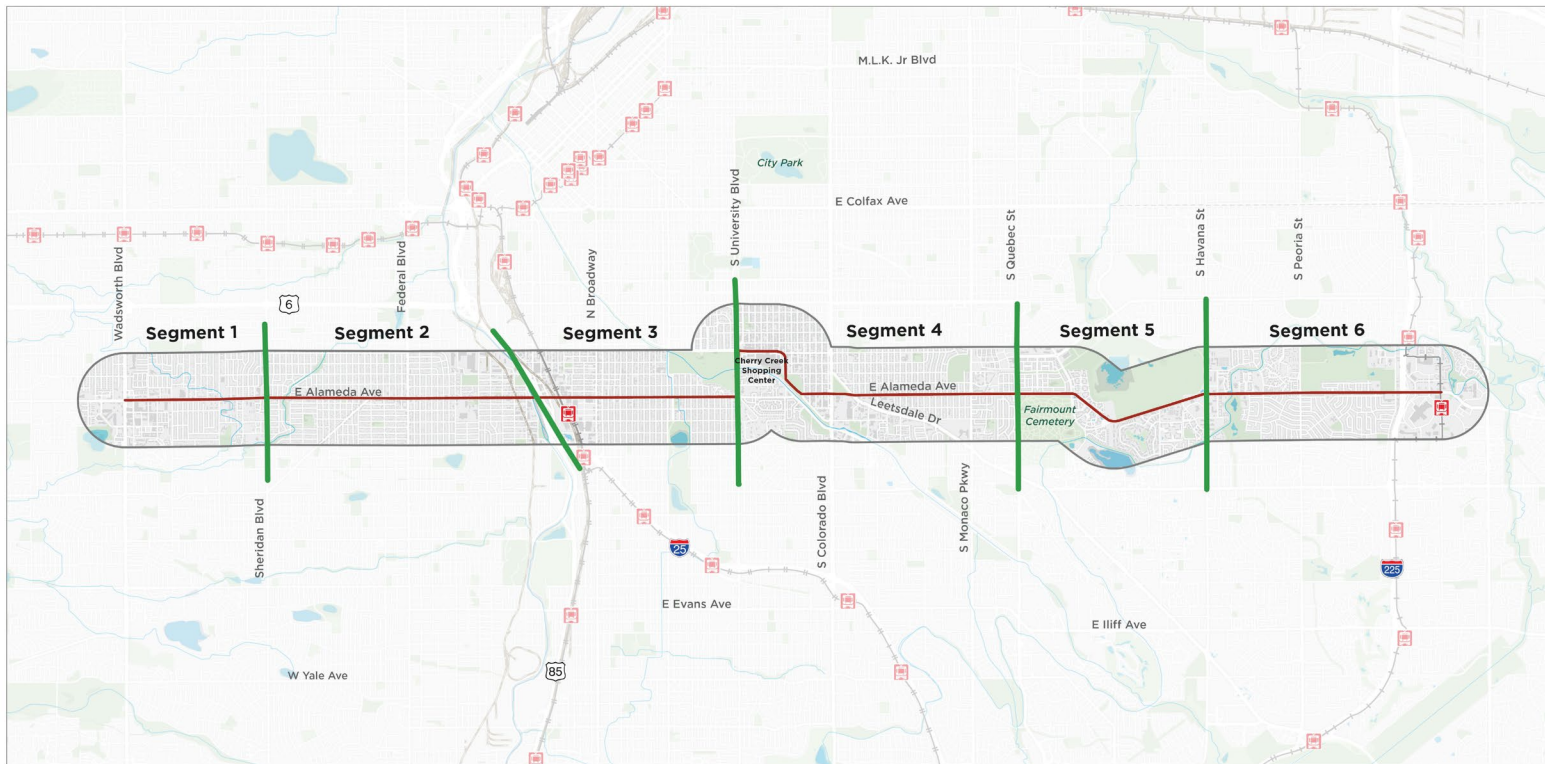
2050 Metro Vision Regional Transportation Plan

Corridor planning program

- Advancing RTP Projects and Priorities
- Focuses on corridors identified in RTP
- Pilot started in 2022 with Alameda Corridor Study and South Boulder Road study

Alameda corridor study

Alameda Corridor Segments



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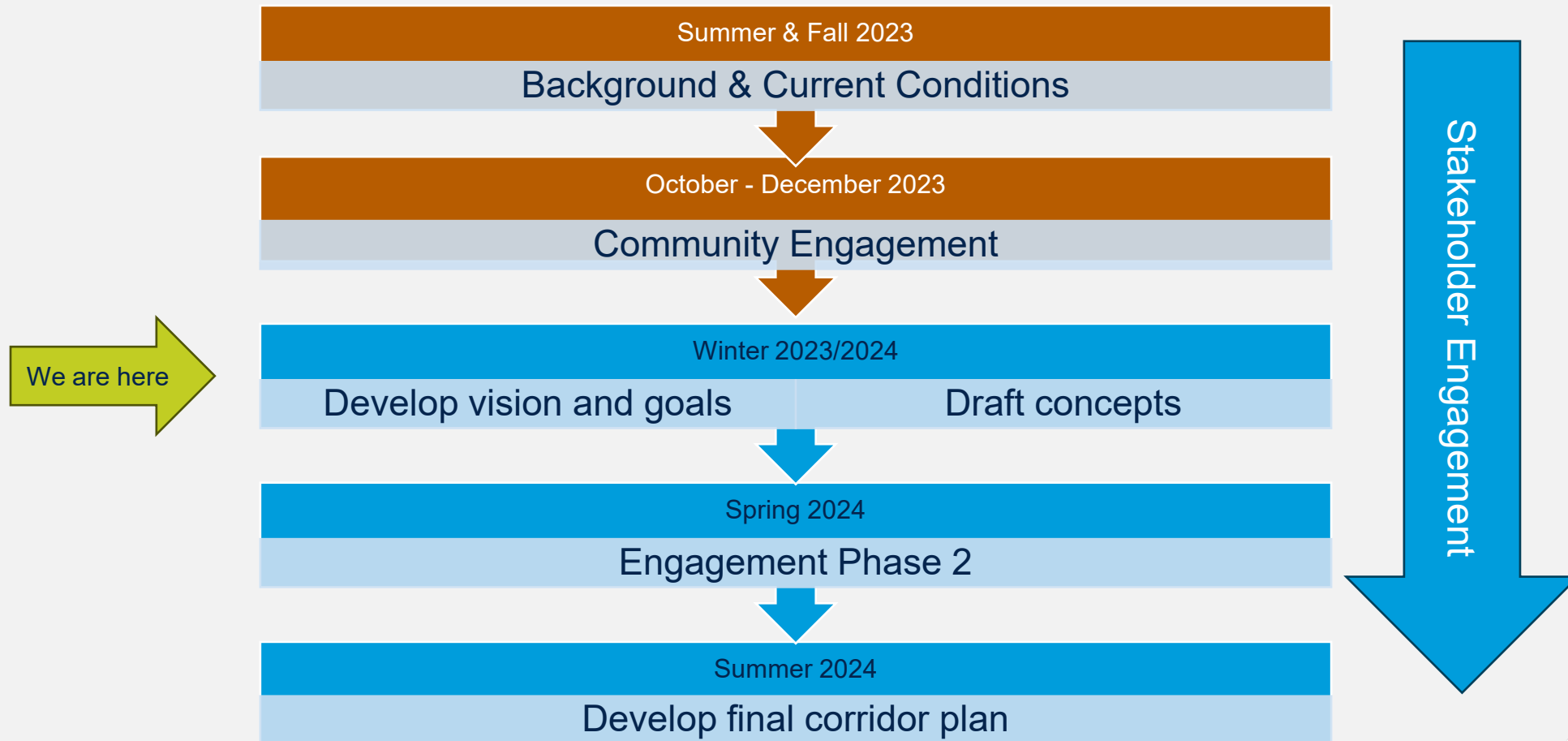


Study Project Team:

- Lakewood
- Denver
- Aurora
- Glendale
- CDOT
- RTD



Alameda corridor study: Schedule



Alameda corridor plan goals



Connectivity



Safety



Improved Transit



Accessibility



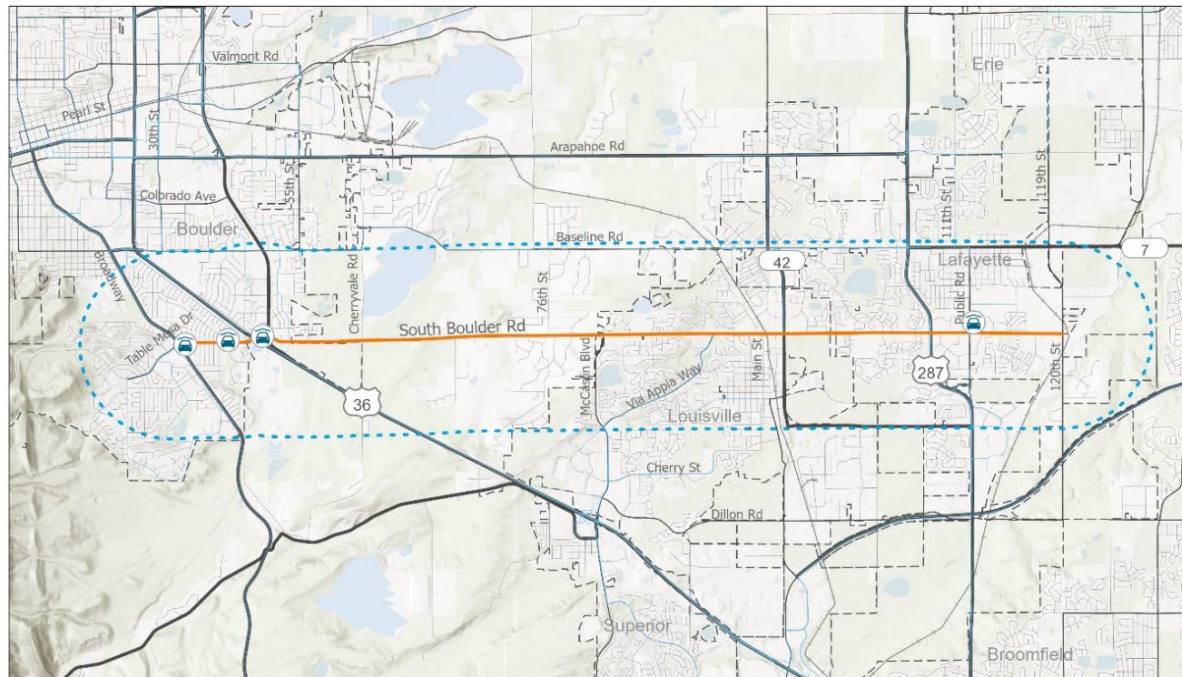
Mobility



Vibrancy

South Boulder Road corridor study

South Boulder Rd Study Area



DRCOG makes no claims, representations or warranties, express or implied, concerning the validity (express or implied), the reliability or the accuracy of the data herein, including the implied validity of any uses of such data. DRCOG shall have no liability for the data or lack thereof, or any decisions made or action not taken in reliance upon any of the data.

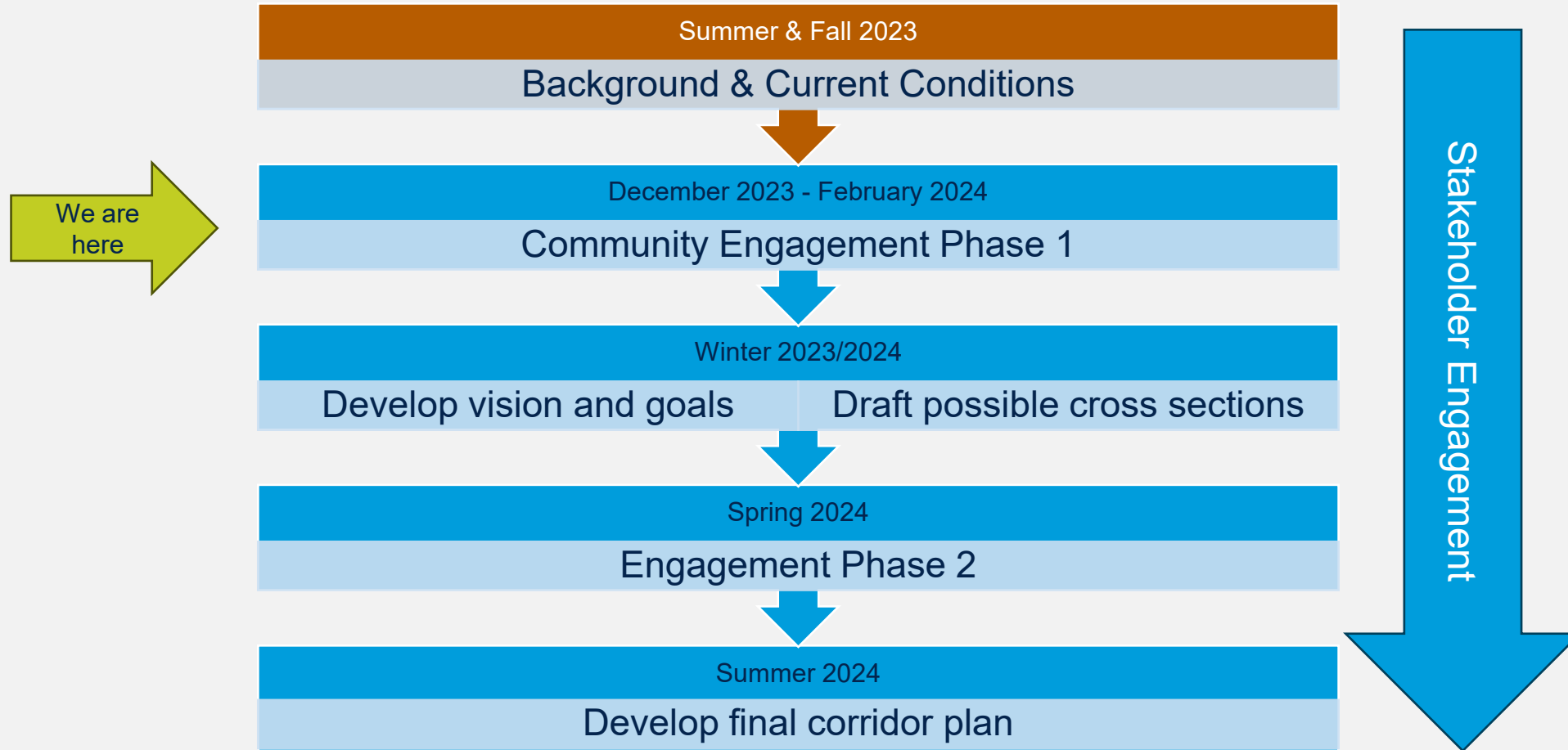
SOURCE DATA: DRCOG, RTD, CDOT, Boulder County, City of Boulder
Mapbox Basemap, SR 6428
Creator: Danielle Furutachi, 8/21/2023
Location: Fehr & Peers GIS Server

Study Project Team:

- City of Boulder
- City of Lafayette
- City of Louisville
- Boulder County
- RTD



South Boulder Road corridor study: Schedule



Lessons learned from pilot program

- DRCOG's role as a convener lends itself to regional corridor planning.
- Coordination and engagement across multiple jurisdictions takes time and resources.
- Improved internal procurement and project management processes.
- Importance of considering “what's next” after a DRCOG led study.

2024 – 2027 transportation improvement program corridor planning set aside

- \$3,000,000 over fiscal years 2024-2027
- Funding split into 2-year cycles
- Sheridan Boulevard safety study and East Colfax BRT Extension (from I-225 to E-470) funded for next two years
 - Working on scope for both, pending intergovernmental agreement with CDOT
- Next call for projects in 2025

Questions?

Nora Kern

Program Manager

nkern@drcog.org

Attachment G

Federal Greenhouse Gas Performance Measure

Introduction

Board of Directors

Meeting date: March 20, 2024

Agenda Item #: 13

Federal Greenhouse Gas Performance Measure Introduction

Agenda item type: Informational briefing

Summary

Introduction to the new federal greenhouse gas performance measure.

Background

Federal regulations require state departments of transportation and metropolitan planning organizations to set targets and report on progress towards achieving the targets for several performance areas in support of a performance-based approach to transportation planning and programming. These areas include safety, infrastructure condition (pavement and bridge), system performance, transit asset management, and transit safety.

In December 2023, the Federal Highway Administration issued a final rule that establishes a new greenhouse gas performance measure. The measure is part of the National Highway Performance Program and assesses the percent change in carbon dioxide (CO₂) emissions on the National Highway System relative to 2022 levels. State departments of transportation and metropolitan planning organizations will be required to establish declining targets and report on progress. There are no penalties for not achieving the established targets.

As with previous federal performance measures, DRCOG will have the flexibility to support the state's targets or establish targets specific to their area. DRCOG staff, with support from CDOT, will provide an overview of the new performance measure, including data requirements, methodologies, and next steps.

Action by others

n/a

Previous discussion/action

n/a

Recommendation

n/a

Attachments

1. Staff Presentation
2. CDOT Presentation (for information only)



Board of Directors
March 20, 2024
Page 2 of 2

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org or Alvan-Bidal Sanchez, Program Manager, at 720-278-2341 or asanchez@drcog.org.





Federal GHG Performance Measure

Board of Directors: March 20, 2024

Federal performance areas



PM1:
Safety
performance



PM2:
Infrastructure
condition



PM3: System
performance,
freight, and
CMAQ



TAM: Transit
Asset
Management



PTASP: Public
Transportation
Agency Safety
Plan

Federal Highway Administration

Federal Transit Administration

System performance, freight, and CMAQ



Traffic congestion reduction

- Annual hours of peak hour excessive delay per capita
- % of non single occupancy vehicle travel



On-road mobile source emissions

- Total emissions reduction (kg/day)
 - NOx
 - VOC
 - CO
 - PM10



Travel time reliability

- % of PMT on the interstate that are reliable
- % of PMT on the non-interstate NHS that are reliable
- % change in tailpipe CO2 emissions on the NHS

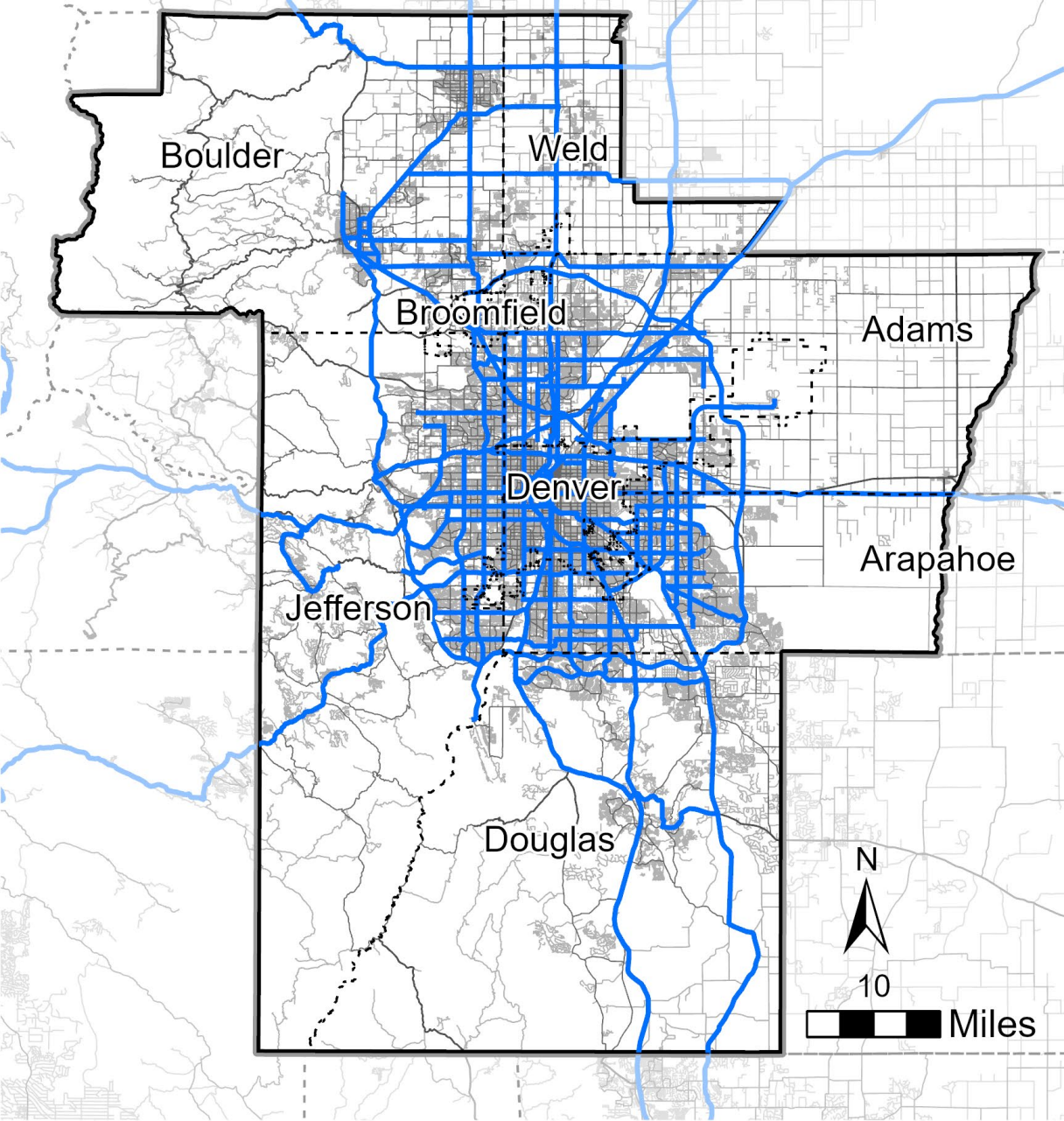


Freight reliability

- Truck travel time reliability index

PM3: GHG performance overview

- **Area** – All mainline highways on the **Interstate and non-Interstate NHS**
- **Data** –
 - CO2 emissions factors and fuel sales data to be provided by FHWA.
 - VMT data from the best available data representing the prior calendar year.
- **Performance measures** –
 - Percent change in on-road tailpipe CO2 emissions on the NHS relative to 2022.
- **Calculation** –
$$\frac{(\text{Tailpipe CO}_2\text{Emissions on NHS})_{\text{CY}} - (\text{Tailpipe CO}_2\text{Emissions on NHS})_{\text{reference year}}}{(\text{Tailpipe CO}_2\text{Emissions on NHS})_{\text{reference year}}} \times 100$$
- **Federal guidance** –
 - Targets must be declining targets.
 - DRCOG can support CDOT's state targets or set our own for the region.
- **Penalty** –
 - No financial penalty or funding restriction.
 - Additional scrutiny into the planning process during the quadrennial federal certification.



- National Highway System
- Roadway Network
- ▭ MPO Boundary
- - - County Boundaries

National Highway System

- Interstate
- Non-Interstate NHS

DRCOG requirements

- MPOs are required to establish targets no later than 180 days after the State DOT establishes their targets. (by September 25, 2024)
- Targets to be established through resolution. (DRCOG standard practice)
- Option to commit to support the State DOT target or establish a unique quantifiable target.
 - MPOs may use the MPO share of the State's vehicle miles traveled (VMT) as a proxy for the MPO share of CO2 emissions in the State.
- Coordination with CDOT encouraged.
- No significant progress determinations.

DRCOG considerations

- Metro Vision's Surface Transportation Greenhouse Gas performance measure
 - Pounds of carbon dioxide equivalent GHG emissions per capita per day.
 - 2010 Baseline: 26.1
 - 2015 Observation: 24.9
 - 2040 Target: 60%
 - decrease from 2010
- State GHG Planning Standard
 - Reduction levels of annual greenhouse gas in million metric tons for four future analysis years:
 - 2025: 0.27
 - 2030: 0.82
 - 2040: 0.63
 - 2050: 0.37

Next steps

- **February-March:** Briefings to the Transportation Advisory Committee, Regional Transportation Committee, and Board
- **March 29:** CDOT deadline to establish and report targets
- **March-September:** Continued coordination with CDOT and the Board on target-setting
- **September 25:** DRCOG deadline to establish targets

Thank you!

Questions?

Alvan-Bidal Sanchez

he/him/el

Program Manager

720-278-2341

asanchez@drcog.org



If you have difficulty using this presentation's content, please email access@drcog.org or call 303-455-1000.



COLORADO

Department of Transportation

New Greenhouse Gas (GHG) Rule National Performance Measures



Contents

- Overview of GHG Rulemaking
- New GHG Performance Measure
- Target Setting Requirements
 - Colorado Department of Transportation (CDOT)
 - Metropolitan Planning Organizations (MPOs)
- Reporting Requirements Timeline
 - CDOT
 - MPOs
- Data Sources
- Resources and Questions



Overview of GHG Rulemaking

- To help address the climate crisis the new GHG rule establishes a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation.
- The new rule requires State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) to establish **declining** carbon dioxide (CO₂) targets and report on progress toward the achievement of those targets.
- The rule does not mandate how low targets must be, only that the targets are **declining**.
- State DOTs and MPOs have flexibility to set targets that are appropriate for their communities and that work for their respective climate change and other policy priorities, provided the targets aim to **reduce** emissions over time.



Overview of GHG Rulemaking

Transportation Performance Management (TPM) Performance Measures

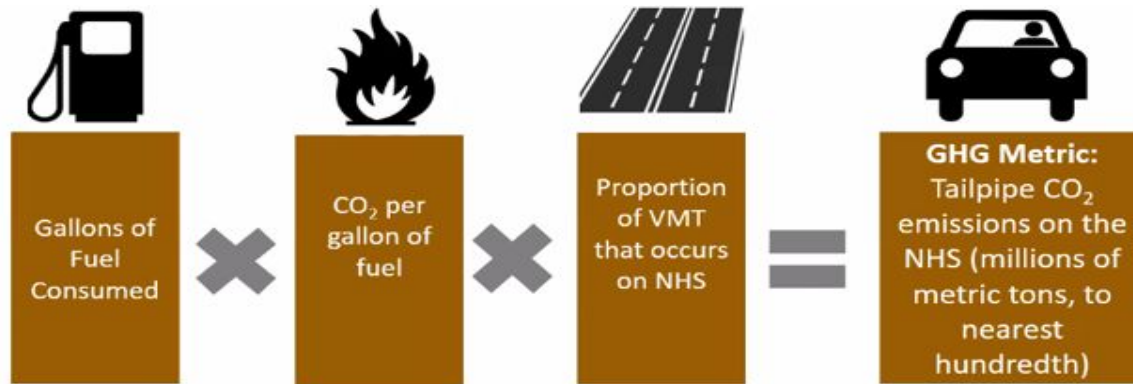


Performance Area	Performance Measure
Safety	<ul style="list-style-type: none"> • Number of fatalities. • Rate of fatalities per 100 million vehicle miles traveled. • Number of serious injuries. • Rate of serious injuries per 100 million vehicle miles traveled. • Number of non-motorized fatalities and non-motorized serious injuries.
Pavement Condition	<ul style="list-style-type: none"> • Percentage of pavements of the Interstate System in Good condition. • Percentage of pavements of the Interstate System in Poor condition. • Percentage of pavements of the non-Interstate National Highway System (NHS) in Good condition. • Percentage of pavements of the non-Interstate NHS in Poor condition.
Bridge Condition	<ul style="list-style-type: none"> • Percentage of NHS bridges classified as in Good condition. • Percentage of NHS bridges classified as in Poor condition.
System Performance	<ul style="list-style-type: none"> • Percent of person-miles traveled on the Interstate that are reliable. • Percent of person-miles on the non-Interstate NHS that are reliable. • NEW: Percent change in tailpipe carbon dioxide (CO₂) emissions on the NHS compared to the reference year (calendar year 2022).
Freight Movement	<ul style="list-style-type: none"> • Truck Travel Time Reliability (TTTR) index.
Traffic Congestion	<ul style="list-style-type: none"> • Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita. • Percent of Non-Single Occupancy Vehicle (SOV) Travel.
On-Road Mobile Source Emissions	<ul style="list-style-type: none"> • Total Emission Reductions for applicable criteria pollutants.

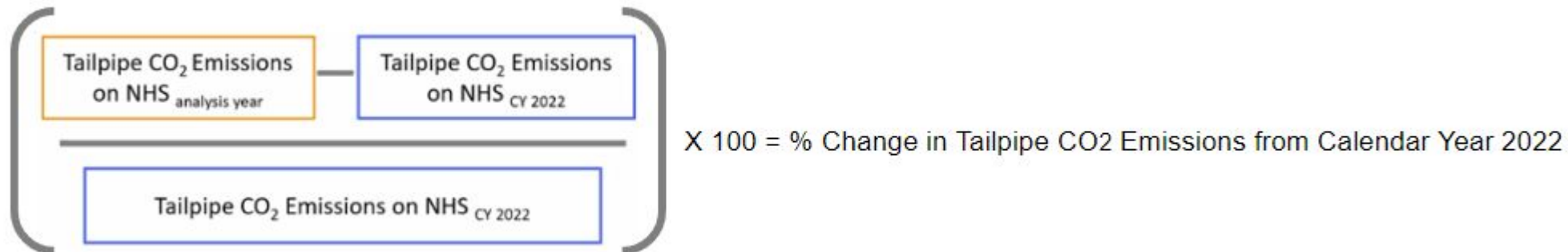


New GHG Performance Measure

- Performance Measure Language
 - The percent change in on-road tailpipe CO₂ emissions on the NHS relative to 2022.
- Calculating the GHG Metric - Annual Tailpipe CO₂ Emissions on the NHS:



- Calculating the GHG Measure





FHWA Deadline Extension

- Twenty-two States have challenged the GHG rule in federal court.
 - See State of Texas, et al. v. USDOT, et al. (N.D. Tex., Civil Action No. 5:23-cv-304) and Commonwealth of Kentucky, et al. v. FHWA, et al. (W.D. Ky., Civil Action No. 5:23-cv-162).
- Pursuant to negotiations in these cases, the FHWA has agreed that it will not seek to enforce the February 1, 2024, deadline for States to submit initial targets and reports, until March 29, 2024.
- The MPOs are due to establish targets no later than 180 days after the State DOT establishes their targets.



Target Setting Requirements - CDOT

- State DOTs will establish 2- and 4-year statewide emissions reduction targets
- State DOTs will first establish targets and report those targets by March 25, 2024. Subsequent targets will be established and reported no later than October 1, 2026, in line with other transportation performance management (TPM) measures.
- **For this current performance period (2022-2025), State DOTs only need to develop a four-year target (2025).**
- Biennial reporting related to the GHG measure will begin with the 2026 Full Performance Period Progress Report and the 2026 Baseline Performance Period Report.
- If targets are not met, CDOT must document the actions it will take to meet the targets.



Target Setting Requirements - MPO's

- MPOs will establish 4-year (2025) emissions reduction targets
 - MPOs are required to establish targets no later than 180 days after the State DOT establishes their targets (by September 25, 2024).
 - Targets to be established through resolution.
 - Option to commit to support the State DOT target or establish a unique quantifiable target.
 - MPOs may use the MPO share of the State's vehicle miles traveled (VMT) as a proxy for the MPO share of CO₂ emissions in the State.
 - Coordination with CDOT encouraged.
 - No significant progress determinations.



Data Sources

Data Input	Data Source	Description
Annual Fuel Sales Information	Fuels and Financial Analysis System-Highways (Fuels and FASH)	Total gallons of fuel consumed by fuel type, based on fuel sales data as of August 15th of the year in which the significant progress determination is made.
CO2 emission factor	FHWA-supplied emission factors	Posted on FHWA website no later than August 15th of each reporting year.
Annual vehicle miles traveled (VMT)	Highway Performance Monitoring System (HPMS)	Estimates of VMT on NHS and all public roads as of November 30 of the year in which the significant progress determination is made. The reference year shall use HPMS data as of November 30, 2023.

* MPOs have the flexibility to use additional data sources to calculate the measure



2022 Baseline Emissions

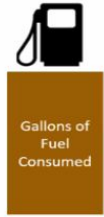


Table 1: Fuel Consumption

Gasoline & Gasohol Fuels	Special Fuels
2,383,076	787,608

Table 1 displays the quantity of fuel consumed, rounded to the nearest thousand gallons in 2022, and expressed in 1,000 gallons.

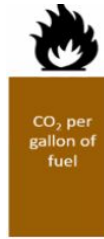


Table 2: CO₂ Factor

Gasoline & Gasohol Fuels	Special Fuels
0.00000810	0.00001019

Table 2 displays the CO₂ Factor for CY 2022, as provided by FHWA. (million metric tons (mmt) / 1,000 gal).

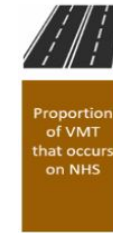


Table 3: 2022 Vehicle Miles Traveled (VMT)

Statewide VMT	National Highway System VMT
53,935,000,000	34,286,000,000

Calculation for 2022 Baseline Tailpipe CO₂ Emissions Million Metric Tons (MMT)

$$((2,383,076 * 0.00000810) + (787,608 * 0.00001019)) * (34,286,000,000 / 53,935,000,000) = 17.37 \text{ Million Metric Tons of Tailpipe CO}_2 \text{ Emissions}$$

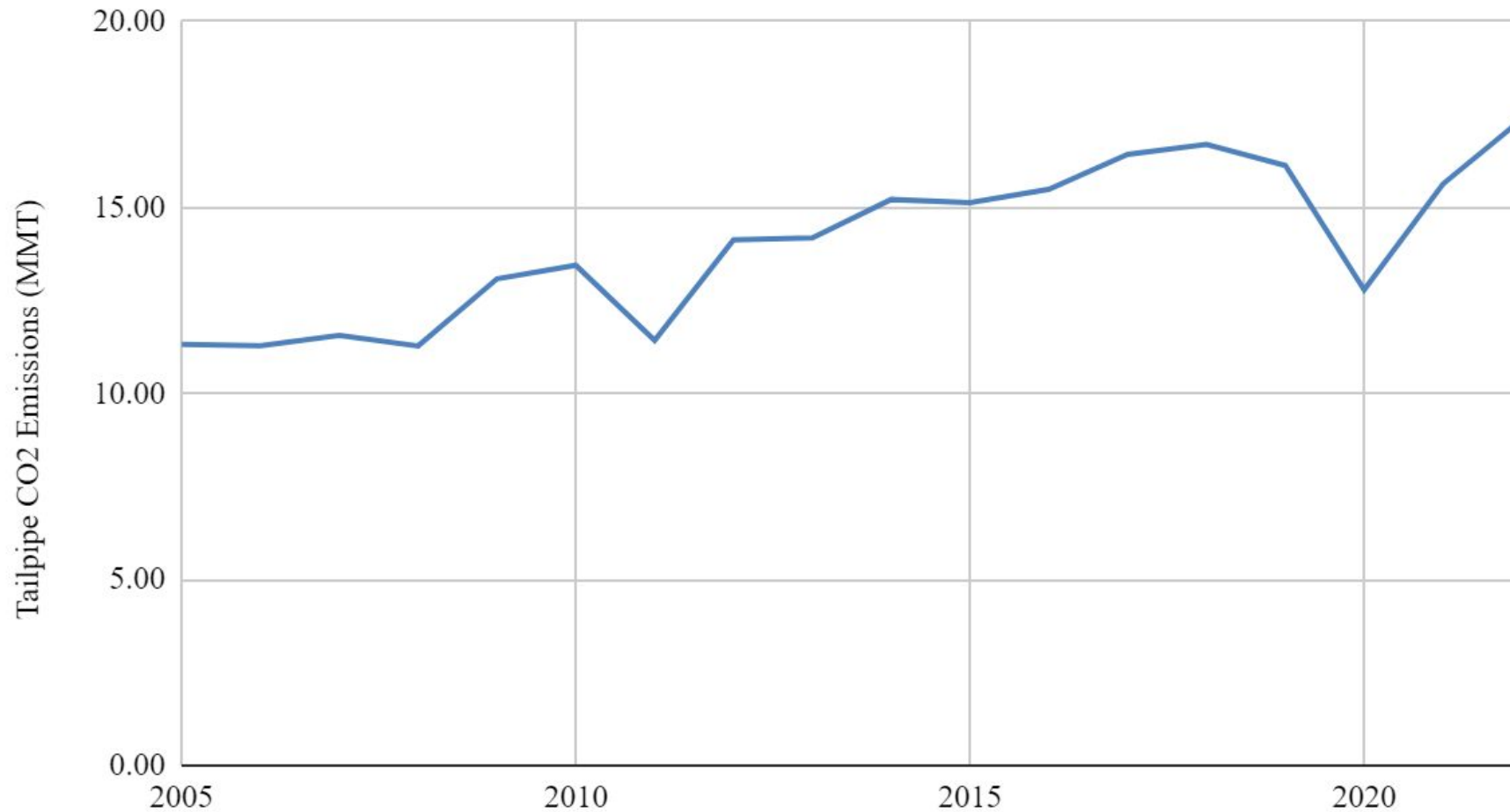


GHG Metric:
Tailpipe CO₂ emissions on the NHS (millions of metric tons, to nearest hundredth)



Tailpipe CO2 Emissions on NHS

Tailpipe CO2 Emissions (MMT) on NHS





Next Steps

- **March 29, 2024** - CDOT to establish and report 2025 target to FHWA
- **March to September** - CDOT/MPOs coordinate to establish MPO targets
- **September 25, 2024** - MPOs to establish target by resolution



Questions and Resources

- **Resources:**
 - [GHG Rulemaking Docket](#)
 - [GHG Final Rule](#)
 - [Greenhouse Gas Emissions Performance Measure Notice of Proposed Rulemaking \(NPRM\) - Webinar](#)
 - [GHG analysis tools and resources](#) - used to evaluate the impact of GHG reduction strategies and help set targets.
- **For questions or comments on this presentation, please contact:**

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Performance Program Manager
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Division of Transportation Development
christopher.laplante@state.co.us

Attachment H

Administrative modifications to the Fiscal Year 2024-2027

Transportation Improvement Program

Board of Directors

Meeting date: March 20, 2024

Agenda Item #: 14

Administrative Modifications to the Fiscal Year 2024-2027 Transportation Improvement Program

Agenda item type: Informational item

Summary

March 2024 Administrative Modifications to the *Fiscal Year 2024-2027 Transportation Improvement Program*.

Background

The Board-adopted [Policies for Transportation Improvement Program Development](#) provide that administrative modifications to the [Fiscal Year 2024-2027 Transportation Improvement Program](#) are reviewed and processed by staff. Administrative modifications represent revisions to Transportation Improvement Program projects that do not require formal action by the Board of Directors.

After the Board is informed of the administrative modifications, the modifications are processed and posted on the [Fiscal Year 2024-2027 Transportation Improvement Program web page](#). They are then emailed to the Transportation Improvement Program Notification List, which includes members of the Transportation Advisory Committee, the Regional Transportation Committee, project sponsors, staff of various federal and state agencies, and other interested parties.

Project Number	Sponsor	Title	Reason for Amendment	New/ Removed Funding
2008-028	CDOT Region 4	Region 4 Bridge Off-System Pool	Add one pool project	Add \$308,000 in federal Bridge Off-System funds
2016-057	CDOT Region 1	Region 1 RPP Pool	Add two pool projects	Add \$1,363,000 in state Transportation Commission Contingency funds
2018-011	CDOT Region 1	Region 1 Permanent Water Quality Pool	Adjust one pool project's funding	Add \$110,000 in state Permanent Water Quality funds



Board of Directors
March 20, 2024
Page 2 of 2

Action by others

n/a

Previous discussion/action

n/a

Recommendation

n/a

Attachment

March 2024 Administrative Modifications to the *Fiscal Year 2024-2027 Transportation Improvement Program*

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Todd Cottrell, Programming and Project Delivery Program Manager, Transportation Planning and Operations Division, at 303-480-6737 or tcottrell@drcog.org



Attachment 1

March 2024 Administrative Modifications to the Fiscal Year 2024-2027 Transportation Improvement Program

2008-028: Add one pool project and \$308,000 in federal Bridge Off-System funds

Existing Project

Title: **Region 4 Bridge Off-System Pool**

Project Type: **Roadway - Bridge**

TIP-ID: **2008-028**

STIP-ID: **SR46601**

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Bridge Off-System Pool funds off-system bridge projects throughout CDOT Region 4 (Boulder and SW Weld Counties).



Affected County(ies)
Boulder
Weld

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.

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
WCR34 - Mead (Fiscal Year 2022/2024)		\$1,746	WCR20 (FY23)		\$730	Rock Creek Pkwy Rehab (Fiscal Year 2024)		\$1,077
120th St over Coal Creek (FY23)		\$513	WCR3 north of WCR12 (FY23)		\$1,036	WCR26 - Firestone (Fiscal Year 2024)		\$1,438

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (BRO)		\$4,100	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$2,056	\$0	\$0	\$0		
Total	\$3,049	\$6,156	\$0	\$0	\$0	\$0	\$9,205

Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
WCR34 - Mead (Fiscal Year 2022/2024)		\$1,746	WCR3 north of WCR12 (FY23)		\$1,036	WCR4 - Lochbuie (Fiscal Year 2024)		\$308
120th St over Coal Creek (FY23)		\$513	Rock Creek Pkwy Rehab (Fiscal Year 2024)		\$1,077			
WCR20 (FY23)		\$730	WCR26 - Firestone (Fiscal Year 2024)		\$1,438			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal (BRO)		\$4,408	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$2,133	\$0	\$0	\$0		
Total	\$3,049	\$6,541	\$0	\$0	\$0	\$0	\$9,590

2016-057: Add two pool projects and \$1,363,000 in state Transportation Commission Contingency funds. One of the two projects will utilize \$5,000,000 in unallocated existing pool funding

Existing Project

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

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

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Small projects/consultants/do scouts		\$8,000	Design		\$2,000	Maintenance Paving Support IDIQ	Regionwide	\$5,000
local agency contributions	Included in various TIP pages	\$5,000	Steel Bridge Girders Cleanout	Regionwide	\$1,000	C470/I70 Emergency Bridge Repair		\$1,780

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$17,750	\$8,085	\$15,050	\$18,170		
State (TCC)		\$1,780	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$19,530	\$8,085	\$15,050	\$18,170	\$0	\$60,835

Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Small projects/consultants/do scouts		\$8,000	Steel Bridge Girders Cleanout	Regionwide	\$1,000	Expansion Device Replacement	I76 and I225	\$5,000
local agency contributions	Included in various TIP pages	\$5,000	Maintenance Paving Support IDIQ	Regionwide	\$5,000	C470/Quincy Ramp Roundabouts		\$1,363
Design		\$2,000	C470/I70 Emergency Bridge Repair		\$1,780			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (R P P)		\$17,750	\$8,085	\$15,050	\$18,170		
State (TCC)		\$3,143	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$0	\$20,893	\$8,085	\$15,050	\$18,170	\$0	\$62,198

2018-011: Adjust funding of one pool project and add \$110,000 in state Permanent Water Quality funds

Existing Project

Title: **Region 1 Permanent Water Quality Pool**

Project Type: **Other**

TIP-ID: **2018-011**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope
CDOT R1 pool for permanent water quality projects.



Affected County(ies)
Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson

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

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

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Federal Blvd	Green infrastructure/Water Quality Facilities	\$1,995	I-25 and SH-7 Mobility Hub	\$14,000 in Leg-Transit funding in TIP# 2020-100	\$1,249	CO7 Bike Path Widening		\$54
I-76 Water Quality Facilities	York St. to Dahlia St.	\$1,840	12th and Wadsworth Blvd Water Quality Pond		\$600			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Water Qlty)		\$1,249	\$654	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$8,397	\$1,249	\$654	\$0	\$0	\$0	\$10,300

Revised Project Listing and Funding Table

Agency/Project Name	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)	Agency/Project Name (Cont)	Notes	Cost (1,000s)
Federal Blvd	Green infrastructure/Water Quality Facilities	\$1,995	I-25 and SH-7 Mobility Hub	\$14,000 in Leg-Transit funding in TIP# 2020-100	\$1,249	CO7 Bike Path Widening		\$184
I-76 Water Quality Facilities	York St. to Dahlia St.	\$1,640	12th and Wadsworth Blvd Water Quality Pond		\$600			

Amounts in \$1,000s	Prior Funding	FY24	FY25	FY26	FY27	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Water Qlty)		\$1,249	\$764	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$8,397	\$1,249	\$764	\$0	\$0	\$0	\$10,410

Attachment I

Administrative modifications to the 2024-2025 Unified
Planning Work Program for the Denver Region

Board of Directors

Meeting date: March 20, 2024

Agenda Item #: 15

Administrative Modification to the 2024-2025 Unified Planning Work Program for the Denver Region

Agenda item type: Informational item

Summary

Appendix A of the amended Unified Planning Work Program is being updated to include the amount of the Areas of Persistent Poverty grant award to the Regional Transportation District as required by the Federal Transit Administration.

Background

The Unified Planning Work Program is the two-year work program for the Denver Metropolitan Planning Organization and serves as the management tool for scheduling, budgeting, and monitoring the planning activities of participating entities. The [2024-2025 Unified Planning Work Program for the Denver Region](#) was adopted in August 2023 and most recently amended in October 2023.

Administrative modifications to the Unified Planning Work Program are minor adjustments, including funding increases or decreases of less than 10% of the overall budget. They are reviewed and processed by staff and do not require formal action by the Board of Directors. After the Board is informed of the administrative modification(s), the revised Unified Planning Work Program is posted on the [Unified Planning Work Program web page](#). Notice of the modification(s) is provided to the Colorado Department of Transportation, Federal Highway Administration, and Federal Transit Administration.

This administrative modification edits an existing project listed in Appendix A (Other Major Planning Activities) on page 48 of the document to include the \$500,000 Areas of Persistent Poverty grant award to the Regional Transportation District as required by the Federal Transit Administration. The amount of award has not changed.

Action by others

n/a

Previous discussion/action

n/a

Recommendation

n/a



Board of Directors
March 20, 2024
Page 2 of 2

Attachment

Proposed March 2024 Administrative Modification to the 2024-2025 Unified Planning Work Program for the Denver Region (in track changes)

For more information

If you need additional information, please contact Douglas W. Rex, Executive Director, at 303-480-6701 or drex@drcog.org; or Josh Schwenk, Senior Planner, Transportation Planning and Operations, at 303-480-6771 or jschwenk@drcog.org.



Sponsor	Description	Funding Source
Littleton	Mary Carter Greenway Feasibility Study	Local - \$175,000
Littleton	Open Space, Recreation, and Trails Master Plan	Local - \$225,000
Littleton	Economic Development Strategic Plan	Local - \$150,000
Longmont	Transportation Mobility Plan Update	Local - \$300,000
Mead	Mead Trails & Open Space Master Plan Update	TIP - \$325,000
Nederland	Nederland Multimodal Transportation Plan	TIP - \$149,000
Parker	Comprehensive Master Plan Update	Local - \$250,000
Parker	Open Space, Trails, and Greenways Master Plan Update	Local - \$100,000
RTD	Bus Stop Accessibility Study and Equity Analysis	FTA Areas of Persistent Poverty Program - <u>\$500,000</u>
RTD	Light Rail Level Boarding Feasibility Study	TIP - \$1,500,000
Superior	Comprehensive Plan & Transportation Master Plan Update	Local - \$250,000
Thornton	88th Corridor Study: Pecos to Dahlia	TIP - \$250,000
Thornton	Parks and Open Space Plan	Local - In-House
Thornton	Development Code Update	Local - \$450,000
Thornton	Standards and Specifications Update	Local - In-House
Thornton	Thornton Multimodal Trail Study and Precon	TIP - \$1,310,000
Weld County	Southwest Weld County Trail Alignment Study	TIP - \$800,000
Wheat Ridge	38 th West Study	Local - \$615,000
Wheat Ridge	Envision Wheat Ridge Comprehensive Plan Update	Local - \$500,000
Wheat Ridge	Traffic Signal Master Plan	Local - Costs TBD